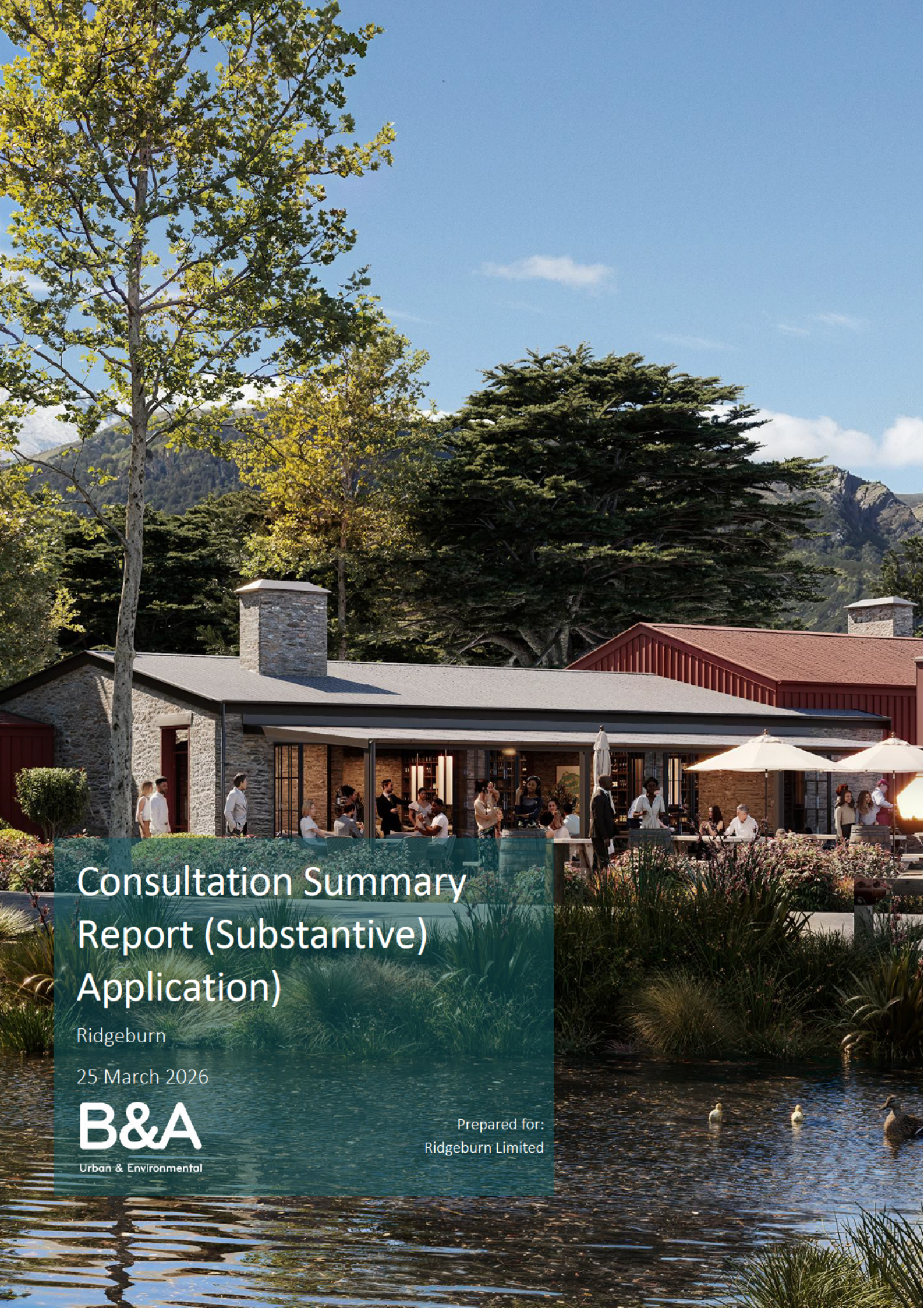




Consultation Summary Report (Substantive) Application)

Ridgeburn

25 March 2026

B&A

Urban & Environmental

Prepared for:
Ridgeburn Limited

Contents

1.0	Introduction	4
2.0	Consultation undertaken with QLDC and ORC	4
2.1	Queenstown Lakes District Council (QLDC)	4
2.2	Otago Regional Council (ORC)	6
3.0	NZ Transport Agency Waka Kotahi (NTZA)	8
4.0	Heritage New Zealand Pouhere Taonga (HNZPT)	10
5.0	Department of Conservation (DOC)	11
6.0	Queenstown Trails Trust (QTT)	12
7.0	Consultation with Owners and Occupiers of the Site and Adjacent Land	13

Attachments

- Attachment 1: Minutes from QLDC engagement
- Attachment 2: Minutes from ORC engagement
- Attachment 3: Minutes from NZ Transport Agency Waka Kotahi (NTZA)
- Attachment 4: Minutes from Heritage NZ
- Attachment 5: Minutes and formal responses from Department of Conservation (DOC)
- Attachment 6: Correspondence received from Trails Trust
- Attachment 7: Consultation with Owners and Occupiers of the Site and Adjacent Land

1.0 Introduction

This Consultation Summary Report is provided for the 'Ridgeburn' substantive application under the Fast-track Approvals Act 2025 (FTAA), on behalf of Gibbons Co (the Applicant), as required by Section 6(1)(e) of Schedule 5 of the FTAA.

The Applicant has undertaken ongoing and effective consultation and engagement with local and regional authorities, national authorities, adjacent neighbours and public infrastructure representatives over the past 12 months, which has informed the design of the development.

2.0 Consultation undertaken with QLDC and ORC

2.1 Queenstown Lakes District Council (QLDC)

2.1.2 Referral Consultation

As part of the referral application process, the Applicant undertook consultation with Queenstown Lakes District Council (QLDC) in accordance with the FTAA. This engagement was undertaken to introduce the Ridgeburn Mixed Use Development, obtain preliminary feedback, and identify key planning, infrastructure, and design considerations relevant to the proposal.

Consultation with QLDC included a pre-application meeting with Council officers.

Key matters raised by QLDC during the referral consultation included:

- the need to address transport effects, including upgrades to Morven Ferry Road and consideration of traffic constraints in the wider Lake Hayes Estate area;
- ensuring safe integration of the development with the existing cycle trail network;
- investigation of alternative transport options;
- provision of local employment opportunities, including interest in shared or co-working spaces;
- assessment of landscape effects, with an expectation that any landscape assessment may be subject to peer review; and
- the need to consider relevant planning objectives and policies, including those relating to development outside identified urban growth boundaries.

2.1.3 Substantive consultation

Following the referral decision, the Applicant has continued to engage with QLDC to address the infrastructure matters identified in the Notice of Decision dated 6 October 2025, being transport infrastructure and three waters servicing. Minutes of these meetings are contained in **Attachment 1**.

A series of targeted meetings were undertaken with relevant QLDC officers to address key technical matters as they progressed. This engagement moved from initial methodology discussions through to detailed review of technical assessments and design responses.

- 28 October 2025: Transport methodology meeting: A meeting was held with QLDC's transport team to discuss the proposed transport assessment methodology, including survey approach, modelling inputs, and potential access arrangements. QLDC raised matters relating to network capacity, safety, and integration with the QLDC transport model, and emphasized the need for robust data inputs and consideration of cumulative effects.
- 10 December 2025: Further Transport meeting: A follow-up meeting was held to present the draft transport assessment. Discussion focused on modelling assumptions, trip generation and distribution, and preliminary mitigation measures. QLDC sought clarity on growth assumptions and the extent to which mitigation measures are within the Applicant's control, and emphasized the need to address wider network constraints, including interim measures where public transport is not yet established.
- 16 December 2025: A broader meeting was held with QLDC staff to present the updated masterplan and servicing strategy. This included the integrated development approach, landscape-led design, and proposed infrastructure solutions. The three waters servicing strategy was presented, outlining a self-sufficient approach to water supply, wastewater treatment, and stormwater management. Transport connections, including bus facilities and active transport links, were also outlined.

QLDC provided verbal feedback on transport modelling, alignment with Council infrastructure standards and Code of Practice requirements, public transport assumptions, landscape and visual effects beyond the site, and aspects of water servicing, stormwater discharge, and long-term infrastructure performance.

2.1.4 Response to Notice of Decision under section 27(3)(b)(ii) of the FTAA: Transport and relevant Infrastructure for three waters services

The Applicant has had regard to this feedback in refining both the Project design and the supporting assessments. In particular:

- the Transport Assessment has been developed and updated to address modelling assumptions, mitigation measures, and network effects; and
- the three waters servicing strategies have been confirmed as self-sufficient, with no reliance on QLDC reticulated infrastructure.

On this basis, the Applicant considers that the infrastructure matters identified in the Notice of Decision under section 27(3)(b)(ii) of the FTAA have been appropriately addressed through the consultation undertaken and the accompanying technical assessments.

2.1.5 Incorporation of QLDC Feedback into Project Design and Conditions

QLDC's views on the Project were identified through referral feedback and subsequent pre-application engagement. These views included matters relating to landscape sensitivity, three waters servicing, stormwater management, flood resilience, and transport integration.

The engagement with QLDC has strengthened the technical robustness of the Project's specialist reports and informed the development of consent conditions.

- Conditions relating to flood hazard and stormwater management, including requirements for on-site attenuation, secondary flow paths, and minimum freeboard levels, have been developed in response to identified flood risks. Conditions addressing three waters

servicing include detailed design certification, operational management plans, and ongoing monitoring of wastewater volumes and quality. Further conditions require the preparation and implementation of Environmental Management Plans, Erosion and Sediment Control Plans, and Construction Management Plans for each stage of development.

- In response to transport-related feedback, conditions have been developed requiring traffic management planning, ongoing monitoring, and integration with the surrounding transport network. Consideration of public transport provision, including the proposed bus stop location and interim private services, reflects an emphasis on improving accessibility and reducing reliance on private vehicles. Conditions relating to ecological management, including planting, pest control, and habitat protection, also respond to issues raised through consultation.

This consultation demonstrates how the Applicant has considered and responded to QLDC's views, ensuring that the Project design and associated conditions are collaborative, robust, and responsive. The resulting consent conditions are aligned with QLDC's expectations and give effect to the matters raised through engagement.

2.2 Otago Regional Council (ORC)

2.2.1 Referral Consultation

As part of the referral application process, the Applicant undertook consultation with Otago Regional Council (ORC) to introduce the Ridgeburn proposal and obtain initial feedback on regional matters, including discharges, water quality, stormwater management, and ecological effects.

Engagement with ORC was initiated by correspondence dated 11 April 2025, seeking a meeting to discuss the proposal. ORC confirmed availability and a meeting was subsequently held on 8 May 2025 with representatives from consents, compliance, science, and transport teams.

At this meeting, the Applicant presented an overview of the proposed development, including the servicing strategy, anticipated discharges, and infrastructure requirements. ORC provided preliminary feedback on matters within its jurisdiction, including wastewater treatment and disposal, stormwater management, water quality effects, and the need for appropriate technical assessments to support the application.

This referral stage engagement assisted in identifying the key regional consenting considerations and informed the scope and development of the Project's technical assessments.

2.2.2 Substantive consultation

Following the referral decision, the Applicant has continued to engage with Otago Regional Council (ORC) on matters relevant to its functions, including public transport integration, discharges, water quality, ecology, and compliance frameworks. Minutes from these meetings are contained in **Attachment 2**.

Engagement has included a series of meetings with ORC transport, science, ecology, and compliance officers.

A meeting was held with ORC's transport team on 6 November 2025 to present the proposed public transport approach, including a park and ride facility, internal road layout capable of

accommodating bus circulation, and potential diversion of the existing No. 2 bus route. ORC provided constructive feedback, noting that the park and ride concept is appropriate for the site and that diversion of the existing route appears feasible in principle, subject to further assessment of network efficiency and demand. ORC provided constructive feedback, noting that the park and ride concept is appropriate for the site and that diversion of the existing route appears feasible in principle, subject to further assessment of network efficiency and demand. ORC also identified design considerations including the need for reliable access via State Highway 6, provision for a bus termination point, and ensuring accessibility of bus stops.

Following this meeting, further correspondence was undertaken with ORC transport officers to refine the proposal. This included provision of a detailed public transport options assessment and ongoing discussion regarding route configuration, including loop versus return routes, stop pairing, and operational efficiency. ORC provided feedback on service design, including the potential benefits of routes that allow buses to turn around and return along the same alignment, and the importance of aligning service options with long-term network planning and frequency assumptions. This iterative exchange of information informed the development of a flexible public transport approach that can respond to future service provision.

A detailed meeting was held with ORC science and compliance officers on 9 December 2025 to discuss the servicing components of the Project, with a focus on compliance frameworks, operational requirements, and the drafting of enforceable consent conditions. This meeting enabled direct engagement between ORC officers and the Applicant's technical specialists across wastewater, hydrogeology, water supply, stormwater, and engineering.

Key matters discussed included wastewater treatment processes, system resilience and sludge management, and the iterative development of disposal options having regard to hydrogeological constraints and potential effects on the Kawarau River. ORC also raised the potential for reuse of treated wastewater and encouraged consideration of sustainable nutrient management approaches. Water supply investigations and preliminary water quality results were discussed, with ORC emphasising the need for comprehensive monitoring, including parameters such as arsenic, and appropriate consent coverage for all associated discharges. Stormwater management and hydrological processes were also addressed, including upstream flow interception, attenuation, and management of downstream effects. ORC emphasised the importance of robust, enforceable consent conditions, including monitoring, reporting, and adaptive management.

A separate meeting was held with ORC ecology and science officers on 15 December 2025 to discuss terrestrial ecology matters. This meeting confirmed that ecological values have been identified early and largely avoided through the site layout, with development focused on modified pasture areas. Wetlands and intermittent streams have been excluded from development, which ORC acknowledged as consistent with the effects management hierarchy.

Further discussion addressed riparian and wetland edge planting, with ORC generally supportive of the proposed approach while emphasising the importance of appropriate species selection and maintaining natural hydrological conditions. The proposed enhancement of hill block and escarpment areas through planting, pest control, and long-term management was also supported in principle. Lizard habitat management, including avoidance of key areas, salvage and relocation, and habitat enhancement, was discussed, with ORC noting that a combination of measures would be required to achieve effective outcomes. Potential effects on avifauna were considered to be limited and capable of being managed through standard construction controls. ORC noted that

early engagement on ecological matters was beneficial and provided useful context for the assessment of effects and development of appropriate conditions.

In addition to meetings, ongoing correspondence with ORC officers has enabled further clarification of technical matters, including transport planning, servicing design, and ecological management. This has facilitated a continued exchange of information and refinement of the proposal.

Through this programme of engagement, ORC officers have had the opportunity to provide input on the development of the proposal and its servicing and ecological approach. The Applicant has had regard to this feedback in refining the Project design and ongoing technical work.

2.2.3 Incorporation of ORC Feedback into Project Design and Conditions

As outlined above, consultation with ORC focused on servicing, transport, and ecological matters.

ORC's feedback has informed refinement of the Project design, including the wastewater treatment and disposal approach, stormwater management, and integration of ecological avoidance and enhancement measures. Input from ORC has also guided the development of monitoring and management frameworks for ongoing operation.

This engagement has also informed the development of draft consent conditions, including requirements for environmental monitoring, reporting, and management plans addressing servicing and ecological effects.

3.0 NZ Transport Agency Waka Kotahi (NTZA)

3.1.1 Substantive consultation

Since the referral decision, the Applicant has undertaken consultation with New Zealand Transport Agency Waka Kotahi (NZTA) in relation to the transport effects of the Project on the State Highway network, particularly State Highway 6 and key intersections in the wider corridor. Minutes from these meetings are in **Attachment 3**.

Engagement began with circulation of the draft Transport Assessment to NZTA in December 2025, followed by written feedback from NZTA on 6 January 2026. That feedback identified a number of matters requiring further assessment, including the extent of effects west of Lake Hayes, daily traffic generation, the performance of intersections beyond those immediately adjacent to the site, access design, active mode connections, and the suitability of assumptions relating to speed environment and public transport.

A meeting was then held with NZTA on 22 January 2026 to discuss the comments received and clarify the scope of further transport assessment and modelling. That discussion focused in particular on baseline assumptions for Ladies Mile and the wider corridor, demand and capacity effects on the State Highway network, speed environment issues, intersection design, slow vehicle lane requirements, nearby accesses including Bendemeer, and active mode connections. NZTA also confirmed that, while wider network upgrades such as bridge capacity improvements are network matters, further analysis was required to understand the scale of Ridgeburn's contribution to corridor effects and the extent of any appropriate mitigation.

Further consultation was undertaken through written correspondence and a subsequent meeting on 20 February 2026. This engagement addressed updated transport analysis, public transport assumptions, park and ride provision, mode shift, cumulative effects, and concept design options for the Arrowtown-Lake Hayes Road intersection. NZTA raised concerns regarding the use of a seagull treatment in a higher speed environment, the implications for adjacent accesses and road reserve width, and indicated a preference for further consideration of a roundabout solution. NZTA also noted the importance of ensuring that the assessment baseline appropriately reflects the transport environment across the corridor, including other development likely to proceed.

Consultation with NZTA has therefore been iterative and technical in nature, with the Applicant providing updated information and NZTA identifying matters requiring further analysis or refinement. This engagement has informed the ongoing development of the transport assessment and proposed mitigation measures for the Project.

3.1.2 Response to NZTA Comments and Project Refinement

NZTA provided detailed feedback on the draft Transport Assessment, including matters relating to the extent of the assessment baseline, traffic generation, intersection performance, public transport assumptions, and the appropriateness of proposed mitigation measures.

This feedback has informed both the refinement of the Transport Assessment and the development of the Project's transport design.

In response to NZTA's comments on the assessment baseline and wider network effects, the Transport Assessment has adopted a design year approach using available strategic modelling inputs to capture future growth on the State Highway network. While NZTA sought consideration of effects further west of Lake Hayes, the Assessment clarifies the geographic scope of the project-level analysis, while still recognising the direction and distribution of traffic movements.

NZTA's request for greater clarity around traffic generation has been addressed through provision of a detailed trip generation methodology, including adjustments for internal trips, pass-by trips, and modal shift. This provides a more refined estimate of net new trips on the network and supports assessment of effects at key intersections. Daily traffic volumes have also been quantified to provide context for peak period effects, as specifically requested by NZTA.

Additional modelling has been undertaken for the State Highway 6 intersections with Arrow Junction Road and McDonnell Road in response to NZTA's feedback. This demonstrates that these intersections will continue to operate within acceptable parameters, with only minor changes in delay and queue lengths.

In relation to the State Highway 6 / Arrowtown-Lake Hayes Road intersection, NZTA raised concerns regarding capacity, safety, and the suitability of a seagull intersection treatment in a higher speed environment. In response, the Applicant has further developed and tested intersection design options, including consideration of speed environment changes consistent with a Safe System approach. The Assessment concludes that, with appropriate design and operating conditions, the proposed treatment can improve intersection performance relative to the future baseline.

The Applicant has also indicated a willingness to fund mitigation at this location, including the implementation of a seagull intersection upgrade or, alternatively, to provide an equivalent financial contribution should NZTA determine that a different intersection form.

NZTA also raised matters relating to public transport assumptions and park and ride provision. In response, the Applicant has clarified the basis for modal shift assumptions and the intended role of the proposed park and ride facility as part of a broader transport response, while recognising that future public transport provision is subject to network planning and funding decisions. Active mode considerations have also been expanded, including assessment of walking and cycling connections and the likely suitability of routes for different user groups, including school-aged users.

Overall, NZTA's feedback has informed refinement of the Transport Assessment, further testing of intersection performance, and development of mitigation options, including a clear pathway for delivery or contribution toward transport infrastructure improvements.

3.1.3 Response to Notice of Decision under section 27(3)(b)(ii) of the FTAA: Transport

The Applicant has had regard to NZTA's feedback and the requirements of the Notice of Decision in refining both the Project design and the supporting Transport Assessment. In particular:

- the External Transport Assessment (**Appendix 26**) identifies the existing capacity of the local road network and State Highway 6, including consideration of baseline conditions and future network performance associated with the Project;
- the External Transport Assessment (**Appendix 26**) identifies upgrades required to service the proposed development, including the provision of a new roundabout at the SH6 / Morven Ferry Road intersection and improvements to the SH6 / Arrowtown–Lake Hayes Road intersection;
- the proposed consent conditions (**Volume I**) outlines the approach to funding these upgrades, securing delivery of the SH6 / Morven Ferry Road roundabout and either delivery of the SH6 / Arrowtown–Lake Hayes Road intersection upgrade or, alternatively, a financial contribution toward mitigation identified by NZTA; and
- the External Transport Assessment (**Appendix 26**) and supporting material document consultation undertaken with NZTA, including discussions on modelling assumptions, mitigation options, public transport integration, and intersection design.

On this basis, the Applicant considers that the transport infrastructure matters identified in the Notice of Decision under section 27(3)(b)(ii) of the FTAA have been appropriately addressed through the consultation undertaken and the accompanying Transport Assessment and appropriate consent conditions.

4.0 Heritage New Zealand Pouhere Taonga (HNZPT)

The Applicant has undertaken consultation with Heritage New Zealand Pouhere Taonga (HNZPT) in relation to archaeological matters associated with the Project. Minutes from this meeting are in **Attachment 4**.

Engagement was initiated following the referral process, with HNZPT confirming the relevant contact for the Otago/Southland fast-track process and expressing willingness to engage on the development of the substantive application. A meeting was subsequently held in early November 2025 to discuss HNZPT's interests and information requirements.

Through this engagement, HNZPT confirmed that their primary interest in the Project relates to potential archaeological values. The Applicant advised that archaeological investigations were underway at that time, including site survey and preparation of an Archaeological Assessment.

Consistent with this discussion, a draft Archaeological Assessment was provided to HNZPT on 9 December 2025 for review prior to lodgement of the substantive application. HNZPT acknowledged receipt of the draft assessment and confirmed that it had been referred internally to their archaeological advisor for technical review. HNZPT indicated that they would provide further comment if any issues were identified.

This consultation has ensured that HNZPT has had the opportunity to review and input into the archaeological assessment prior to lodgement. It has also confirmed that archaeological matters are the key area of interest for HNZPT and that these are appropriately addressed through the technical assessment accompanying the application, with proposed consent conditions providing for the management of archaeological effects, including accidental discovery protocols and any required authorisations under the Heritage New Zealand Pouhere Taonga Act 2014.

5.0 Department of Conservation (DOC)

The DOC has been consulted with during preparation of the substantive application in relation to ecological matters, particularly lizard survey, salvage and relocation, habitat enhancement, and the approval requirements associated with these works. Minutes from this meeting and formal responses received are in **Attachment 5**.

An initial meeting was held with DOC in October 2025 to discuss the proposed ecological survey methodology, lizard management approach, and relevant approval pathways. That discussion focused on the proposed lizard survey, the anticipated need for a Wildlife Act authorisation for lizard salvage and relocation, and a separate approval process for a potential water pipeline easement across conservation land. DOC also provided guidance on application documentation, including the need for both full and redacted versions of the Lizard Management Plan where sensitive ecological information is included.

Following that meeting, draft material was circulated to DOC for review prior to lodgement, including the draft Ecological Impact Assessment and draft Lizard Management Plan. DOC acknowledged the early engagement and referred the draft lizard material to its archaeological and technical advisors for review. Further written feedback was then received through DOC's technical advisor in relation to lizard values, effects assessment, mitigation, monitoring, release site protection, and the adequacy of the proposed Wildlife Act conditions.

This engagement has provided DOC with the opportunity to review and comment on the ecological material prior to lodgement, and has informed the refinement of the assessment and associated management framework.

5.1.1 Response to DOC Feedback and Project Refinement

The lodged Ecological Impact Assessment and Lizard Management Plan have been updated to address the matters raised through DOC's review and technical feedback.

Further detail has been provided in relation to lizard survey methodology and implementation. The Lizard Management Plan now sets out the proposed capture and salvage methods, including

timing restrictions, pre-clearance trapping and searches, supervision requirements, and implementation by a suitably qualified herpetologist. The plan also confirms that salvage will be focused on moderate and high value lizard habitat within the works footprint, with lower value areas addressed where appropriate.

The assessment of effects has also been refined to more clearly identify direct and indirect effects on lizards, including mortality risk, habitat loss, fragmentation, and disturbance associated with vegetation clearance and construction activity. The mitigation response has been strengthened through a more clearly defined salvage and relocation framework, supported by habitat enhancement and pest management.

Additional clarity has been provided regarding release sites and long-term ecological management. The documentation now identifies proposed on-site release areas, explains the basis for their selection, and provides for habitat enhancement, pest control, and ongoing management to support long-term lizard persistence. The sequencing of works has also been addressed so that revegetation and pest control are to be established before salvage and relocation occurs.

The updated material also responds to DOC's request for stronger monitoring and adaptive management provisions. Post-relocation monitoring is now provided for, together with reporting and the ability to implement additional management responses if monitoring indicates that outcomes are not being achieved.

The proposed conditions have been refined accordingly. They now provide for preparation and certification of a final Lizard Management Plan prior to works, implementation of salvage and relocation in accordance with that plan, identification and protection of release sites, and ongoing monitoring, pest management, and reporting. The conditions also incorporate the Wildlife Act framework for lizard capture, handling, relocation, and adaptive management.

Overall, DOC's feedback has informed both the content of the ecological assessment and the structure of the proposed management and condition framework, resulting in a more complete and robust response to potential effects on indigenous biodiversity.

6.0 Queenstown Trails Trust (QTT)

The Applicant has reviewed feedback provided by the Queenstown Trails Trust in relation to the Project. QTT confirmed that it neither supports nor opposes the application, but identified opportunities to enhance public access, active transport connectivity, and recreational outcomes through the development. Their response is contained in **Attachment 6**.

QTT's feedback focused on improving integration with the existing trail network, including establishing connections between the Twin Rivers Trail, Arrow River Bridges Trail, and the wider Queenstown Trails network. In particular, QTT identified the potential for a separated walking and cycling facility within the Morven Ferry Road and Arrow Junction Road corridors, noting existing safety constraints for pedestrians and cyclists along these routes. This includes current conditions where sections of the Arrow River Bridges Trail utilise the narrow Arrow Junction Road corridor, exposing cyclists and pedestrians to fast-moving vehicles, and where Morven Ferry Road is already used by recreational cyclists and equestrians.

QTT also supported the identification of additional trail easements within the site, including potential connections toward the Hogans Gully Basin and across the southern flanks of Morven

Hill. The development of an off-road trail network was identified as providing recreational and active transport benefits, as well as supporting ecological outcomes such as pest control and revegetation. QTT also noted that these connections would form part of a wider integrated off-road network linking the Twin Rivers Trail (and its connections to Lake Hayes Estate and Frankton) through to the Arrow River Bridges Trail and Gibbston.

In response, the Project incorporates provision for walking and cycling connectivity through the site and its interfaces, including integration with existing and potential future trail connections. The design approach recognises the importance of safe, legible and connected active transport routes, consistent with the matters raised by QTT. This includes provision for separated off-road walking and cycling facilities designed generally in accordance with QLDC Grade 2–3 trail standards, and alignment of internal trail networks with identified external connections.

The proposed consent conditions provide for the establishment of pedestrian and cycle connections within the development, including provision for public access and integration with surrounding networks. These conditions enable the detailed design and implementation of trail connections to align, where practicable, with QTT's recommendations and relevant QLDC trail design standards.

Overall, QTT's feedback has informed the approach to active transport and recreational connectivity within the Project, ensuring that opportunities for improved access, safety, and integration with the wider trail network are appropriately recognised. In addition, the proposed trail network supports wider outcomes sought by QTT, including enhanced user safety, improved connectivity across the Wakatipu Basin, and opportunities for ecological restoration and ongoing land management associated with trail access.

7.0 Consultation with Owners and Occupiers of the Site and Adjacent Land

The Applicant has undertaken consultation with owners and occupiers of the site and adjoining landholdings. A schedule of these parties, including legal descriptions, ownership and occupancy details, and responses received, is included in **Attachment 7**.

Engagement was undertaken primarily through written correspondence, with adjoining landowners and occupiers contacted to confirm property ownership and occupancy details, and to provide an opportunity to comment on the proposed development. Responses were received from a number of parties during January 2026.

The consultation undertaken confirms that:

- a number of adjacent owners and occupiers responded to confirm property ownership and occupancy details;
- several parties indicated that they oppose the development and intend to lodge formal submissions on the application;
- concerns raised by adjoining parties include the scale and density of development, transport and traffic effects, and associated infrastructure capacity;

- specific site-related matters were also identified, including the presence of an irrigation race supplying neighbouring properties, with requests that this infrastructure remain undisturbed; and
- some parties expressed a desire to remain informed as the application progresses and to continue engagement through the process.

In addition, at least one adjoining landowner requested further consultation, indicating an ongoing interest in engagement with the Applicant as the Project develops.

A number of adjoining parties did not provide feedback beyond confirming ownership or occupancy details, and no response was received from some identified parties.

This consultation has provided the Applicant with an understanding of local concerns and interests, which have been considered in the development of the Project and supporting technical assessments, including those relating to transport, infrastructure, and servicing.

Overall, the consultation demonstrates that adjacent landowners and occupiers have been given the opportunity to engage with the Project prior to lodgement, and that their feedback has been recorded and taken into account in the preparation of the application.

Attachment 1

Subject: QLDC Ridgeburn meeting - Transportation
Date: Tuesday, 28 October 2025

Proposed Traffic Survey Methodology

- The development team plans to use the Council's transport model to analyse traffic impacts, looking at 2025 and 2035 traffic flows to derive growth factors to apply to on-site traffic data
- One day of traffic surveys (Thursday 30th Oct) is planned, focusing on turning movements rather than a full week
- Andy Carr (traffic consultant) noted this approach is standard for resource consents and plan changes
- Council representatives expressed concerns about the limited survey duration, suggesting additional tube counts might be beneficial
- Each survey day costs approximately \$8,000; team will validate data against NZTA count information
- Raw traffic count data will be shared with council for use in their transport model

Highway Access Points & Intersection Design

- Two potential access points to State Highway discussed: Morven Ferry Road and Arrow Junction Road
- Arrow Junction Road may be better from a network perspective but has sight line issues for right turn movements
- Both roads would require full rebuilds to handle increased traffic volumes
- Morven Ferry Road intersection likely requires a roundabout to accommodate projected traffic
- Traffic lights were discussed as a safety option for Arrow Junction intersection
- Left-in/left-out configuration at Arrow Junction was considered but would create U-turn issues

Internal Road Design & Vesting

- Collector road designed as a loop that could accommodate bus routes
- Uncertainty whether roads will be private or vested to council - applicant is open to council's preference
- Road vesting decision affects public transport options and waste collection services
- Team developing road cross-sections based on but not strictly adhering to code of practice
- Council requested information about code of practice deviations as soon as possible

Public & Active Transportation

Public transport services can't operate on private roads per ORC policy

- Council recommended designing for larger buses as they may be introduced soon
- Bus stop locations need to be identified at the outset to maximize coverage and minimize resident complaints
- Potential connection to active travel trails discussed, which could reduce car dependency
- Travel demand management needs more emphasis to encourage alternatives to private vehicles

Development Features & Traffic Impact

- The project includes retail/commercial elements expected to offset some outbound trips
- Preschool proposed within the development, but larger school facilities outside scope
- Expected traffic generation of 800-900 vehicles at peak times
- Questions raised about wider traffic impacts, including effects on Lake Hayes Estate and Shotover Country

Safety Considerations

- Speed environment around Morven Ferry Road likely needs to change
- Uncertainty about whether a full safe systems audit will be conducted before application
- Council noted their new code of practice requires safety audits at resource consent stage
- Safety focus would primarily be on highway intersections where serious crashes are possible

Action Items

- Andy to conduct traffic surveys on Thursday and analyse results by approximately November 7th
- Team to share raw traffic count data with council for their transport model
- Andy to provide information about code of practice deviations for council review
- Olivia to discuss road vesting possibilities with council in a separate meeting
- Team to continue liaison with NZTA (Helen Dempster) at upcoming meeting
- Follow-up meeting to be scheduled for week of November 17th after survey results are available

Ridgeburn - Meeting with QLDC transport team - 10th December 2025 (second meeting)

Applicant team

- Cameron (Gibbons Co. – client rep)
- Simone Williams (Barker & Associates – Planner)
- Olivia Stirling (Barker & Associates - Planner)
- Nick Roberts (Barker & Associates - Director)
- Scott Lamason (McKenzie & Co. – civil)
- Andy Carr (Carriageway Consulting Limited - transport engineer)

QLDC Team

- Robert Galvin
- Monique
- Bonnie Barnes (Transport Engineer)
- Richard Powell (Construction/Development Manager)
- Tony Pickard (Strategy Planning Manager – Transport)
- Neil Harkin (Planner – Fast-track submissions)

Introduction

The draft transport report was circulated the morning of the meeting. QLDC had not had time to review it in detail, so the purpose of the call was for Andy to walk through the key findings, assumptions, and the main constraints, and for QLDC to flag priority questions to be addressed through formal review.

What was discussed

- **Baseline and surveys**
 - Full-day traffic surveys with peak-hour analysis focused on McDonnell Road, Arrowtown–Lake Hayes Road, and Morven Ferry Road.
 - Survey volumes checked against NZTA counters.
- **Existing performance**
 - Arrowtown–Lake Hayes Road intersection already performs poorly in the evening peak, with long queues and delays.

- Morven Ferry Road and McDonnell Road operate better under existing conditions.
- **Future year approach and growth**
 - 10-year assessment horizon discussed.
 - Background growth taken from the QLDC transportation model (QLDC noted the model may be dated given the changing development pipeline).
- **Safety**
 - Crash history at Arrowtown–Lake Hayes Road (right-turn-out issues) discussed as evidence the intersection is under pressure.
- **Trip generation and distribution**
 - Residential trips dominate.
 - Westbound distribution assumption discussed, with QLDC questions on school travel assumptions, seasonal variation, and sensitivity testing.
- **Mitigation concepts**
 - Morven Ferry Road roundabout concept and additional capacity.
 - Arrowtown–Lake Hayes Road: Safe System framing (including speed environment) enabling options such as a seagull treatment to improve right-turn performance.
- **Public transport / ORC**
 - Discussion on bus service uncertainty and potential future servicing concepts.
 - Park-and-ride concept raised, noting reliance on third parties and interaction with other fast-track proposals.

QLDC comments

- Primary focus is cumulative network effects across the corridor.
- Request for clear articulation of assumptions (what is included and excluded in growth inputs).
- Need to understand how the proposal will reduce external network impacts, including interim measures if public transport is delayed.
- Clarify what mitigation is proposed by the project versus what relies on third parties (NZTA, ORC)

Ridgeburn QLDC MP overview and infrastructure - 16th December 2025

Meeting Purpose and Context

- Pre-application meeting between Ridgeburn development team and QLDC to present master plan overview and servicing details
- Development team provided high-level overview of the integrated master plan and three waters servicing approach

Project Overview

- Fully master-planned integrated development with approximately 1,200 homes
- Located near Morven Ferry Road with total site comprising 100 hectares across multiple parcels
- Development footprint covers approximately half the total site
- Design focused on light touch on landscape, working with existing topography and heritage features
- Site includes heritage buildings (farmhouse, shearing shed) proposed for adaptive reuse

Affordable and Workforce Housing

- Area A designated for affordable housing with approximately 170 houses
- Capped price points: \$599,000 for one-bedroom houses and \$999,000 for three-bedroom houses
- Pricing considerably lower than neighboring suburbs and median price points in the area
- Developer (Gibbons Co) builds houses directly to control quality and cost
- Workforce accommodation building included with associated parking

Landscape Design and Open Space

- Design approach centered on four themes: integration and connection, diversity, legibility and identity, and ecological responsiveness
- Working with existing topography to create distinct neighborhood identities
- 60 hectares of new native planting proposed to increase biodiversity
- Retention of significant existing trees, particularly at entrance

- Native regeneration planned for Morven Hill slopes, including removal of pest plant species
- Historic water race running through site to be celebrated and enhanced
- Site well-contained visually, difficult to see from most locations except elevated Crown Terrace views

Parks and Recreation Facilities

- Community park in center of site: approximately 2-2.8 hectares with 70m x 45m flat field
- Park amenities include sheltered BBQ areas, play equipment with slides and nature play, toilet/changing facilities, and car parking
- Local park at front entrance: 0.3 hectares with 80m x 35m flat area adjacent to park and ride
- Reserve at foot of Morven Hill: local park with 100m x 60m flat area, connecting to escarpment reserve and Twin Rivers Trail
- Public access track up Morven Hill through native revegetated slope
- Existing natural wetlands protected with 10-meter offsets

Transportation and Connectivity

- Bus transfer station proposed for local residents to connect to public transport
- Ongoing discussions with ORC about connecting to existing bus network or creating new route
- Private bus service committed until public transport connection becomes operational
- Connection to Twin Rivers Trail planned for internal cycle tracks and walkways
- E-bike proposed to be provided with each house to encourage cycling
- Positive discussions with Queenstown Cycle Trust about trail connections
- Morven Ferry Road upgrades proposed including widening, pedestrian/cycle path, and swales

Wastewater Treatment and Disposal

- Development fully self-sufficient for wastewater servicing
- SBR (Sequential Batch Reactor) plant selected for treatment

- Plant capacity expandable by adding batch reactors, potentially serving areas beyond development
- Treatment includes ultrafiltration membrane and UV disinfection for pathogen removal
- Very low design targets for treated effluent: single-digit BOD and virtually zero TSS
- Disposal via multiple methods to maximize nutrient uptake:
 - Subsurface drip irrigation within development at low loading rates
 - Potential micro-spray irrigation in appropriate areas
 - Shallow dispersal trenches on lower terraces
- Disposal field located outside 100-year flood zone
- Screened solids to landfill, biosolids dewatered and trucked to landfill

Stormwater Management

- Site experiences significant pre-development flooding, with 12.5 cumecs entering from upstream and 17 cumecs exiting
- Existing downstream residence affected by flooding in current conditions
- Full 1% AEP (100-year) attenuation provided on-site
- 1800mm diameter stormwater pipe proposed along Morven Ferry Road to intercept upstream flows
- Pipe designed to convey 8-11 cumecs, significantly alleviating downstream flooding impacts
- Discharge point via stilling manhole with engineered rock riprap into Arrow River
- Multiple attenuation basins, wetlands, and decorative ponds incorporated
- Arrow irrigation scheme to be piped underground through site
- Existing natural wetlands protected with maintained catchment flows (within 10% of pre-development)
- Paved areas treated through proposed wetlands or storm filter devices
- Post-development flow rates less than pre-development flows with full attenuation

Water Supply

- Primary supply from two groundwater bores providing 1,728 m³/day
- Total daily demand estimated at 1,359 m³/day, providing 369 m³/day comfortable margin
- Potential supplementation from rainwater harvesting or Kowarau River abstraction
- Raw water quality analysis shows some parameters exceeding standards (turbidity, iron, manganese, aluminum, hardness)
- Arsenic levels currently below 50% of MAV, further sampling planned
- Centralized treatment plant proposed including: softening, ion exchange, multi-stage filtration, UV disinfection, and chlorination
- Treatment scalable to accommodate development growth

Commercial and Community Facilities

- Commercial district includes small supermarket, business activities, community center, and childcare facilities
- Historic shearing shed to be repurposed as restaurant/bar
- Farmhouse proposed for conversion to community-type building
- Farm museum at entrance

QLDC Feedback and Concerns

- Infrastructure appears to fall outside code of practice requirements for road design and drainage
- Traffic modelling timing questioned - need for assessment during peak period (December 20 - January 3)
- Details needed on private bus proposals
- Landscape and visual effects assessment for general impacts still required
- Concerns about long-term affordable housing measures beyond initial sale (resale provisions, contributions to Housing Community Trust)
- Arsenic waste disposal from water treatment may require shipment to Christchurch
- Stormwater outlet location in highly used recreational area requires careful consideration

Next Steps and Action Items

- Neil to collect and circulate any written comments from QLDC staff
- Development team to provide transport assessment with justification for modelling timing
- Development team to detail provisions for visitor accommodation restrictions and affordable housing resale measures
- Development team to confirm arsenic testing results and waste disposal methods for water treatment
- Development team to provide commentary on landscape and visual effects beyond internal site

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Date: Thursday, 5 March 2026 3:06:00 pm
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.jpg](#)
[form-consultation-fast-track-act-oct-25.pdf](#)
[QLDC Ridgeburn meeting - Transportation - 10th December 2025.pdf](#)
[QLDC meeting notes - 16th Dec 2025.pdf](#)
[QLDC Ridgeburn meeting - Transportation - 28 October 2025.pdf](#)

Hi Onur,

Thank you for your email.

We confirm that the Council consultation form was completed and submitted to QLDC on the 3rd of November 2025 to initiate the internal consultation process. Refer attached.

In addition, as you have mentioned, the project team has already undertaken several meetings with Council staff in relation to the infrastructure matters identified in the Notice of Decisions issued on 6 October under section 27(3)(b)(ii), specifically transport infrastructure and relevant infrastructure for three-waters.

In particular:

- A meeting with the QLDC transport team was held on 28 October 2025 to discuss the proposed transport assessment methodology, highway access options, and initial transport infrastructure considerations for the development.
- A follow-up meeting with the QLDC transport team was held on 10 December 2025, where the draft transport assessment was presented and the key assumptions, mitigation concepts, and wider network considerations were discussed with Council staff.
- A broader meeting with the wider QLDC team was undertaken on 16 December 2025, where the development team presented the master plan overview and the proposed infrastructure servicing approach. This included the three waters servicing strategy for the development, which is intended to be self-sufficient for water supply, wastewater treatment, and stormwater management within the site.

Internal meeting notes from the above meetings are attached for QLDC's records.

On that basis, we consider that the requirements of the Notice of Decision associated with the referral are addressed. The draft transport assessment has been circulated to Council staff, and the final Transport Assessment addresses items (i) to (iv) identified in the Notice of Decisions relating to transport infrastructure.

In relation to three- water services infrastructure, the proposal is intended to be self-sufficient and does not involve connections into QLDC water, wastewater, or stormwater services. Accordingly, we consider that items (i) to (iv) relating to relevant infrastructure for three-waters are not applicable in this instance.

For completeness, we also note that the Ridgeburn proposal is a 'referred application' under the FTAA, and therefore there is no statutory requirement to undertake consultation prior to lodging the substantive application. Notwithstanding this, the Applicant looks forward to engaging with the Council constructively as part of the upcoming process.

Cheers

Simone

Ngā mihi | Kind regards,

SIMONE WILLIAMS
Associate



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Attachment 2

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: ORC meeting - ORC Sciences - Tuesday 9th December
Date: Thursday, 11 December 2025 1:40:00 pm

Hi Hannah and all,

Thank you again for meeting with us on Tuesday 9th December for the constructive discussion, guidance and technical advice you provided across the various servicing components of the project. We appreciated the time your team committed and the openness with which you engaged on the servicing matters. Attached below are our meeting notes for your reference.

Once we are in a position to share revised reporting and updated findings, we will be back in touch to continue the conversation.

Project Introduction:

- The development includes approximately 1,250 homes and a commercial precinct near Morven Ferry Road.
- The project is designed to be self-servicing for both water supply and wastewater treatment and disposal.
- The site spans about 200 hectares across three land parcels, with roughly 100 hectares for development and the balance for ecological planting and retention as outstanding natural landscape.
- Location is well connected to Arrowtown to the north, Ladies Mile to the west, and the Kaurau River along the southern side of the site.
- The project is described as a landscape first driven development, with landscape architects involved in every plot to influence orientation, connectivity and integration with open space and servicing.
- A rideshare and public transport car parking and facilities area is proposed near the northern part of the site, and prior discussions have been held with the transportation team.

Team Composition:

- **Barker & Associates:**
 - Simone Williams and Olivia Stirling as planning consultants for the project.
- **WGA (Walbridge Gilbert Aztek):**
 - Brett Sinclair, Senior Principal Hydrogeologist, based in Auckland.
 - Cameron Jasper, Senior Hydrogeologist, based in Christchurch.
 - WGA is supporting the groundwater assessment for wastewater disposal and hydrogeological conceptual modelling.
- **BPO:**

- Geoff Young, Director of BPA in Hamilton, responsible for the biological wastewater treatment plant process design.
- **GWE Consulting:**
 - Maria Johnson, water sector lead with a background in drinking water quality and compliance.
 - Paul, water and wastewater engineer with process and civil background.
 - GWE is responsible for the water supply assessment and treatment concept.
- **Mackenzie & Co:**
 - James Kitchen and Scott Lamerson, civil engineers responsible for civil engineering including wastewater and water reticulation, reservoirs and stormwater system design.
- **ORC and advisers:**
 - Hannah Goslin, planning consultant from Insight, assisting the ORC consenting team and acting as evidence planner for the fast-track application.
 - Mark Crawford, land and soil scientist at ORC with expertise in wastewater disposal in Central Otago.
 - Sam Yeo, hydrogeologist in the ORC science team.
 - Scott Jarvie, senior terrestrial ecologist in the ORC science team.

Wastewater Treatment System:

- Design flow is approximately 1 500 cubic metres per day, including a conservative allowance of about 20 percent contingency.
- The process is based on Sequencing Batch Reactors (SBRs), selected because the development will experience significant seasonal variation in wastewater loads and SBRs can better accommodate variable flows than continuous processes.
- The treatment facility is located at the lower part of the development area, with surrounding trees to limit visual effects.
- Key components include:
 - Inlet screening and grit removal.
 - A balance or equalisation tank to smooth flows before the SBRs.
 - Two SBR reactors allowing alternating operation so that one can fill or settle while the other reacts or decants.
 - Provision for carbon addition for denitrification, with options including methanol, acetic acid or sugar solution to be confirmed.
 - A downstream pressurised membrane process to remove remaining suspended solids, associated BOD, nitrogen and phosphorus, and bacteria.
 - Ultraviolet disinfection to provide additional pathogen reduction.
- Waste activated sludge is produced as biomass in the SBRs, settles to the reactor bottom, is removed, dewatered and trucked off site. A final destination and long term sludge management approach have not yet been defined and were flagged by ORC as needing

careful consideration.

Wastewater Treatment System Overview:

- The SBR system has a high turndown capability of about 92 percent while maintaining biological functionality, which is higher than typical continuous biological processes.
- Biological processes are contained within the reactors and tuned through adjustable timers and controls for aeration, mixing, filling and settling, with variable speed drives used to respond to dissolved oxygen and oxygen demand.
- Simplified flow path:
 - Wastewater inlet → screen and grit removal → raw wastewater equalisation tank → SBR reactors → membrane feed tank → ultrafiltration → UV → irrigation or disposal storage.
- Membrane filtration is intended to address residual TSS and associated BOD, nitrogen and phosphorus, and to capture E. coli and other microorganisms.
- The layout allows for two additional SBR reactors in future, which would effectively double the treatment capacity if required.
- Target performance includes high levels of nitrogen removal and significant phosphorus reduction, recognising that cold wastewater temperatures between May and September are the main limiting factor for biological treatment efficiency.
- With intact membranes and UV operating correctly, E. coli levels in treated effluent are expected to be near zero, so any detectable E. coli breakthrough would likely indicate membrane or UV issues.

Wastewater Disposal Options and Challenges:

- Initial consideration was given to buried dripline disposal:
 - Dripline areas on terrace peripheries and parts of the hillside could provide only about 50 m³/day of capacity compared to the design requirement of 1 500 m³/day.
 - Freezing conditions would require deeper installation, around 400 mm compared with typical 200 mm, which reduces the benefit of shallow root zone nutrient uptake.
 - Seasonal plant dormancy in winter further reduces nutrient uptake, so winter assimilation would be limited.
- The current primary focus is on pressure dosed dispersal trenches:
 - Preferred locations are on the lower, main and upper terrace surfaces on the southern side of the site, where alluvial deposits are thicker and there is more accommodation space for groundwater mounding.
 - Alluvial sequences typically comprise about 2 m of silts overlying sands and gravels, with groundwater levels in the lower terrace similar to the Kowarau River level.
 - As the site extends northwards, alluvium thins and schist becomes shallower, which

constrains trench siting.

- Non paved areas within the development are also being considered for shallow disposal or dripline where exposure can be managed.
- Preliminary effects assessment on the Kawarau River:
 - Conservative mixing calculations assume all nitrogen exits as nitrate with no attenuation in the disposal fields.
 - At low flow (about 60 m³/s), the estimated increase in nitrate concentration is about 0.002 mg/L, which is below older target values of 0.075 mg/L and would likely be undetectable against natural variability.
- Nutrient reuse and location of disposal:
 - ORC questioned why disposal is focussed near the river terraces when there are approximately 60 hectares of ecological planting on Morven Hill that could benefit from nutrient inputs.
 - Morven Hill is steep and rocky with thin soils and slopes in excess of standard limits for spray irrigation, and constructability challenges were noted, particularly for installing and maintaining pipework and irrigation systems.
 - Coluvial fans at the base of Morven Hill may present more feasible slopes and soils and are being considered further.
 - ORC emphasised the importance of reusing nutrients and water in a more sustainable manner and noted growing concern about phosphorus loads. Estimates discussed indicated phosphorus loads on the order of several thousand kilograms per year at full flow, which would challenge soil assimilation capacity but still be preferable to no soil uptake.
 - Applicant and ORC agreed that some uptake is better than none, and that a combination of systems should be explored, including:
 - Potential hillside or fan disposal where technically and environmentally feasible.
 - Shallow dripline or surface based systems in parts of the development that are not paved and where exposure can be controlled.
 - Pressure dosed trenches in suitable terrace areas.
 - Use of wetlands and seepage areas to intercept and assimilate nutrients where runoff may occur.
- Sludge and total waste considerations were raised by ORC, who queried the long-term sustainability of trucking sludge to distant landfills and encouraged a whole of system view of waste and nutrient management.
- ORC indicated that, in principle, they would not object to disposal on reasonably steep hillside or colluvial fan areas if technical design could address runoff risk and exposure pathways, and noted that being further from surface water could be advantageous from their perspective.
- ORC acknowledged that any level of soil-based nutrient uptake would be preferable to no

uptake, and encouraged the team to pursue options where “some uptake is better than none,” even if full balancing of phosphorus loads is not achievable.

Reuse of Treated Wastewater:

- The potential to use treated and disinfected wastewater for community irrigation and other non potable uses was discussed:
 - Brett asked how ORC would view reuse of treated water for community facilities in a water scarce region like Central Otago.
 - Mark noted overseas practice, such as on the Gold Coast where large proportions of treated wastewater are reused for irrigation of golf courses and similar areas, and described current New Zealand practice as comparatively wasteful.
 - Mark indicated in principle support for reuse, provided public health risks and exposure pathways are well managed, and noted that areas with limited public access are the most suitable.
 - Wanaka examples were discussed, where only a small proportion of wastewater is irrigated and potable water is still used for some irrigation, which was seen as unsustainable.
 - Mark also referenced ongoing research on using coagulants to clarify wastewater for reuse and reiterated that, with low bacterial counts, there is little logic in using potable water where treated water could be used.
- The project team agreed that reuse aligns with their sustainability objectives and will be considered further as treatment and distribution concepts are refined.
- ORC noted that the current practice of using potable water for irrigation while discharging treated wastewater is not an efficient long-term use of resources.
- ORC referenced international examples and current research as a positive direction and encouraged the project team to consider reuse opportunities as part of demonstrating a high standard of sustainability.

Water Supply System:

-

- Groundwater investigations:
 - Approximately five to six investigation holes were drilled across the site from Morven Ferry Road in the north to the southern lower terraces.
 - Test holes on the upper terrace and in the northern residential area were effectively dry, indicating limited groundwater supply on the upper plateau.
 - Two deeper bores were drilled on the lower terraces closer to the river, cased, screened and test pumped.
- Preliminary yields (David White, hydrogeologist):
 - Bore 1: around 600 m³/day.
 - Bore 2: around 1 128 m³/day.

Combined preliminary yield: approximately 1 728 m³/day.

- One bore exhibited drawdown flattening during pumping, suggesting hydraulic connection to the river associated alluvial ribbon aquifer and recharge from the Kawarau River.
- Water demand:
 - Residential demand estimated at 220 litres per person per day using Auckland Council TP58, consistent with common practice in New Zealand.
 - Commercial demand based on the Watercare Code of Practice, using 15 litres per square metre per day with one person per 15 square metres.
 - Total demand across the development, using current typologies, estimated at about 869 m³/day.
- Supply and demand balance:
 - Using preliminary bore yields, there appears to be an approximate surplus of 859 m³/day, indicating the site can be self sufficient in water supply, subject to final testing and consents.
- Water quality and treatment:
 - Preliminary water quality results (taken before the end of the 24 hour pump tests) show:
 - Elevated hardness.
 - High iron concentrations.
 - Elevated manganese.
 - Lead above guideline values.
 - High turbidity, likely reflecting initial mobilisation and expected to reduce after longer pumping.
 - Arsenic was detected below the maximum acceptable value but above 50 percent of that value.
 - Proposed treatment train, subject to final data, includes:
 - Possible raw water storage.
 - Softening for hardness.
 - Ion exchange for removal of iron, manganese and lead, with scope to adjust or supplement to address arsenic if required.
 - Cartridge filtration.
 - UV disinfection for microbiological safety.
 - Treated water storage tanks sized to buffer morning and evening demand peaks.
 - Under the Water Services Act and Drinking Water Quality Assurance Rules, the supply will be classified as a large network supply, and design will be required to meet all relevant quantity and quality standards.
 - Because arsenic has been detected above 50 percent of the MAV, more frequent monitoring will be required. Treatment for arsenic, such as ion exchange or

coagulation, can be incorporated if monitoring shows values approaching or exceeding MAV.

- ORC recommended that arsenic continue to be closely monitored and indicated that water quality data from the existing Morven Ferry Road monitoring bore would be made available to the project team to support the assessment.
- GWE added that assessment of both the water quality and water quantity of the waste stream from the proposed treatment process will be required to confirm whether any discharge from water treatment backwashing or residuals requires consent or poses a constraint to the overall servicing strategy. This assessment will be included in their reporting once final water quality results are received and demand figures are aligned with the wastewater flow assumptions.
- GWE does request from ORC that the monitoring bore water quality data be forwarded when available, to enable further review of arsenic concentrations and ensure the treatment design responds appropriately.

Groundwater Allocation and Surface Water take:

-

- ORC advised that:
 - The mapped ribbon aquifer associated with the Kawarau River is allocated against surface water rather than a separate groundwater allocation.
 - Any groundwater take that is hydraulically connected to the Kawarau River will be treated as surface water allocation.
 - In the mapped area there is no separate groundwater allocation; it is all managed as surface water via the ribbon aquifer.
 - The ribbon aquifer is not currently over allocated, so some allocation remains, but the exact volume available was not provided at the meeting.
- The project team noted that, even though the test bores are technically outside the mapped ribbon aquifer boundary, the conceptual model indicates hydraulic connection through lacustrine and alluvial sediments adjoining the river.
- The team is also seeking a concession to take up to 1,000m³/day of water from the Kawarau River as a Plan B, in addition to considering rainwater harvesting as a supplementary source if groundwater allocation or consentability becomes constrained.
- ORC confirmed that the relevant ribbon aquifer is not currently over-allocated, providing some comfort that allocation for a connected take may be available, subject to policy and consent assessment.

Stormwater Management:

-

- Existing conditions:
 - The site is intersected by significant overland flow paths, with large upstream catchments contributing flows through the northern part of the site.

- A peak inflow on the order of 12 m³/s is entering at the north western corner near Morven Ferry Road under current conditions.
- Existing flooding affects nearby residential properties upstream and around current drainage paths.
- Proposed stormwater strategy:
 - Interception of upstream flows by constructing a new 1 800 mm diameter stormwater pipe along Morven Ferry Road.
 - The pipe will collect upstream overland flows at the northern entry point and convey them along Morven Ferry Road to the Arrow River.
 - Discharge will be via a stilling manhole to manage energy and reduce erosion.
 - On site attenuation through a series of ponds and basins:
 - Numerous attenuation ponds are proposed in the north and throughout the development to manage internal catchment flows.
 - Ponds and wetlands are linked into the stormwater network so that low flows are directed into the pipe network while maintaining surface water connectivity where required.
 - Flood modelling indicates:
 - Significant improvement relative to pre development conditions for low and moderate events, especially in sensitive residential areas currently affected by flooding.
 - For extreme events, such as the 1 percent AEP event, discharge points remain similar to pre development, with reduced volumes and managed pathways.
- Wetlands and streams:
 - Three wetlands are identified within the site (Wetlands A, C and D), along with intermittent streams.
 - The design objective is to maintain at least pre development flows to these wetlands and streams.
 - A setback of approximately 10 metres is generally maintained from streams and wetlands for development and infrastructure.

Ecology and Monitoring:

-

- ORC noted that the site is likely to contain rare and threatened ecosystems and plant species.
- A separate meeting is to be organised between the project ecologist and ORC ecologists to work through ecological values, restoration plans and integration with stormwater and disposal design.

[@Hannah Goslin](#) and [@Scott.Jarvie](#) are you able to suggest some dates you might be

available next week (if possible) to go over ecology?

Thanks

Simone

Ngā mihi | Kind regards,

SIMONE WILLIAMS
Associate



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: ORC Compliance and Consents Team - Ridgeburn FT
Date: Thursday, 11 December 2025 2:21:00 pm

Hi All,

Thank you again for meeting with us on Tuesday 9th December, and for the constructive discussion around the compliance framework, consent conditions and operational considerations for the servicing components of the project. We appreciated the time your team committed and the clarity of the feedback provided. Attached below are our meeting notes capturing the key matters discussed.

We will be back in touch once we have refined the technical work and prepared a first draft of the proposed consent conditions for your review.

Attendees

- **ORC / advisers:** Hannah Goslin (Insight, planning), Melanie (ORC compliance, Wānaka) and Ngaio Emson (ORC compliance)
- **Applicant team:** Simone Williams, Olivia Stirling (B&A); Cameron Hodgson (Gibbons Co.); Geoff Young (BPO); Brett Sinclair and Cameron Jasper (WGA); Maria Johnson (GWE); James Kitchen and Scott Lamason (Mackenzie & Co.)

Project Overview

- Mixed-use development with just over 1,200 homes, commercial precinct, affordable housing area and extensive ecological restoration on Morven Hill.
- Self-serviced water supply, wastewater treatment and disposal.
- Good connectivity to Arrowtown, Ladies Mile and wider Queenstown; existing bus route and cycle network nearby.
- This meeting focused on compliance requirements and drafting enforceable consent conditions for the fast-track application.

Ownership and Long-Term Operation

- All infrastructure will be owned, managed and maintained by a residents' society under a formal constitution.
- Draft conditions will set out management, monitoring and reporting requirements.

Wastewater Treatment System (BPO)

- Design flow approx. 1,500 m³/day, with batch SBR treatment, membrane filtration and UV disinfection.

- System sized to manage seasonal variation; equalisation tank allows short-term reactor downtime.
- Membrane system significantly reduces TSS, nutrients and bacteria.
- Performance targets are design objectives only; consent limits will build in operational headroom.
- ORC queried redundancy and sludge carryover; applicant confirmed both have been factored into design.

Reuse of treated wastewater:

- ORC asked whether reuse could be integrated (e.g. irrigation).
- Applicant confirmed reuse is being considered as part of the wider disposal and nutrient-reuse strategy.

Wastewater Disposal and Hydrogeology (WGA)

- Disposal design is still iterative. Current concept includes a hybrid system:
 - Shallow dripline in safe green areas within the development.
 - Potential spray irrigation on parts of Morven Hill (carefully managed to avoid runoff).
 - Dispersal trenches and dripline on suitable terrace areas to meet the full disposal volume.
- Terraces have ~2 m of silt over alluvium, limiting infiltration; trenches required to reach target capacity.
- Groundwater beneath terraces is hydraulically connected to the Kowarau River via the alluvial ribbon aquifer.

Water Supply and Treatment (GWE)

- Two test bores show promising yields (~1,728 m³/day combined, subject to final analysis).
- Preliminary demand approx. 869 m³/day; likely to increase once residential and farming allowances are aligned.
- Current results indicate the site can be fully self-supplied from groundwater.
- Preliminary water quality shows elevated hardness, iron, manganese, lead and turbidity; arsenic detected below MAV.
- All parameters are treatable using a combination of softening, ion exchange, filtration, UV and storage.

Compliance points raised by ORC:

- Ensure consents cover all discharges from the water treatment plant (e.g. backwash).
- Arsenic must be thoroughly monitored, as levels fluctuate in this region.

Applicant noted that final treatment design will be based on the 24-hour pump test samples.

- Additional takes: Groundwater is primary supply; a separate Plan B DOC concession for a permitted Kawarau River take (up to 1,000 m³/day) is being progressed.

Wetlands, Streams and Stormwater (Mackenzie & Co)

- Four wetlands (A–D) identified and mapped; 10 m setbacks applied where practicable.
- One intermittent stream is being realigned with revised roading layouts.
- Earthworks staging will be addressed in the Environmental Management Plan.
- ORC advised:
 - Confirm if glacial till soils are present as they significantly affect earthworks staging.
 - Ensure staging is explicitly addressed near wetlands.

Stormwater strategy includes:

- Multiple swales, ponds and wetlands for treatment and attenuation.
- Large diameter stormwater pipe proposed in Morven Ferry Road to intercept upstream flows and discharge to the Arrow River.
- Peak flows at discharge points will be no worse than pre-development, with improvements in several events.

Process, Conditions and Next Steps

- Applicant aims to circulate draft consent conditions when available, subject to progress on technical refinements.
- ORC requested early notice of timing to allow review within fast-track timeframes.
- A combined follow-up meeting with ORC science and compliance teams will be arranged once revised reports and disposal optioneering are available.
- ORC confirmed this meeting was helpful and provided valuable context for assessing conditions.

Thanks

Simone

Ngā mihi | Kind regards,

SIMONE WILLIAMS
Associate



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47 Alpha St

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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: ORC meeting - Ridgeburn FT - ORC Ecology and Compliance - Monday 15th December
Date: Wednesday, 17 December 2025 5:10:00 pm

Hi Scott, Melanie and team,

Thank you again for meeting with us on Monday 15th December 2025 to discuss the ecology aspects of the Ridgeburn FT Project.

Set out below are our meeting notes for your reference.

Meeting Purpose and Context

The meeting focused specifically on terrestrial ecology matters for the Ridgeburn FT Project, including wetlands, intermittent streams, revegetation proposals, lizard habitat and management, and fauna considerations during construction.

ORC acknowledged that the discussion was helpful in providing context for how ecological values are being identified, avoided and enhanced through the project design, and noted that early engagement on these matters is beneficial from a consenting perspective.

Project Ecology Overview

- The site is currently an active farm, predominantly modified pasture with very limited indigenous vegetation outside of wetland margins and steeper, rocky areas.
- Key ecological features identified on site include wetlands, intermittent streams, exposed bedrock areas supporting lizard habitat, and larger undeveloped hill and escarpment areas.
- ORC acknowledged that the project has been designed to largely avoid areas with higher ecological value, with development focused on actively grazed and modified land.
- ORC noted positively that ecological values have been considered early and integrated into the broader site layout and landscape strategy.

Wetlands and Intermittent Streams

- Four wetlands have been identified and surveyed across the site, along with an intermittent stream that may develop wetland characteristics over time if current management practices continue (i.e. stock grazing).
- Wetland delineation has been undertaken in accordance with the wetland delineation protocol, with the ecologist working directly with the surveyor in the field.
- All identified wetlands are proposed to be excluded from physical development works.
- ORC acknowledged that wetlands and intermittent streams have been avoided in the site layout, which was seen as a positive outcome and consistent with the effects management hierarchy under the NPS Freshwater Management.
- ORC noted that ephemeral and seep related wetlands can represent naturally uncommon ecosystems, even where they are highly modified, and encouraged careful consideration of hydrology and restoration potential.
- The potential need for wetland condition monitoring, including vegetation and soil indicators

as proxies for hydrological change, was discussed as a future consent consideration.

Riparian and Wetland Edge Planting

- Riparian planting and wetland enhancement planting is proposed along the margins of wetlands and intermittent streams.
- Planting palettes have been developed collaboratively between the project ecologist and landscape architects.
- ORC considered the proposed approach to planting to be generally appropriate and supported the collaborative process used to develop the palettes.
- ORC welcomed the openness to refine or amend species selections where needed and noted that this adaptive approach is helpful from a regulatory perspective.
- ORC emphasised the importance of ecologically appropriate planting in a dryland environment and cautioned against excessive water inputs that could alter wetland hydrology.
- It was acknowledged that riparian planting should be designed to avoid unintended drawdown of water from wetlands.
- Reference was made to Otago regional planting guidance and indigenous species lists, with ORC encouraging continued use of local ecological expertise to confirm suitability.

Hill Block and Escarpment Enhancement

- The western hill block and escarpment areas sit outside the formal development footprint but form a key part of the proposed ecological enhancement strategy.
- Existing vegetation comprises a mix of exotic species and scattered native shrubs.
- The proposal includes removal of exotic weeds in selected areas, enhancement planting with native species, and long term pest and weed control.
- ORC responded positively to the intent for these areas to act as a seed source and contribute to long term landscape scale ecological gains.
- ORC noted the importance of ensuring that replanting does not adversely affect any potentially existing rare or threatened indigenous plants on the hill.
- It was clarified that not all of the hill block would be planted, with some areas managed through pest control only to avoid unintended ecological effects, such as forest establishment over open habitats.
- ORC acknowledged this nuanced approach as appropriate and proportionate given the site context.

Lizard Habitat and Management

- A lizard survey undertaken by E3 identified McCann's skink as the only species detected within surveyed areas.
- No geckos or tussock skinks were found, although it was acknowledged that geckos may be present in less accessible rocky areas, particularly on the hill block.
- Key areas of exposed bedrock providing lizard habitat will be excluded from development.
- A potential former quarry area containing schist boulders was identified as lizard habitat, although it is not a natural landform.
- Salvage and relocation of lizards from development areas is proposed, with relocation to retained habitat areas and the hill block.
- ORC noted that translocation alone is often ineffective and welcomed the inclusion of habitat

enhancement, pest control and weed management as part of the mitigation package.

- The proposal may involve the redistribution of suitable rock material to enhance refugia was discussed and considered a sensible habitat enhancement measure.
- ORC raised predator proof enclosures as a potential option for lizard protection, particularly given the high proportion of at risk and threatened lizard species in Otago.
- It was acknowledged that this would require further discussion within the project team and assessment of feasibility.
- All lizard works will be subject to Wildlife Act authorisation, and a lizard management plan will form part of the consent application.

Birds and Avifauna

- Formal bird surveys have not been undertaken, however site observations and existing records indicate potential use by mobile species such as falcon and pipit.
- No braided river bird nesting habitat was identified on site.
- ORC agreed that any use of the site by braided river birds is likely to be transient and that the site does not provide suitable nesting habitat.
- ORC noted that potential effects on birds can be effectively managed through timing of works and standard vegetation clearance practices.
- Tree and shelterbelt removal will be undertaken outside the bird breeding season.
- ORC acknowledged that the scale of habitat loss is small in the context of extensive adjacent river edge habitat and agreed that displacement effects are likely to be minimal.

Cheers

Simone

Ngā mihi | Kind regards,

SIMONE WILLIAMS
Associate



PO Box 9342,
Waikato Mail Centre, Hamilton 3240
Level 1
47 Alpha St
Cambridge 3434

barker.co.nz



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Christchurch, Queenstown, Wānaka

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Attachment 3

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: NZTA meeting notes - 20 Feb 2026
Date: Monday, 23 February 2026 10:35:00 am
Attachments: [~WRD0200.jpg](#)

Hi Helen and team,

Thank you again for meeting with us Friday afternoon (20th Feb 2026) and for the constructive discussion and technical feedback.

Please see below meeting notes with action points at the bottom for your records.

1) Baseline and extent of consented development

- NZTA queried whether the full extent of consented development has been captured in the assessment baseline and identified specific locations of concern.
- Applicant team agreed to review what has been consented and update the assessment accordingly.
- NZTA noted it would be helpful to confirm the current approvals along the corridor so all parties are working from the same baseline and suggested liaison with QLDC to confirm

2) Ladies Mile variation and permitted baseline approach

- Applicant team outlined their approach to the existing environment/permitted baseline, noting it is based on established planning case law and that certain restricted discretionary and discretionary outcomes are not assumed as part of the existing / receiving environment.
- NZTA noted their practical understanding from ongoing discussions is that some development outcomes are likely to proceed and queried whether these should be reflected in modelling to understand combined / cumulative effects.
- Applicant team responded that long-term build-out assumptions introduce significant uncertainty around timing, roading environment and funding, and confirmed they will continue with the permitted baseline approach.
- Parties noted this may remain an area of differing views to be addressed through the formal process.

3) Public transport assumptions and bus diversion discussion

- Applicant team advised of liaison with ORC regarding potential diversion of an existing Arrowtown service to operate via McDonnell Road and past the site on Morven Ferry Road. ORC did not make any commitment but indicated it could be considered if development proceeds and demand arises.
- NZTA noted concerns about differences in baseline assumptions compared with other developments (including existing PT services and planned PT priority measures elsewhere) and the uncertainty in quantifying PT uptake without confirmed service levels and priority.

Acknowledged though that this is 'chicken-and-egg' as services cannot be confirmed without confirmation of expected patronage

- Applicant team noted the expectation that transport provision typically follows land use, and that diverting an existing service could improve service reliability by avoiding congestion at the SH6 / Arrowtown Lake Hayes Road intersection right turn, while also adding increased passenger numbers.
- NZTA noted funding and subsidy constraints and queried whether PT would be sufficiently attractive if buses are delayed in general traffic queues, depending on where queues form relative to available bus priority.

4) Park and ride discussion

- NZTA's comment that the proposed park and ride may be less attractive without a clear congestion-avoidance benefit was discussed.
- Applicant team noted the park and ride concept is intended to intercept trips from Wanaka, Cromwell, Arrowtown and Ridgeburn, and that end-of-trip parking constraints and costs in Queenstown are an incentive for PT use.
- NZTA noted that parking constraints are more relevant for Queenstown town centre than Frankton (where parking supply can be substantial), and referenced previous business case experience that park and ride can draw users from areas already served by bus unless configured carefully. NZTA noted park and ride is generally considered as part of a package of interventions.

5) Replacement trips and Cromwell commuting

- Applicant team referred to census journey-to-work data indicating an increase in commuting trips from Cromwell to work in the Wakatipu Basin between available census periods.
- Applicant team noted affordability pressures can contribute to longer-distance commuting, and suggested Ridgeburn could provide an alternative location for some households.
- NZTA indicated they would need to review the numbers and were uncertain about the scale of this effect.

6) Modal shift assumptions and Flint's Park comparison

- Applicant team clarified that (as discussed) the Flint's Park assessment applied standard trip generation and included an additional allowance for bus mode shift attributed to congestion, rather than being contingent on PT priority measures.
- NZTA noted that modest mode shift allowances may be reasonable, but materially higher assumptions would typically require clear priority measures and supporting evidence.
- Applicant team confirmed they have not adopted assumptions at the upper end of ranges referenced for other areas.
- A suggestion was made to prepare a short, standalone bullet-point summary of key trip

generation and mode shift assumptions to assist review.

7) Seagull (flush median) options and speed environment

- Applicant team presented concept options for a seagull (flush median) treatment, noting the merge length is sensitive to operating speed and acceleration lane requirements.
 - Testing included 80 km/h speed limit on the highway (not advocated), 70 km/h (described as a compromise between efficiency and safety), and 60 km/h (described as more safety-aligned but potentially harder to implement).
 - Variable speed limits was also raised as a possible complementary approach to the seagull for periods of peak congestion, as it would mean that at non-peak / non-congested times, the existing speed limit could be retained.
- NZTA queried whether the treatment addresses the predominant crash type and noted further review would be needed, including input from Roy.
- Applicant team advised an indicative cost estimate of approximately \$840,000 for the seagull upgrade and stated willingness to fund this, or provide an equivalent financial contribution if NZTA prefers an alternative treatment.

NZTA feedback and next steps

- NZTA noted that written consultation correspondence is typically included in the application and NZTA would provide formal comments on the lodged application.
- Helen indicated she would follow up with Roy after the meeting to seek his review of the seagull concept and explore whether any pre-lodgement written feedback can be provided, subject to Roy's availability and priorities.
- Applicant team advised an intended lodgement timing of end of next week and also said that they would endeavour to attend a meeting with Roy if one could be set up early next week.

Actions

- Applicant team to prepare a short bullet-point note summarising trip generation and mode shift assumptions.
- NZTA (Helen) to follow up with Roy regarding review of seagull concept options and advise next steps (including possible early-week discussion).

Cheers

Simone

Ngā mihi | Kind regards,

SIMONE WILLIAMS
Associate



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Project: Ridgeburn- FTAA
Date: 22 January 2026
Time: 130-230PM
Location: online- Teams

Name	Role/Organisation
NZTA	Helen Dempster (HD) Tony MacColl (TM) Roy Johnston (RJ) Chris Baker (CB)
Ridgeburn	Cameron Hodgson (CH) Andy Carr (AC) John Parlane (JP) Nick Roberts (NR) Olivia Stirling (OS) Lara Clarke (LC)

Item	Detail
	Meeting purpose: discussion of comments received and ability to explore background and confirm what has been requested Discussion between Ridgeburn development team and NZTA regarding traffic impact assessment requirements, particularly focusing on bridge capacity constraints, baseline scenarios, and the relationship to the Ladies Mile development.

ACTIONS

- Item 1: Ridgeburn team to provide planning analysis of the permitted baseline to NZTA
- Item 1: Ridgeburn team to provide modelling/analysis to NZTA as agreed utilising existing model and agreed permitted baseline scenario for ladies mile/existing environment.
- Item 2.0 Ridgeburn to provide daily traffic volumes
- Item 3.0 NZTA- to confirm support/ability to lower speed limit for SH6 / Arrowtown-Lake Hayes Road intersection. Provide/confirm documents supporting seagull intersection safety in different speed environments.
- Item 6.0 Ridgeburn team to consider/address the need for any slow vehicle lanes up the hill (due to change in speed environment)
- Item 7.0 Ridgeburn team to include Bendemeer vehicle entry/exit in assessment.
- Item 8: Ridgeburn team to consider range of users/destinations in relation to active modes (walking and cycling)
- Item 10: NZTA/Ridgeburn further meetings to consider updated modelling and analysis and to discuss funding agreements.

Item	Detail
1.0 Ladies' mile development assumptions	AC- seeking clarification regards the request TM- Ladies mile development is additional 2400 houses plus commercial development. NZTA expect that once development commences this will be realised within 10 year timeframe. Southern corridor has a high demand for housing. Consider this will progress consistently and quickly. Further consents/application in progress. CB- without dev the bridge is at capacity. NZTA need to consider the reasonable future development and assume ladies mile (as enabled by the plan) to enable them to plan for future works. There is current pressure to complete Howard Drive development intersections and other physical orks. Need to plan of interest to NZTA. AC- understanding that development at ladies mile is not 'permitted' cannot happen as of right/ further consent requirements. Relevant for planning consideration of existing environment. CB- CB- understands that consent for one of the areas has been granted for something like 312 houses to date (Glenpanel). NZTA not aware that further applications/consents have been granted at this stage understand more are in progress. TM- assumes that this development will be realised and transport interventions would be required (ladies mile and Frankton flats). NR- seek to confirm NZTAs understanding that established RMA practice, consideration of permitted baseline includes what's existing and consented – if further development remains to be consented this is not in practice considered. RJ- would need PB assessment of what could be considered in terms of the ladies mile development. Scope of assessment: CB- NZTA would like to see demand capacity analysis. Consequences, overcapacity calculations; this informs public transport/interventions that would be required. Scenario for Ridgeburn impacts plus agreed/modelled traffic environment. • Need to ensure consistency of assessments with what ladies mile has considered in the past. Utilisation of this model. • Percentage of the traffic coming from a development; scale of the impacts and therefore what could be done to mitigate this. Other methods to mitigate demand (PT or trails etc) NZTA consider that understanding the full potential impact will enable consideration of what is fair in terms of mitigations. • JP- could look to the bridge and provide detail of the traffic impacts to this point. Understanding that some congestion at the bridge is anticipated as this will support the eventual use of PT to the east. • CB- would like to see this quantified so that different treatments could then be explored and tested to consider how to resolve this. Highway network is about the inter-regional connections-

Item	Detail
	need to consider interventions to provide for the ongoing function of the HW network. - AC- analyses to date has applied standard trip rates. If we consider the full (consented) dev. of ladies' mile then would assume PT use to be consistent with ladies mile. This would then impact (reduce) the trip rate. - CB- for NZTA the key is understanding the scenario which enables network function; this would then inform the infrastructure required to operate a network of this scale. This has shared benefit and therefore funding/responsibility. - CB- noted that Ridgeburn would not be expected to provide or fund major infrastructure upgrades, such as increased bridge capacity to enable development. NZTA may, however, seek contributions from developers to address their proportional impact on the state highway network. Modelling scenarios for Ladies Mile: - Trip generation from ladies mile; use the modelling undertaken for the masterplan compare against Highway counts and add trip generation to this to identify demand and capacity. Note that there were specific features included in ladies mile masterplan modelling including Edith Cavell bridge. - RJ- note that simplicity also progressing as FTAA also this involves modelling for the area which is more complex. Advice to utilise existing model to add Ridgeburn traffic to this.
2.0 Daily traffic scenarios/calculations	NZTA- Daily volumes provides context for the consideration of peaks. RidgeBurn- Can be provided.
3.0 Speed limit	Speed limit assumptions: AC- Assumptions of speed limits for the highway. How can we be consistent with the speed limits and assumptions for ladies mile development. RJ- ladies mile is an area where NZTA can progress a speed limit change for this location. RJ- will be confirm the ability to lower the speed limit for the SH6 / Arrowtown-Lake Hayes Road intersection need to check with NZTA internal departments. Modelling and advice relied on regarding speed limits to intersections - NZTA position is that seagull is not well suited to higher than 50km/ph. If Lakes Hays couldn't be reduced to 60km or less then prefer not to have a seagull. Note that design may require slip lanes or other features if above 60km. - Reporting from Shane turner, Fergus Tait reports; was this the basis form that information.
4.0 Morven Ferry Road Roundabout	No discussion required.
5.0 Road reserve area extent	- NZTA HW formed partially within private land. - Historic issue to be resolved. General approach to consider the existing road and assumed 20m Road reserve. The property

Item	Detail
	team are working to resolve these matters. This may just elevate this in priority. No action required.
6.0 Slow lane requirements	- NZTA identified a potential issue due to the speed environment change should the speed limit be reduced with 80-100 km per hour as you progress up the hill. - Ridgeburn team- Can be addressed
7.0 Driveways	AC- usual approach would be assumption of limited vehicle movements. RJ- identified Bendemeer would be the main intersection of interest, traffic turning into this entrance. Ensure that this has all the requisite facilities for safety. AC- will include Bendemeer as part of the assessment
8.0 Active modes for travel from Ridgeburn	- Demand for active modes to Arrow town; noting Arrow Town Primary is currently included within the enrolment zone. No confirmation of school enrolment zones following development. Likely that walking and cycling to Arrowtown not likely option for primary aged children, noting this would be primarily vehicle traffic. - NZTA consider active modes more likely towards Lake hays estate from Ridgeburn – may be an active mode consideration/ relevant to consider. - Shotover country/Frankton- cycle trail – grade 3 trail question the feasible for some users (school children). NZTA request the need to consider school and active travel modes and feasibility of routes/modes in assessment. - Noting challenges with provision of school busses; identify the Ridgeburn development would have (park and ride facility) in place to support bus or shuttle connections.
9.0 Other matters	- Ridgeburn team identified the need to confirm funding agreements for any agreed upgrades. This would then be subject to a development agreement. Further meeting to schedule once modelling and analysis is available. - Shot over bridge upgrades- no expectation to pay for bridge upgrades as a result of this; this has wider benefits and is a network matter.

Attachment 4

From: [REDACTED]
To: [REDACTED]
Subject: FW: Ridgeburn - Referral Application Relodgement
Date: Wednesday, 25 March 2026 8:37:00 am

From: Jasmine Weston <[REDACTED]>
Sent: Thursday, 29 January 2026 8:46 am
To: Olivia Stirling <[REDACTED]>; James Sutherland <[REDACTED]>
Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>
Subject: Re: Ridgeburn - Referral Application Relodgement

Kia ora Olivia,

Apologies for the delay in getting back to you.

I have reviewed the assessment which is overall clear and provides the majority of the information that we would require. As we discussed in consultation a pedestrian survey will be required prior to the submission of the substantive application, the results of which would be included within the assessment.

Since we consulted with you have had a number of fast track applications and based on this I would also recommend that you include the following documentation for ease of processing the application:

- Archaeological Management Plan (will need to put together after the survey is completed)
- Section 45 qualification letter
- Archaeological conditions

If you have any questions about any of this please don't hesitate to ask.

Kā mihi nui,

Jasmine Weston | Archaeologist / Poutairangahia | Pouhere Taonga Heritage New Zealand | Otago/Southland Regional Office | Level 2, 201 Princes Street | PO Box 5467 Dunedin 9058 | Waea : (027) 271 7005 | Waea Pukoro DDI: (64 3) 477 9871 | Imera : [REDACTED] | Pae Tukutuku: www.heritage.org.nz

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From: Olivia Stirling <[REDACTED]>
Sent: Wednesday, January 28, 2026 5:31 PM
To: Jasmine Weston <[REDACTED]>; James Sutherland <[REDACTED]>
Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>
Subject: Re: Ridgeburn - Referral Application Relodgement

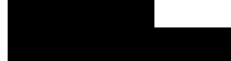
Kia ora Jasmine,

I am just following up on this.

Can you please share any comments you have, and let us know if you would prefer to meet to discuss them?

Ngā mihi | Kind regards,

Olivia Stirling
Associate



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From: Olivia Stirling <[REDACTED]>

Sent: Saturday, December 13, 2025 12:50 PM

To: Jasmine Weston <[REDACTED]>; James Sutherland

<[REDACTED]>

Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>

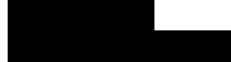
Subject: RE: Ridgeburn - Referral Application Relodgement

Kia ora Jasmine,

Is it possible to get comments back next week? If this is not possible, please let us know.

Ngā mihi | Kind regards,

Olivia Stirling
Associate



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From: Jasmine Weston <[REDACTED]>
Sent: Friday, 12 December 2025 9:27 am
To: James Sutherland <[REDACTED]>; Olivia Stirling <[REDACTED]>
Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>
Subject: Re: Ridgeburn - Referral Application Relodgement

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Kia ora Olivia,

Thanks for sending this though.

Do you have a time frame that you need to have comments back by?

Kā mihi nui,

Jasmine Weston | Archaeologist / Poutairangahia | Pouhere Taonga Heritage New Zealand | Otago/Southland
Regional Office | Level 2, 201 Princes Street | PO Box 5467 Dunedin 9058 | Waea : (027) 271 7005 | Waea
Pukoro DDI: (64 3) 477 9871 | Imera : [REDACTED] | Pae Tukutuku: www.heritage.org.nz

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From: James Sutherland <[REDACTED]>

Sent: Tuesday, December 09, 2025 3:42 PM

To: Olivia Stirling <[REDACTED]>

Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>; Jasmine Weston <[REDACTED]>

Subject: Re: Ridgeburn - Referral Application Relodgement

Kia Ora Olivia,

I have passed this onto our Archaeologist to review. She will come back if she had any issues with the assessment.

Really appreciate this early engagement.

Kā mihi nui,

James Sutherland | Planner, Kaiwakamāhere, Otago/Southland | Heritage [REDACTED] land Pouhere Taonga |
Box 5467, Dunedin 9054, New Zealand | Ph: +64 (03) 470 2366 | Mobile: [REDACTED]
[REDACTED] Visit [www.heritage.org.nz][www.heritage.org.nz] and learn more about [REDACTED] aland's heritage places

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From: Olivia Stirling <[REDACTED]>

Sent: Tuesday, December 9, 2025 1:15 PM

To: James Sutherland <[REDACTED]>

Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>

Subject: Re: Ridgeburn - Referral Application Relodgement

Kia ora James,

Please find the following link to the **draft** Archaeological Assessment for your review.

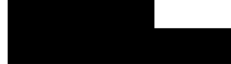
 [DRAFT Archaeological Assessment - Ridgeburn.pdf](#)

Please advise if you have any comments, or if you think it would be helpful to meet so we can talk you through this report.

The full application has not yet been completed; however, we will circulate this when it is available.

Ngā mihi | Kind regards,

Olivia Stirling
Associate



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From: Olivia Stirling <[REDACTED]>

Sent: Tuesday, November 4, 2025 11:21 AM

To: James Sutherland <[REDACTED]>

Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>; Robin Miller <[REDACTED]>

Subject: Re: Ridgeburn - Referral Application Relodgement

Kia ora James,

Thank you for your time. Summary of the meeting as follows:

1. Acknowledgment of the referral comments by the Applicant;
2. HNZPT are largely interested in the Archaeology of the site;
3. Applicant confirmed that survey and archaeological assessment are underway and the draft should be available within the next week or two;
4. The Applicant will circulate draft reports to HNZPT for comment prior to lodgement;
5. The Applicant is planning to lodge the application within the next month.

Ngā mihi | Kind regards,

Olivia Stirling
Associate



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From: James Sutherland <[REDACTED]>

Sent: Tuesday, October 21, 2025 9:00 AM

To: Olivia Stirling <[REDACTED]>

Cc: cam <[REDACTED]>; Simone Williams <[REDACTED]>

Subject: Re: Ridgeburn - Referral Application Relodgement

Kia Ora Olivia,

Thanks for your email. I am relatively free so am happy to work around you guys if you provide a date and time.

Cheers

Attachment 5

From: Simone Williams
Sent: Friday, 31 October 2025 10:54 am
Subject: FW: Lizard survey - Ridgeburn

Meeting Overview

- The meeting focused on discussing ecological survey methodologies and required approvals for a development project in New Zealand
- Two key approvals were discussed: a wildlife permit for lizard survey/relocation and a potential easement for a water pipe across conservation land
- The project site is mainly farmland with some rocky outcrops and a hill area that will be preserved and enhanced

Lizard Survey & Management Plan

- Annabel proposed a simplified survey approach focusing on hand searching rocky habitats rather than a full survey with pitfall traps
- Key lizard habitats identified include rocky outcrops and a former small quarry area
- Future salvage operations (if development proceeds) would follow full protocol including traps, ACOs, spotlighting, and monitoring
- Lizards would be relocated to "the hill" on the site, which has suitable rocky outcrops
- DOC requested that Annabel provide detailed survey methodology in writing for review
- Annabel will work with a locally recommended lizard specialist
- The lizard management plan must demonstrate a protective benefit for the species

Habitat Enhancement

- The project includes enhancement planting and pest plant/animal management in the relocation area
- The area being enhanced is "massive compared to the impact" area, creating a positive ecological outcome
- Plant species selected are primarily drought and exposure tolerant
- Natural seed sources are expected to contribute to vegetation over time
- DOC is willing to review draft planting plans before application submission

Water Pipeline Approval

- The project team is considering taking raw water from Kaura River, requiring a separate approval
- This would involve an easement for a pipe across conservation land
- This approval will be processed in parallel to the FastTrack application
- DOC indicated this is a standard procedure but wants information as soon as possible

Application Process & Documentation

- Application target date is Christmas
- Two versions of the lizard management plan must be submitted: full and redacted versions
- Release sites for lizards must be redacted in the publicly available version
- DOC will review broader ecological assessments, including erosion and sediment control plans
- Draft reports shared with DOC should be marked if confidential/commercially sensitive

Action Items

- Annabel to email lizard survey methodology today for DOC review
- DOC to provide feedback on the proposed lizard survey approach
- DOC to share any available conditions template for the management plan
- Project team to provide details on the water pipe easement across conservation land
- Project team to share draft reports with DOC for review before lodging
- Project team to prepare both full and redacted versions of the lizard plan

Ngā mihi | Kind regards,
SIMONE WILLIAMS





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LizardExpertNZ

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1 Cleghorn Street, Dunedin, 9085

Cell
Email
Web
Address

Terry Calmeyer
Consultant Planner Fast Track Applications
Te Papa Atawhai | Department of Conservation

14th February 2026

RIDGEBURN (DOONHOLME ESTATE) REVIEW OF DRAFT LIZARD ASSESSMENT REPORTS

Dear Terry,

Thank you for the opportunity to provide further advice on the draft lizard assessment reports for the Ridgeburn (Doonholme Estate) Fast Track project. This advice builds on advice given previously on s17 matters (dated 5 August 2025).

1. Documents Reviewed

- *Ridgeburn, Morven Ferry Road Ecological Impact Assessment Prepared for: Ridgeburn Limited by Viridis Environmental Consultants. Dated January 2026.*
- *Draft Lizard Management Plan dated January 2026 attached to the EclA as Appendix B.*
- *Wildlife Act conditions – provided along with the January 2026 Ecological Impact Assessment/Lizard Management Plan.*

2. Lizard Values of Ridgeburn

A high-quality lizard survey was undertaken using best-practice methods, including gee's minnow trapping and manual habitat/visual encounter searches. All expected species were correctly detected or identified as potentially present, including McCann's skink (Not Threatened), which was recorded in high numbers, and mountain/beach gecko. Potential habitat for tussock skink (now 'southern grass skink')¹ was also identified.

¹ Hitchmough *et al.* 2026. Conservation status of reptiles in Aotearoa New Zealand 2025. New Zealand Threat Classification Series 50. Department of Conservation, Wellington. 32 p.



The extent of survey was generally appropriate and included the proposed release areas as far as I could tell, and the planned planting area adjacent to the Kawarau River (Figure 2 of the Ecological Impact Assessment). It would be helpful to have a clear statement that these areas were in fact covered by the survey.

The Applicant has not provided an estimate of lizard habitat to be lost by the development; this is required to determine the level of mitigation required.

3. Effects Assessment

Several lizard-related effects are not included in the Ecological Impact Assessment (e.g., Table 5). Examples include:

- Planting activity around wetlands, riparian margins, Morven Hill, and the area near the Kawarau River may result in adverse effects on lizards, including shading, displacement, disturbance, and potential injury or mortality. Although the draft Lizard Management Plan notes that “scrubby vegetation around the escarpment” will be affected², it does not explicitly identify planting within these areas as a potential adverse effect on resident lizard populations.
- Effects on lizards of wastewater disposal, e.g., on Morven Hill, the river escarpment and other areas shown in Figure 13 of the Ecological Impact Assessment.

Regarding locations of spray and dripline wastewater disposal; it is not clear to me from Figure 13 of the Ecological Impact Assessment where these lie due to colour conflicts on the figure/map. It would be helpful, therefore, to be provided a map of these areas in relation to lizard habitats including the proposed lizard salvage and release sites.

4. Proposed Effects Management – Application of the Mitigation Hierarchy

No genuine **avoidance** measures are proposed, aside from excluding habitats that were never intended for development (e.g., some wetlands and selected rock areas). To confirm the avoidance

² Section 2.5, page 1 of the draft Lizard Management Plan.



strategy, a map showing lizard detections and designated avoidance areas would be helpful.

Large areas of the site are to be **rehabilitated** with indigenous plantings including part of Morven Hill and part of the Kawarau river escarpment and terraces into tussock grasslands. I support this initiative as it will create open and sunny habitats favoured by McCann's skink and Kawarau gecko. These areas, however, may also provide seasonal habitat for mice (and hedgehogs) and for this reason I strongly recommend mice monitoring is carried out here with rodenticide deployed within high-density bait stations should tracking reach $\geq 10\%$. Without such monitoring and contingent control, existing McCann's skinks and Kawarau geckos over these planting areas maybe driven to local extinction. No monitoring of rodents or other mammal pests is documented in either the Ecological Impact Assessment or its appended Lizard Management Plan.

Salvage and on-site release across four sites are the only **mitigation** measures proposed, with salvage being the primary method for managing effects. The Applicant proposes protecting all four release sites in perpetuity; however, it is unlikely that consent notices can be applied to every location. In particular, the lowland areas of the development site appear unsuitable for long-term protection, whereas Morven Hill and the Kawarau River areas are more feasible candidates for secure, enduring release-site designation.

Further information is required on several aspects of the salvage approach as follows:

- a. Which areas will be subject the salvage.
- b. Which pest-management actions are specific to lizards versus other biodiversity values such as birds.
- c. Where, what and for how long will pests be managed.
- d. Expected salvage numbers, species and the justification for four release sites.
- e. The salvage timeline, noting concerns that habitat enhancement at release sites may not be completed before salvage is required.
- f. The feasibility of applying consent notices to all four release sites.
- g. Monitoring and contingency mitigation triggers and actions, noting the draft Lizard Management Plan does



refer to monitoring of lizards but no detail is provided on how this will occur and under what circumstances, and the proposed Wildlife Act conditions refer to “contingencies/adaptive management sections of the Lizard Management Plan”.

5. Wildlife Act Conditions

The proposed Wildlife Act conditions for the Fast Track resource consent are incomplete. From the Department of Conservation’s perspective, the conditions must include:

- a. Clear linkage between the proposed works and the final Lizard Management Plan.
- b. Certification process for the Lizard Management Plan.
- c. Requirements to manage all lizard habitats in accordance with the Lizard Management Plan and relevant landscape plans.
- d. Protection from development of all lizard release sites in perpetuity.
- e. Ongoing management and monitoring of lizard enhancement areas.
- f. Defined pest- and animal-control targets, including associated monitoring requirements.



Dr Mandy Tocher, LizardExpertNZ, 14th February 2026



Mitigation Conditions

The Approval Holder is only authorised to release wildlife that are listed in Schedule 1(1) using methods described in the application including the Lizard Management Plan titled “[insert Lizard Management Plan title]” and dated [insert date] attached as Appendix [insert Appendix number].

Salvage relocation and habitat enhancement

The Approval Holder must perform actions as set out in the contingencies/adaptive management sections of the Lizard Management Plan titled “[insert Lizard Management Plan title]” and dated [insert date] attached as Appendix [insert Appendix number] to ensure adequate mitigation of effects has been achieved.

DOC Operations Manager(s) [name and contact] are to be contacted immediately for further advice if wildlife other than those listed in Schedule 1(1) are located within the footprint of the development or within the release site. A separate application to kill non-authorised species will be required.

Lizard capture and handling

Lizards must only be handled by Authorised Personnel [person named in schedule 1(3)], or under the direct supervision of the Authorised Personnel.

Lizard capture, handling and relocation must be undertaken between the 1st October and 30 April when lizards are most active.

Capture and handling of lizards must involve only techniques that minimise the risk of infection or injury to the animal.

Capture and handling methods shall follow those described in the Herpetofauna inventory and monitoring toolbox <http://www.doc.govt.nz/our-work/biodiversity-inventory-and-monitoring/herpetofauna/>

The Approval Holder must ensure all live capture traps are covered to protect lizards from exposure and minimise stress. Damp leaf litter or other material must be provided to reduce desiccation risk and the bottom of the pit-fall trap must be perforated to allow drainage of water.

The Approval Holder must ensure all live capture traps, (e.g. pitfall traps and G-minnow traps), are checked at least every 24 hours.

The Approval Holder must sterilise any instruments that come in contact with the lizards and/or are used to collect or measure lizards between each location. A separate holding bag must be used for each animal. All gear should be thoroughly cleaned and dried between sites.

The Approval Holder must ensure lizards are temporarily held individually in a suitable container (e.g. breathable cloth bag) and held out of direct sunlight to minimise the risk of overheating, stress and death.

Death of wildlife associated with salvage activities

If any lizards should die during the authorised activities of catch, transfer or liberate, the Approval Holder must:

inform the Director-General (*or insert other contact person*) within *X (hours/days)*; chill the body if it can be delivered within 72 hours, or freeze the body if delivery will take longer than 72 hours; and

send the body to Massey University Wildlife Post Mortem Service for necropsy OR *[insert advice from S&C or Operations on what to do with the specimen and where to send it]*, along with details of the animal's history; and

pay for any costs incurred in investigation of the death of any lizard; and

if required by the Director-General, cease the Authorised Activity for a period determined by the Director-General.

Euthanasia

If any lizards are found injured as part of the Authorised Activity, the Approval Holder shall contact Authorised Personnel listed under Schedule 1(3) to get advice on management of the lizard. The Approval Holder is authorised to euthanise injured lizard(s) on recommendation of the Authorised Personnel listed under Schedule 1(3) or a veterinarian.

Lizard Salvage Reporting

A report is to be submitted in writing to the DOC Operations Manager, *[insert office and address]*, by 30 June each year for the life of this Authorisation, *[or within three months of the salvage being completed, or within 3 months of the expiry of the approval]* summarising outcomes in accordance with the Lizard Management Plan. Each report must include:

- the Project name; and
- the species and number of any animals collected and released; and
- the GPS location (or a detailed map) of the collection point(s) and release point(s); and
- results of all surveys, monitoring or research; and
- a description of how the Lizard Management Plan was implemented including any difficulties encountered with capture and handling, how release sites were assessed, post release monitoring and what contingency actions were required.

Completed Amphibian and Reptile Distribution System (ARDS) cards for all herpetofauna sightings and captures (<http://www.doc.govt.nz/conservation/native-animals/reptiles-and-frogs/species-information/herpetofauna-data-collection/ards-card/>) must be sent to Herpetofauna, Department of Conservation, National Office, PO Box 10420 Wellington 6143 or [REDACTED].

Variation

The Authority Approval Holder may apply to the Director-General for variations to this Approval in accordance with clause 7(2) of Schedule 7 of the Fast-track Approvals Act 2024.

Compliance with Legislation and Director-General's Notices and Directions

[Approval Holder] must comply with all statutes, bylaws, and regulations, and all notices, directions, and requisitions of the Director-General and any competent authority relating to the exercise of the Approval.



Review of Freshwater Ecology Matters for Ridgeburn (Morvern Ferry Road) Fast Track Application

Prepared for:	Department of Conservation	Reviewed and approved for release by:  Sarah Budd Principal Ecologist, Auckland Regional Manager
Author:	Richard Storey	
Report No:	7908	
Date:	February 2026	

1.0 Introduction

Ridgeburn Ltd is applying for a Fast Track Approval for 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. It has been designed to integrate with a network of open space reserves and walking and cycling trails. It includes a groundwater take from near the Kawarau River, water treatment plant, wastewater treatment plant and discharge to land within the site.

The project was referred to the Fast Track approvals process in October 2025. The applicant is now in pre-lodgement consultation with Department of Conservation (DOC) for the substantive application phase of the project. DOC is now seeking comments on various aspects of the application from relevant subject matter experts, and has requested Wildland Consultants to provide comments on freshwater aspects of the Ecological Impact Assessment.

2.0 Project Scope

This report provides comments on the freshwater aspects of the Applicant's Ecological Impact Assessment (EclA).

3.0 Comments on the Ecological Impact Assessment

3.1 Overview

According to the EclA, the project potentially affects the following freshwater ecosystems:

- Four intermittent waterways.
- Morvern Valley water race.
- One short artificial drain.
- Four natural inland wetlands.
- Seven constructed ponds.
- The Kawarau River.

The project may affect these freshwater bodies through

- Realignment of intermittent waterways.
- Piping of the Morvern Valley water race.
- Earthworks near the wetlands, which may remove vegetation, add sediment or alter hydrology of the wetlands.
- Infilling of some ponds.



- Taking groundwater from near the Kawarau River.
- Discharging treated wastewater to land near the river.

3.2 Methods

3.2.1 Flowing waters

The field methods for assessing the flowing waters (streams and water races) consisted of visually evaluating a number of aspects of their physical habitat.

For the Morvern Ferry Water Race, no sampling of fish or macroinvertebrates was conducted, even though the assessment of ecological value depends heavily on the presence and diversity of fish, particularly species with a threat status such as kōaro and longfin eel (both At Risk- Declining) which the author notes may be present. eDNA sampling (the most effective and efficient method to determine the aquatic fauna present) in the Morvern Ferry Water Race) is recommended.

Further, where a stream is to be realigned, a structured, quantitative assessment of ecological value, such as the Stream Ecological Valuation (SEV; Storey et al. 2011) is normally required. This is discussed further below.

3.2.2 Wetlands

3.2.3 **The field methods for wetlands involved delineating wetlands in accordance with the wetland delineation protocols (MfE 2022, Clarkson 2014), identifying plant species present, and noting visible signs of wetland degradation such as stock damage, artificial structures and weeds. These methods were adequate for the purpose of the EcIA. Constructed ponds**

No assessment methodology is described, and it appears that no biological surveys were done. There is a small possibility that a Nationally Endangered freshwater invertebrate (the tadpole shrimp *Lepidurus apus viridis*) may be present in the intermittent ponds and pools. eDNA sampling (an effective and efficient way to determine whether this species is present) in these pools is recommended.

3.3 Ecological value

3.3.1 Flowing waters

The ecological value of the Kawarau River is assessed as high. However, no mention is made of the Water Conservation Order, which is granted to rivers of “outstanding values.” Given the Water Conservation Order on the Kawarau River, its ecological value should be “very high.”

The four intermittent streams are all assessed as having low ecological value. Based on the site photographs presented, this appears to be a fair assessment of Waterways 1-3 but the photograph of Waterway 4 is not high enough quality to judge. In addition:

- Where a stream is to be realigned, a quantitative assessment of ecological value (such as an SEV; Storey et al. 2011) is normally required to ensure that the realigned channel provides the required level of ecological enhancement.
- It is unclear what “compacted sediment” means, e.g. whether it means streambed gravels or soil.
- The lengths of the four streams should be reported.
- Waterway 4 is not shown on Figure 2 or 13.

The ecological value of the Morven Ferry water race was assessed as low. However, no data and very little description of the habitat are presented to justify this assessment. The EcIA author acknowledges that fish, including kōaro (*Galaxias brevipennis*) and shortfin and longfin eels (*Anguilla australis* and *A.*



dieffenbachii) may be present. Kōaro and longfin eels are both At Risk-Declining species, therefore if present, the ecological value of the water race may be higher than currently described. To assess the ecological value of the Morvern Ferry Water Race, a biological survey of fish and aquatic macroinvertebrates (e.g. by eDNA sampling) is recommended. The EclA discusses the value of the water race as a water source for terrestrial fauna, and concludes that this value is low. This point should be reviewed by a terrestrial ecologist.

3.3.2 Wetlands

The four wetlands are all assessed as having low ecological value. The evidence presented to justify this assessment is rather uneven. For Wetland B a full list of plant species seems to be presented, but for the other wetlands it is unclear whether all plant species are listed. A table listing all plant species by site would be helpful. Similarly, the physical habitat features that led to the assessment are presented more fully for some wetlands than others. A table showing the variables described in the Methods would help the reader to judge whether the ecological assessment is reasonable.

3.3.3 Constructed ponds

The constructed ponds are assessed as having low ecological value when water is present and negligible value when dry. It should be noted that an intermittent pond is one ecosystem with a hydrological cycle, rather than two ecosystems existing in different seasons. Therefore, the constructed ponds should be given a single assessment.

There is a small possibility that the constructed ponds may contain a Nationally Endangered crustacean, the tadpole shrimp (*Lepidurus apus viridis*). If this species is present, the ecological value of the constructed ponds may be higher than currently described. A survey of the ponds, such as by eDNA sampling, is recommended to determine whether this species is present.

3.4 Ecological effects and management of effects

3.4.1 Intermittent streams

The project involves realignment of two of the intermittent streams. In other similar situations (including Fast Track applications), a stream realignment has been regarded as loss of the original channel, with creation of the new channel considered to be an offset. A formal evaluation of the ecological value lost from the original channel and an estimate of the value gained by creation of the new channel has been required. The most common method for this evaluation is the SEV (Storey et al. 2011), using the Environmental Compensation Ratio (ECR) to determine the required offsetting. The ECR involves a multiplier of 1.5 (i.e. the ecological value gained must be 50% greater than the value lost) to compensate for the time lag in restoring ecological functions in the realigned channel and the risk that ecological functions may not be fully restored (which is a common outcome).

In the current situation, the current ecological state of the streams and the enhancement works of the realigned channels are both briefly described. From these brief descriptions it would appear there will be a modest net gain in stream length and a significant gain in ecological value as a result of the realigning and associated enhancement works. It is likely that the overall gain in ecological value will be 50% or greater, as required by the SEV. However, a quantitative assessment of the original and realigned channels such as an SEV is recommended to demonstrate that the gain in ecological value is consistent with this standard method.

Many stream realignments fail as the new channel does not carry any water, most likely because the new channel has been constructed above the water table. In the current situation the EclA states that the realigned channel will be at the same elevation as the original channel and will be located very



close to it (though no map has been provided to demonstrate this). If these statements are true, the hydrology of the realigned channel is expected to be similar to that of the original channel.

The final level of effect on the intermittent streams after realignment has been assessed as very low. Based on the information presented, this seems to be a reasonable assessment.

3.4.2 The Morvern Ferry Water Race

The project involves piping the Morvern Ferry Water Race throughout the site. Clearly this results in the loss of almost all ecological values in the water race (including habitat for At Risk fish species, if these are found to be present), and almost all of the ecological functions that the water race provides to the wider stream network in the catchment. However, as it is an artificial watercourse, the water race does not meet the definition of a river under the Resource Management Act (1991) and therefore the applicant is not obliged to mitigate or offset these losses.

The maps in the EclA show that the Morvern Water Race extends for some distance upstream of the project site. However, the source of water to the water race is not described in the EclA. It is unclear whether the source is a natural stream, and whether that stream discharges into other natural channels as well as into the water race. These questions are relevant as piping of the water race will present a barrier to fish migrating into the reaches above the project site. Under Section 70 of the National Environmental Standards for Freshwater (2020, updated 2026) a culvert “must provide for the same passage of fish upstream and downstream as would exist without the culvert, except as required to carry out the works to place, alter, extend, or reconstruct the culvert.” Further, under regulation 42(1) of the Freshwater Fisheries Regulations (1983), “culverts and fords may not be built in such a way as to impede fish passage without a permit.” Therefore the application must provide more information on fish habitat upstream of the Morvern Water Race and whether fish have alternative access into this habitat apart from the water race.

According to the EclA, the risk of direct harm to fish in the water race during dewatering and infilling will be managed through fish salvage and relocation, as outlined in the Fish Management Plan (FMP). The FMP is discussed below.

The final level of effect on the Morvern Ferry Water Race is not provided in the EclA. Even though this is an artificial stream, the expected level of effect should be provided.

3.4.3 Wetlands

According to the EclA, no works will occur within the wetlands. Earthworks and vegetation clearance will occur within 10 metres of some wetlands, but sediment effects from earthworks will be mitigated through implementing a sediment and erosion control plan, and vegetation clearance will be remedied by planting five hectares of indigenous vegetation in and around the wetlands and streams. According to a hydrological modelling study cited in the EclA, earthworks within 100 metres of the wetlands will not alter water flows into the wetland by more than 0.5-5% (depending on the wetland).

Stormwater from the residential and commercial development areas will be discharged within 100 metres of wetlands. Compared with infiltration through pervious natural ground cover, discharges from impervious surface via pipes deliver water faster and with higher peak flows, which could alter the hydrological regime of the wetlands significantly. However, according to the EclA, discharges will be slowed by stormwater detention ponds. These ponds should be effective in minimising changes to wetland hydrology.

Overall, the proposed management of effects on wetlands appear to be sufficient. The final level of effect on the wetlands has been assessed as low or positive. This seems to be a reasonable assessment.



3.4.4 Constructed ponds

Several of the constructed ponds will be reclaimed (infilled) during the development. Proposed mitigation consists of ensuring that an ecologist is on-site during dewatering to salvage any indigenous fish present in the ponds. In addition, the loss of pond habitats will be offset by the creation of stormwater detention ponds. Provided that endangered tadpole shrimps are not present, the proposed mitigation and offsetting appears adequate to manage the ecological effects on the constructed ponds. If tadpole shrimps are found to be present, then a management plan for this species will be required.

The final level of effect on the constructed ponds has been assessed as very low. Assuming that tadpole shrimps are not present in the ponds, this seems to be a reasonable assessment.

3.4.5 Wastewater

Wastewater (treated to tertiary level) will be discharged to land by drip or spray over various parts of the site with a total area up to 52.3 hectares. No irrigation or discharge of wastewater will occur within 10 metres of a stream or wetland. The EclA claims that *“no runoff is expected meaning no detrimental impacts on streams or wetlands. Additionally, vegetation present in the discharge areas will uptake both water and nutrients”*. However, the figures provided in the EclA suggest that wastewater will be applied at a rate that exceeds evapotranspiration losses by 3.5 millimetres per day. This suggests that the excess water, nutrients and potentially pathogenic microbes will infiltrate into the groundwater. Once they infiltrate into groundwater, below the root zone of plants, many waterborne contaminants such as nitrate, and potentially microbes, move along flow paths without attenuation until they upwell at the nearest surface waterbody. It is noted that one of the discharge areas is close to the Kawarau River, which is protected by a Water Conservation Order.

The applicant therefore must provide more information to demonstrate that contaminants from the wastewater discharges will not reduce water quality in the Kawarau River or any other surface waterbody.

3.4.6 Groundwater take from the Kawarau River

The primary water supply for the development will be taken from groundwater bores on the river flats adjacent to the Kawarau River. The EclA indicates that the maximum required abstraction rate (996 m³ per day, or 0.01 cumecs) equates to approximately 0.012% of the mean annual low flow of the Kawarau River. It concludes that there will be *“no associated impact on the habitats within the river, or on biota utilising those habitats. The water supply abstraction will not impact the ecological values of the Kawarau River.”* Assuming these figures are correct, the conclusion appears to be valid.

3.4.7 Fish Management Plan

The Draft Fish Management Plan (in Appendix 2 of the EclA) outlines the methods for capturing and relocating fish that may occupy habitats to be dewatered and/or infilled. These habitats include two of the intermittent streams, six of the seven constructed ponds and the Morvern Ferry Water Race.

The methods outlined in the FMP seem appropriate overall. However, in regard to the water race, if the pipe is placed in the channel before the water race is de-watered, then hand-netting or electrofishing of remaining fish during de-watering may not be effective as fish are likely to hide beneath the pipe.



4.0 Conclusions

The narrative descriptions are generally sufficient to evaluate the ecological value assessments in the EclA. However, more information is required on fish in the water race and invertebrates in the intermittent standing waters such as the constructed ponds (especially to determine whether endangered tadpole shrimps may be present).

For stream realignments, normally a Stream Ecological Valuation or similar quantitative assessment method is required to ensure that the ecological values lost from the original channels are regained in the realigned channels (including 50% “added value” to account for the time lag and risk of failing to achieve the proposed ecological benefits). In this case the proposed ecological enhancements of the realigned streams seem adequate to offset the losses in the original channels, but a quantitative assessment such as an SEV is recommended to demonstrate this.

More information is required on fish habitat upstream of the Morvern Water Race. If fish habitat is present, then fish passage to this habitat must be maintained as part of the development.

More information is required on the risk of nutrients and microbial pathogens infiltrating into groundwater and degrading the water quality of sensitive waterbodies, in particular the Kawarau River.

References

Storey, R.G., Neale, M.W., Rowe, D.K., Collier, K.J., Hatton, C., Joy, M.K., Maxted, J.R., Moore, S., Parkyn, S.M., Phillips, N. and Quinn, J.M. (2011). *Stream Ecological Valuation (SEV): a method for assessing the ecological function of Auckland streams*. Auckland Council Technical Report TR2011/009, Auckland, New Zealand.



Fast-Track Pre-Lodgement Consultation Summary

Purpose - This document provides a summary of information from DOC following a pre-lodgement consultation request.

Project Details

Project name:	Ridgeburn
Engagement type:	Pre-lodgement engagement Substantive Application
Applicant/agent:	Applicant: Ridgeburn Limited Agent: Barkers and Associates
Proposal overview:	The development is located on an approximately 212-hectare site and includes residential properties, a commercial village precinct containing retail, hospitality, community services, and office space. Supporting infrastructure includes on-site water supply, wastewater treatment, stormwater management, and transport upgrades. The project also includes landscape and ecological enhancement, including approximately 60 hectares of native planting and pest control, and integration with existing and proposed walking and cycling trails. The Applicant's Agent confirmed on 5 March 2026 that the application <u>excludes</u> any direct water takes from the Kawarau River.
Location:	The site is located at 122 Morven Ferry Road, positioned between the township of Arrowtown and the Kawarau River in the Queenstown Lakes District. Nearby centres include Queenstown, Arrowtown, Ladies Mile, and Frankton.
Date pre-lodgement request received:	20 October 2025 Consultation meeting took place on 31 October 2025. Draft documents received on 30 January 2026. Several telephone conversations have taken place with the applicant's agent subsequent to the October 2025 meeting. Most recently, on 9 March 2026 DOC recommended reviewing and providing comment on several components of the application before lodgement, such as draft conditions, that have not been provided yet. The applicant has advised that the documents will only be available the day before they lodge.
Summary of pre-lodgement Consultation	

Fast track project lead DOC:	Terry Calmeyer – Consultant Planner Fast-track Applications
DOC specialist input required:	Fast Track Project Lead: Terry Calmeyer RMA Planner: Liz Williams Permissions Advisor(s): Charlotte Grey Statutory Manager (Regional Office): John Roberts BHV Freshwater: Richard Storey BHV Lizards: Mandy Tocher Legal: Susan Newall BHV: Heritage: Matt Schmidt
DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:	Authority under Wildlife Act 1953 (Lizards)
DOC Commentary on Fast Track approvals and permissions identified: Note DOC's role in relation to specific	Wildlife Act Permissions Ridgeburn Limited are applying for a Wildlife Approval to rescue and relocate lizards. Concessions Ridgeburn Limited has obtained a 30-year easement on public conservation land adjacent to the Kawarau River for the purpose of a water pipeline. The Applicant has, however, subsequently confirmed that no activities related to the taking of water, or a pipeline, are included in the Fast-track substantive application.
Treaty partners:	Ngāi Tahu
Treaty Settlement implications/considerations:	The Ngāi Tahu Claims Settlement Act 1998 ('NTCSA') applies to this area. The mahinga kai provisions in the NTCSA aim to recognise and restore Ngāi Tahu traditional rights to gather food and resources in the South Island. It protects their role as kaitiaki by ensuring access, managing taonga species, and requiring consent authorities to consider their association with these sites. DOC is not aware of any inconsistency with the relevant Treaty settlement, subject to any comments from the Treaty partner. The mahinga kai schedule of the NTCSA includes: • Kāhu/Australasian harrier/<i>Circus approximans</i> • Pihoihoi/New Zealand Pipit/<i>Anthus novaseelandiae</i> • Pūtakitaki/Paradise Shelduck/<i>Tadorna variegata</i> • Koparapara or Korimako/Bellbird/<i>Anthornis melanura melanura</i> • Kāreārea/New Zealand Falcon/<i>Falco novaeseelandiae</i>

	• Pīwakawaka/South Island Fantail/<i>Rhipidura fuliginosa fuliginosa</i> • Karoro/Black backed Gull/<i>Larus dominicanus</i> • Riroriro/Grey warbler/<i>Gerygone igata</i> • Poaka/Pied Stilt/<i>Himantopus Himantopus</i> Eels, which the draft Ecological Impact Assessment has identified as potentially present in the Kawarau River, and eeling are mentioned repeatedly in the mahinga kai schedule as culturally important activities, although no eels are included in the list of taonga species. Koaro, which the draft Ecological Impact Assessment has also identified as potentially present in the Kawarau River are also listed in the mahinga kai schedule as a part of the statement of association, but again, not in the list of taonga species. Consultation with Te Runanga should I be undertaken in regard to these species.
Potential Resource Management Act (RMA) considerations and effects: <i>Note: DOC's role in relation to 53(2)(m)(i) FTAA</i>	• Insufficient details on the regeneration areas/enhancement areas where lizards will be released post salvaging, including conditions relating to landscaping and monitoring have been provided to assess or provide comment on. • Insufficient detail on proposed pest control conditions has been provided to assess or provide comment on. • The Application should include a draft Wetland Management Plan with links to the proposed Landscape Plan which shows the native plantings/enhancement proposed (this is the preferred option). Proposed conditions addressing the Wetland Management Plan objectives and measures and targets/plantings and monitoring specified have not been provide to assess or provide comment on. • Setbacks/buffers need to be specified for residential development/building setbacks from wetlands etc • How the wetlands are to be protected in perpetuity and monitored during construction and post development (at a scale commensurate with the risk of the loss of extent or values of the wetland) should be addressed. It is unclear whether a consent notice is proposed and if the Applicant has discussed with Queenstown Lakes District Council the possibility of vesting the areas as nature reserves? • The stream realignments and proposed conditions in relation to mitigation and offsetting have not been provided by the Applicant. • Proposed conditions on earthworks (i.e sediment and erosion plan etc) have also not been provided by the Applicant.
DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):	The alignment of the proposed project's impacts on wildlife with Otago Conservation Management Strategy 2016 should be considered as part of the overall assessment. Noting the site does not contain any Public Conservation Land ('PCL') our comments relate to impacts on wildlife, which are not limited to PCL.
Any specific information requests to applicant(s)/agent for pre-app engagement at this point:	Documents provided for comment: • Ridgeburn, Morven Ferry Road: Draft Lizard Management Plan, Version Draft A, Dated 21 January 2026;

	• Ridgeburn, Morven Ferry Road: Draft Fish Management Plan, Version Draft A, Dated 21 January 2026; • Ridgeburn, Morven Ferry Road: Ecological Assessment, Version Draft C, Dated 30 January 2026. • DOC's standard Wildlife Act conditions – provided along with the January 2026 Ecological Impact Assessment/Lizard Management Plan. Written comments provided by DOC to the Applicant: • Ridgeburn (Doornholme Estate) - Review of Draft Lizard Assessment Reports - Comments include a list of further information required, and requirements for Wildlife Act Conditions, 16 February 2026. • Review of Freshwater Ecology Matters for Ridgeburn (Morvern Ferry Road) Fast Track Application, Richard Storey Summary of comments, 5 March 2026.
Any further information/considerations:	<u>Potential issues to consider -</u> Wetlands • As mentioned in the section on potential RMA considerations and effects, the application should include a draft Wetland Management Plan with links to landscape plan for proposed native plantings/enhancement proposed (this is preferred option) and proposed conditions addressing the Wetland Management Plan objectives and measures and targets/plantings and monitoring specified • Setbacks/buffers need to be specified for residential development/building setbacks from wetlands etc • How will the wetlands be protected in perpetuity and monitored during construction and post development (at a scale commensurate with the risk of the loss of extent or values of the wetland)? Is a consent notice proposed and has the applicant discussed with Council the possibility of vesting the areas as nature reserves? Lizards • The Applicant has not provided an estimate of lizard habitat to be lost by the development; this is required to determine the level of mitigation required. • Several lizard-related effects are not included in the Ecological Impact Assessment (e.g., Table 5). Examples include: ○ Planting activity around wetlands, riparian margins, Morven Hill, and the area near the Kawarau River may result in adverse effects on lizards, including shading, displacement, disturbance, and potential injury or mortality. Although the draft Lizard Management Plan notes that “scrubby vegetation around the escarpment” will be affected, it does not explicitly identify planting within these areas as a potential adverse effect on resident lizard populations. ○ Effects on lizards of wastewater disposal, e.g., on Morven Hill, the river escarpment and other areas shown in Figure 13 of the Ecological Impact Assessment.

- Regarding locations of spray and dripline wastewater disposal, it is not clear from Figure 13 in the Ecological Impact Assessment where these lie due to colour conflicts on the figure/map. It would be helpful for the Applicant to provide a map of these areas in relation to lizard habitats, including the proposed lizard salvage and release sites.
- Further information is required on several aspects of the salvage approach as follows:
 - a. Which areas will be subject the salvage;
 - b. Which pest-management actions are specific to lizards, versus other biodiversity values such as birds;
 - c. Where, what and for how long will pests be managed;
 - d. Expected salvage numbers, species and the justification for four release sites;
 - e. The salvage timeline, noting concerns that habitat enhancement at release sites may not be completed before salvage is required;
 - f. The feasibility of applying consent notices to all four release sites;
 - g. Monitoring and contingency mitigation triggers and actions, noting the draft Lizard Management Plan does refer to monitoring of lizards however, no detail is provided on how this will occur and under what circumstances, and the proposed Wildlife Act conditions refer to “contingencies/adaptive management” sections of the Lizard Management Plan;
- The proposed Wildlife Act conditions for the Fast-track resource consent are incomplete. From DOC’s perspective, the conditions must include:
 - a. Clear linkage between the proposed works and the final Lizard Management Plan;
 - b. The certification process for the Lizard Management Plan;
 - c. Requirements to manage all lizard habitats in accordance with the Lizard Management Plan and relevant landscape plans;
 - d. Protection from development of all lizard release sites in perpetuity;
 - e. Ongoing management and monitoring of lizard enhancement areas;
 - f. Defined pest- and animal-control targets, including associated monitoring requirements.

Freshwater

- The narrative descriptions are generally sufficient to evaluate the ecological value assessments in the EclA. However, more information is required on fish in the water race and invertebrates in the intermittent standing waters, such as the constructed ponds (especially to determine whether endangered tadpole shrimps may be present);
- For stream realignments, normally a Stream Ecological Valuation or similar quantitative assessment method is required to ensure that the ecological values lost from the original channels are regained in the realigned channels (including 50% “added value” to account for the time lag and risk of failing to achieve the proposed ecological benefits). In this case the proposed ecological enhancements of the realigned streams seem adequate to offset the losses in the original channels, however, a quantitative assessment such as the Stream Ecological

	Valuation (Storey et al. 2011), using the Environmental Compensation Ratio (ECR) to determine the required offsetting is recommended to demonstrate this; • More information is required on fish habitat upstream of the Morvern Water Race. If fish habitat is present, then fish passage to this habitat must be maintained as part of the development; • More information is required on the risk of nutrients and microbial pathogens infiltrating into groundwater and degrading the water quality of sensitive waterbodies, in particular the Kawarau River. Please see 'Review of Freshwater Ecology Matters for Ridgeburn (Morvern Ferry Road) Fast Track Application, Richard Storey' for full details of freshwater comments.
Additional Notes:	Note that a panel will invite the statutory bodies listed in clause 4 of Schedule 7 of the FTAA to comment on the application (NZCA, conservation boards, Fish and Game Council, and Game Animal Council). We encourage applicants to engage with these bodies in advance of filing a substantive application.



15 Dec 2025

Attn: Kurt Gibbons

RE: Ridgeburn – Fast Track Application

Dear Kurt,

1. Queenstown Trails Trust (QTT) neither supports nor opposes the Ridgeburn Fast Track application.
2. QTT does however recognise an opportunity for improved public access through the Ridgeburn Development, between the Twin Rivers Trail and Morven Ferry Road, which will provide significant recreational amenity for the community, as well as active transport benefits for the proposed Ridgeburn development.
3. In conjunction with this access, QTT believes that a separated walking and cycling trail in the road reserves of Morven Ferry Road and Arrow Junction Road will mitigate the concerns of additional traffic caused by the development and will enhance the trail user experience.
4. The current Arrow River Bridges Trail shares the narrow Arrow Junction Road, where cyclists and pedestrians are currently exposed to the risks of fast-moving vehicles. Morven Ferry Road is also popular with recreational cyclists and equestrians.
5. These proposed trails would serve to provide pedestrian and cycling access at grade 2 (QLDC Trail Design Standards) and would create an integrated offroad link from the Twin Rivers Trail (and its connections to Lake Hayes Estate and Frankton) into the Arrow River Bridges Trail and Gibbston.
6. A future link into the Hogans Gully Basin and Ayrburn Heritage Precinct is also possible from the intersection with Morven Ferry Road and State Highway 6, linking with existing easements through Lot 3 DP 478112 and Section 2 SO 440817.
7. Additionally, QTT would support the identification of additional trail easements on the southern flanks of Morven Hill in the west of the development property, where currently the 'Morven Hill Summit Trail' is indicated in the spatial plan.
8. An off-road MTB trail network would provide recreational benefits for the community, as well as provide for significant conservation outcomes by enabling access for the removal of exotic wildings, replanting with native species and the opportunity for predator control and trapping.

9. If the Ridgeburn Fast Track is approved, conditions for the provision of these trails and their construction would improve access and connections into wider trail network, mitigate trail user experience and health and safety concerns for the existing Queenstown trails and provide opportunities for ecological enhancement and active transport.

10. The trail/s should be constructed in accordance with QLDC's standards for Grade 2-3 trails.

11. The plans attached to this Submission show the following:

- a. Ridgeburn - Site Connectivity, spatial Plan
- b. QTT – Links to existing trails/proposed connections
 - Yellow – Grade 2 offroad trail in Morven Ferry and Arrow Junction Road reserves
 - Orange – Future connection to Hogans Gully Basin in Morven Ferry Road reserve
 - Green – existing easements on Lot 3 DP 478112 and Section 2 SO 440817

QTT advocates for the development of an integrated trail network throughout the Wakatipu Basin and wider District, to connect our communities, providing alternate modes of transport and recreational amenity for both locals and visitors.

The trails in this proposal will provide significant benefit and amenity to trail users and further enhances our network.

If you require any further information, please don't hesitate to contact me.

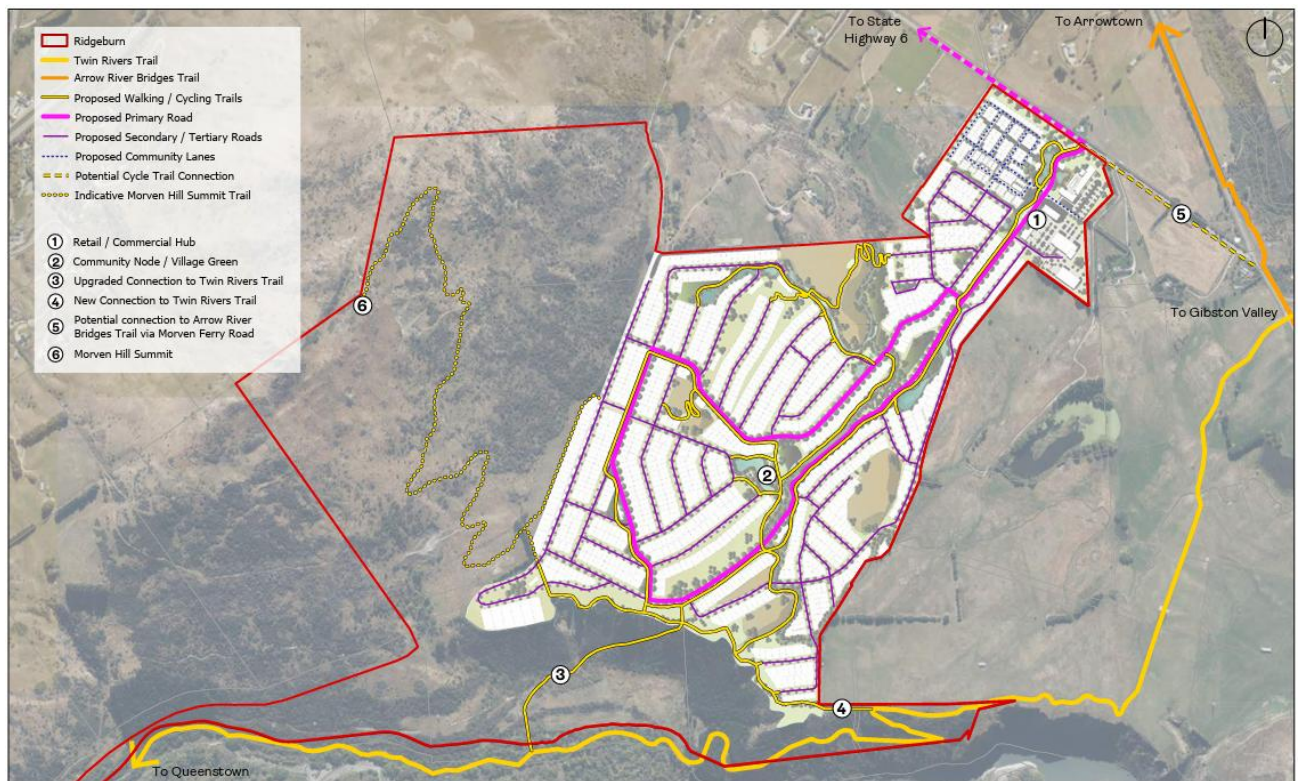
Yours sincerely



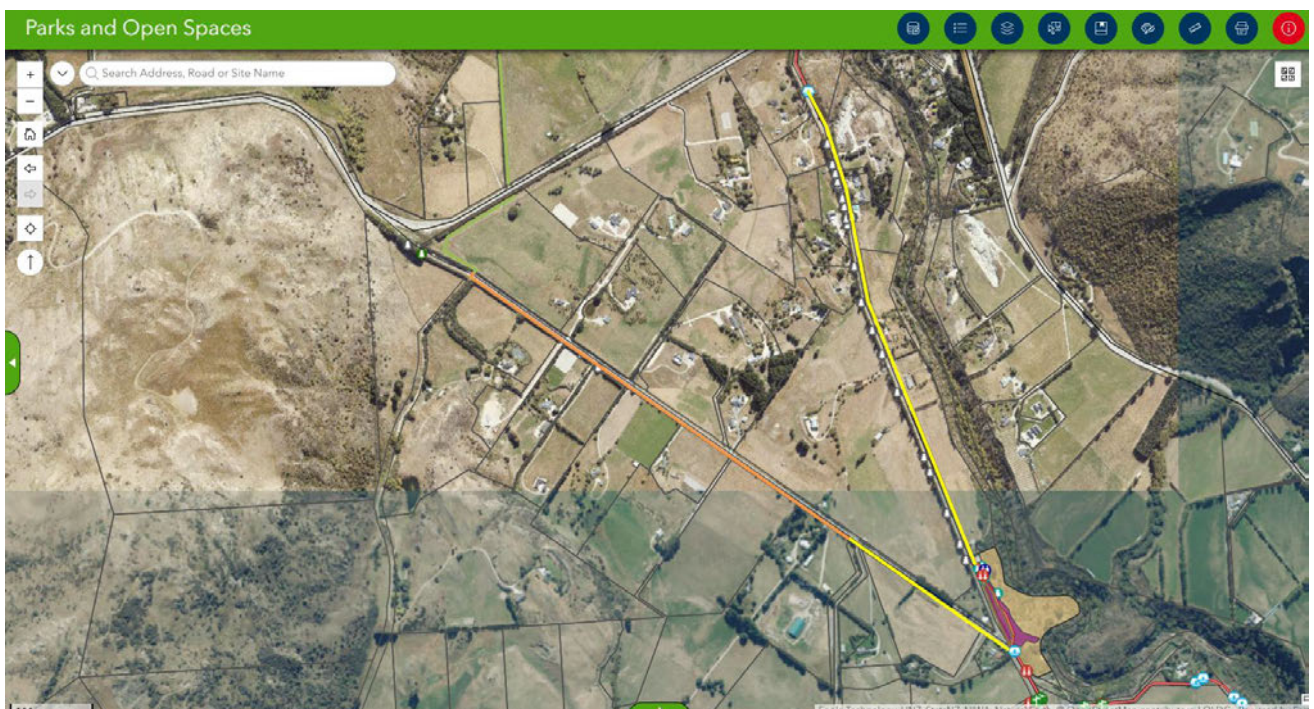
Mark Williams | CEO | Queenstown Trails

M: [REDACTED] **E:** [REDACTED]

www.queenstowntrails.org.nz



a. Ridgeburn - Site Connectivity, spatial Plan



b. QTT – Links to existing trails/proposed connections

- Yellow – Grade 2 offroad trail in Morven Ferry and Arrow Junction Road reserves linking to existing Arrow River Bridges Trail/Queenstown Trail
- Orange – Future connection to Hogans Gully Basin in Morven Ferry Road reserve
- Green – existing easements on Lot 3 DP 478112 and Section 2 SO 440817

Owners and Occupiers of the Site and Land Adjacent

Note: Refer to corresponding plan at end of the table

Reference Number	Address	Legal Description	Owner(s)	Occupier	Response received
Adjacent Land					
1	49 Morven Ferry Road	Lot 3 DP 478112	Wk & FI Allen Trustees Limited		No response received.
2	55 Morven Ferry Road	Lot 2 DP 478112	Kevin Thomson Dunlop, Sandra Anne Dunlop	Kevin Thomson Dunlop, Sandra Anne Dunlop	Email received on 8 January 2026 confirming names of occupiers. Email also states that the development is not supported, due to high density housing, lack of parking and transport issues.
3	81 Morven Ferry Road	Lot 1 DP 504424	Thomas Kent Hazlett, Bco Trustees (2013) Limited		No response received.
4	101 Morven Ferry Road	Lot 2 DP 27381	Gregory Farquharson Doran, Karelan Margaret Doran, Hgw Trustee's Limited	Gregory Doran and Karelan Doran	Email received on 8 January 2026 confirming names of occupiers. Email also advises that they oppose the development and that they will be making written comments on the

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					application. No reasons for opposing the development were identified.
5	123 Morven Ferry Road	Lot 2 DP 23630	Linda Kaye Eden, Heather Lorraine Fleming		Email received on 22 January 2026 confirming names of owners. Email also advises of the irrigation race that runs through the subject site and supplies their property, and states that this irrigation race should remain undisturbed.
6	Morven Ferry Road	Lot 2-3 Deposited Plan 344972	Maxwell Campbell Guthrie		Email received on 15 January 2026 confirming names of occupiers.
7	26 Morven Ferry Road	Lot 1 DP 537668	Maxwell Campbell Guthrie	Max Guthrie, and Kristin Guthrie	Email also advises that they would like to be informed about the progress of the application and that they would like to see views represented via the Queenstown Smart Growth Initiative.
8	26A Morven Ferry Road	Part Lot 1 DP 18541	Maxwell Campbell Guthrie	Jessica Guthrie and Chris Thomson	

9	52 Morven Ferry Road	Lot 2 DP 537668	Christopher Murdoch Barlow, Julie Dawn Barlow		No response received.
10	60 Morven Ferry Road	Lot 1 DP 22018	Queenstown Rent A Car Limited	Occupiers confirmed as Christopher Smith, Kirsten Holm, Robert Simons Smith, Kayleigh Simons Smith, Forest Simons Smith, and Nora Simons Smith.	Email received on 9 January 2026 confirming names of occupiers. Further email received on 11 January 2026 stating that they oppose the development and that they will be making written comments on the application. No reasons for opposing the development were identified.
11	62 Morven Ferry Road	Lot 2 DP 414182	Peter John Calder Wilson, Smoo Maclary Trustee Limited		No response received.
12	74 Morven Ferry Road	Lot 2 DP 529201	Ann Louise Hamilton	Ann Hamilton	Email received on 8 January 2026 confirming names of occupiers.
13	24 Morven Ferry Road	Lot 1 DP 414182	Dennis Malcolm Rogers, Jennifer Mary Rogers		No response received.

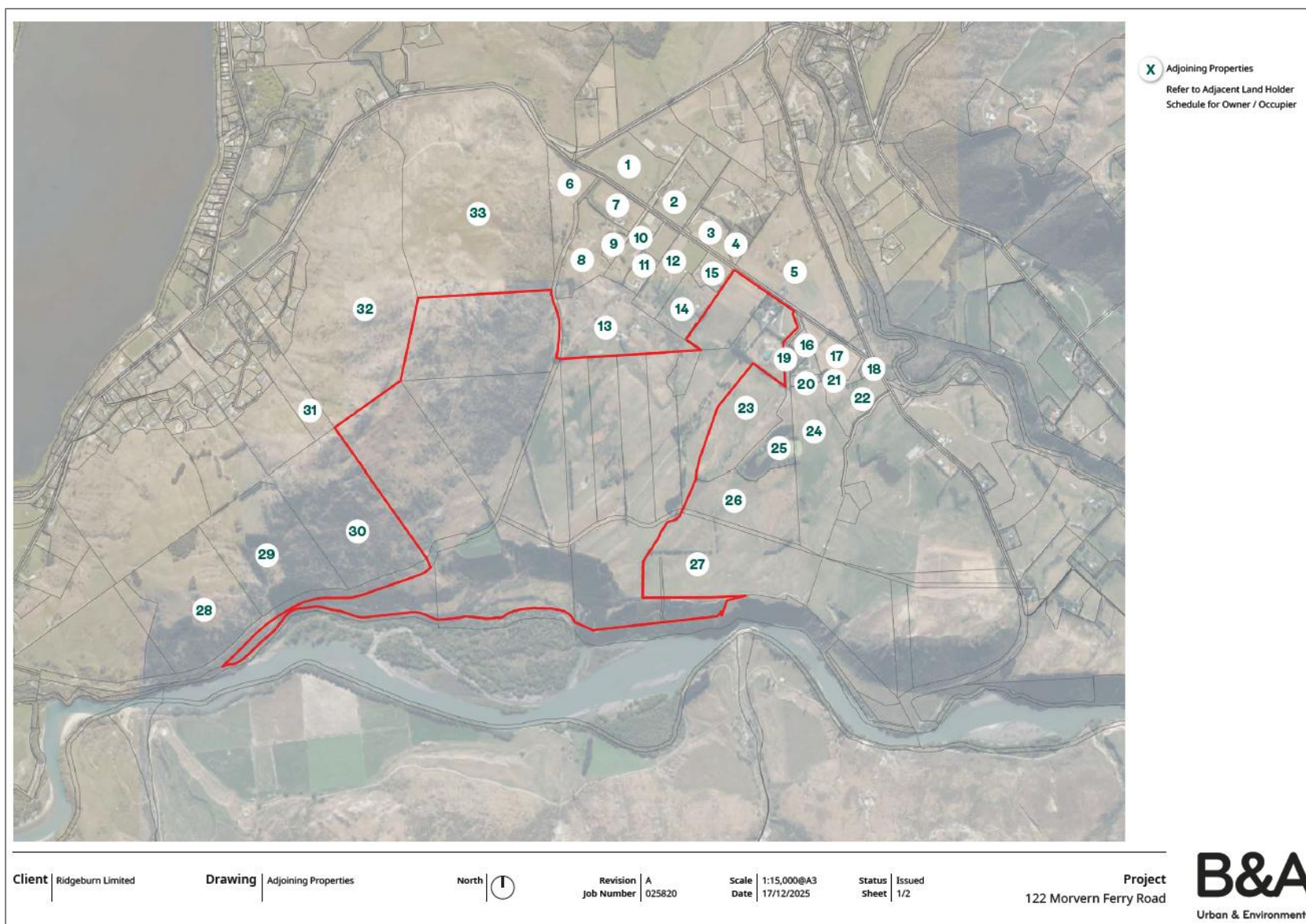
14	100 Morven Ferry Road	Lot 1 DP 529201	Lynette Joy Hamilton	Lynette Joy Hamilton and Jay Berriman	Email received on 9 January 2026 confirming names of occupiers.
15	86 Morven Ferry Road	Lot 1 DP 15366	Blair Christopher O'donnell, Sarah Elizabeth O'donnell	Blair Christopher O'donnell, Sarah Elizabeth O'donnell	Email received on 6 January 2026 confirming names of occupiers. Have requested follow-up consultation.
16	138 Morven Ferry Road	Lot 3 DP 26545	Patrick William West, Vicki Margaret West, WF Trustees 2004 Limited	Patrick West, Vicki West, Stevie Knight, Dylan Knight, and Olive Knight	Email received on 12 January 2026 confirming names of occupiers. Email also advises that they oppose the development and that they will be making written comments on the application. No reasons for opposing the development were identified.
17	Lot 12 Deposited Plan 308773	Lot 12 Deposited Plan 308773	Julie Elisabeth Jacques, Scott Geoffrey Murray		No response received.
18	180 Morven Ferry Road	Lot 2 DP 15559	Anna-Marie Jane Chin, Eppl Coam Trustees Limited	Anna-Marie Chin, Michael Hanna and Sarah Lichtenstein	Email received on 11 January 2026 confirming names of occupiers.

					Email also advises that they oppose the development and that they will be making written comments on the application. No reasons for opposing the development were identified.
19	Lot 10 Deposited Plan 308773 and Lot 9 Deposited Plan 300661 and Lot 3 Deposited Plan 26545	Lot 10 Deposited Plan 308773 and Lot 9 Deposited Plan 300661 and Lot 3 Deposited Plan 26545	Patrick William West, Vicki Margaret West, WF Trustees 2004 Limited		No response received.
20	Lot 10 Deposited Plan 308773 and Lot 9 Deposited Plan 300661 and Lot 3 Deposited Plan 26545	Lot 10 Deposited Plan 308773 and Lot 9 Deposited Plan 300661 and Lot 3 Deposited Plan 26545	Patrick William West, Vicki Margaret West, WF Trustees 2004 Limited		No response received.
21	174 Morven Ferry Road	Lot 1 DP 15559	Dennis Michael Graham, Guido Paul Locher, Karen Anne Locher	Heidi Locher and Robbie McGillivray	Email received on 7 January 2026 confirming names of occupiers.
22	194 Morven Ferry Road	Lot 1 Deposited Plan 570875	Barnhill Corporate Trustee Limited		No response received.
23	Lot 1 Deposited Plan 601937 and Lot 12	Lot 1 Deposited Plan 601937 and Lot 12	Morven Ferry Limited		No response received.

	Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661	Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661 and Section 3-4 Survey Office Plan 473273			
24	52 Barn Hill Drive	Lot 3 DP 588118	Barnhill Corporate Trustee Limited		No response received.
25	136 Morven Ferry Road	Lot 12 DP 323200	Morven Ferry Limited		No response received.
26	Lot 1 Deposited Plan 601937 and Lot 12 Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661	Lot 1 Deposited Plan 601937 and Lot 12 Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661 and Section 3-4 Survey Office Plan 473273	Morven Ferry Limited		No response received.
27	Lot 1 Deposited Plan 601937 and Lot 12 Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661	Lot 1 Deposited Plan 601937 and Lot 12 Deposited Plan 323200 and Lot 2 Deposited Plan 411193 and Lot 1-2 Deposited Plan 300661 and Section 3-4 Survey Office Plan 473273	Morven Ferry Limited		No response received.

28	Lot 2 Deposited Plan 26926 and Part Section 18 Block IX Shotover Survey District	Lot 2 Deposited Plan 26926 and Part Section 18 Block IX Shotover Survey District	Deborah Marie Maccoll		No response received.
29	Lot 8 Deposited Plan 358538 and Lot 1 Deposited Plan 21045	Lot 8 Deposited Plan 358538 and Lot 1 Deposited Plan 21045	Deborah Marie Maccoll		No response received.
30	702 Lake Hayes-Arrow Junction Highway	Lot 8 DP 358538	Deborah Marie Maccoll		No response received.
31	Lot 8 Deposited Plan 344650, Lot 9 Deposited Plan 344650	Lot 8 Deposited Plan 344650, Lot 9 Deposited Plan 344650	John Francis Clifford Henderson, Bct Eire Limited, Vanderwood Trustees & Agency Limited		Email received on 22 January 2026 confirming names of owners.
32	886 Gibbston Highway	Lot 13 Deposited Plan 310101	SYZ Investments Limited		No response received.
33	Lot 1 Deposited Plan 300539	Lot 1 Deposited Plan 300539	Bridget Patricia Davies, Michael John Davies, Tony Jason Sycamore		No response received.
The site					
-	122 Morven Ferry Road	Lot 2 Deposited Plan 601937 and Lot 4 Deposited Plan 529201	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A

-	-	Lot 3 DP 529201	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A
-	-	Lot 5 DP 300661 and Sections 21, 23, 24, 64, 71 in Blocks VIII & IX Shotover SD	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A
-	-	Section 22 Block IX Shotover SD	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A
-	-	Section 23 Block IX Shotover SD	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A
-	-	Sections 1–2 SO 478164, Section 25 Block IX Shotover SD, Lots 3–4 DP 300661	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A
-	-	Section 1 SO 420327	Janice Margaret Clear and Lynette Joy Hamilton	N/A	N/A



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