



TOWNPLANNING  
GROUP

# Summary of Consultation and Correspondence Records

## Referral Application for Fast-Track Approvals Process |

Parkburn – Residential Development and  
Subdivision, 922 Luggate-Cromwell Road (SH6),  
Cromwell

Fulton Hogan Land Development Limited



# Summary of Consultation

Authority	Summary	Outcome
Department of Conservation (DOC)	<ul style="list-style-type: none"> <li>Pre-lodgement consultation invitation (6/8/25)</li> <li>Acknowledgement and request to set up meeting (28/8/25)</li> <li>Discussions with Amelia Wilkinson (3/9/25)</li> <li>Provided additional information that detailed project works, crown land and marginal strip along Parkburn Stream (4/9/25)</li> <li>Received feedback that a summary of advice is being prepared (16/9/25) with feedback received (26/9/25)</li> </ul> <p>Refer to <b>Attachment [A]</b> for these correspondences.</p>	Ongoing consultation for the Substantive Application including review of technical reports ahead of submitting application.
Contact Energy (CE)	<ul style="list-style-type: none"> <li>Pre-lodgement consultation invitation (6/8/25)</li> <li>Preliminary feedback received from Andy Gray registering possible concerns and offer to review technical reports when available for more refined feedback (19/8/25)</li> </ul> <p>Refer to <b>Attachment [B]</b> for these correspondences.</p>	Ongoing consultation for the Substantive Application including review of technical reports ahead of submitting application.
Land Information New Zealand (LINZ)	<ul style="list-style-type: none"> <li>Pre-lodgement consultation invitation (6/8/25)</li> <li>Feedback received from Rob Westgarth advising of no specific concerns while noting the Land Act is not included in the Fast Track process and for any crown land approvals from LINZ to be undertaken via their application process (7/8/25)</li> </ul> <p>Refer to <b>Attachment [C]</b> for these correspondences.</p>	An information share is anticipated before the Substantive Application is made and any other approvals to be undertaken as directed by LINZ.
Ministry of Education (MOE)	<ul style="list-style-type: none"> <li>Initial consultation correspondence (9/6/25)</li> <li>Pre-lodgement consultation invitation (6/8/25)</li> </ul> <p>Refer to <b>Attachment [D]</b> for the correspondence, including submission received during the plan change.</p>	No response received so far, and ongoing engagement in place to inform the Substantive Application; otherwise relying on the plan change position to allow for and retain an area for a future school if required.



<b>Ministry for the Environment (MFE)</b>	<ul style="list-style-type: none"> <li>• Pre-lodgement consultation invitation (6/8/25)</li> <li>• Response received with a s11 letter (14/8/25)</li> </ul> <p>Refer to <b>Attachment [E]</b> for the correspondence and s11 letter received.</p>	<p>Ongoing engagement to inform the Substantive Application.</p>
<b>New Zealand Transport Agency</b>	<ul style="list-style-type: none"> <li>• Pre-lodgement consultation invitation (6/8/25)</li> <li>• Received further information / queries from NZTA (13/8/25)</li> <li>• Response to NZTA with further transport information (24/10/25)</li> </ul> <p>Refer to <b>Attachment [F]</b> for the associated correspondences.</p>	<p>Ongoing consultation for the Substantive Application including review of technical reports ahead of submitting application.</p>
<b>Te Ao Marama</b>	<ul style="list-style-type: none"> <li>• Pre-lodgement consultation invitation (6/8/25)</li> </ul> <p>Refer to <b>Attachment [G]</b> for the associated correspondences.</p>	<p>No response received so far, and ongoing engagement in place to inform the Substantive Application.</p>
<b>Aukaha</b>	<ul style="list-style-type: none"> <li>• Pre-lodgement consultation invitation (6/8/25)</li> <li>• Confirmed receipt of online application relating to the pre-lodgement consultation invite (15/9/25)</li> <li>• Received correspondence from Pam Walker to Shane Ellison and Brett Ellison for a direct dialogue with TPG for this project (19/9/25)</li> <li>• Received response from representatives of Aukaha (Shane Ellison and Brett Ellison) for a meeting (22/9/25) representing the following parties: <ul style="list-style-type: none"> <li>- Te Runanga o Moeraki Incorporated ("Moeraki")</li> <li>- Kati Huirapa ki Puketeraki Incorporated ("Puketeraki")</li> <li>- Te Runanga o Otakou Incorporated ("Otakou")</li> <li>- Hokonui Runanga Incorporated ("Hokonui")</li> </ul> </li> <li>• A meeting took place on 26/9/25, where the project overview was provided and a process agreement was mutually agreed (this agreement has been signed and returned by the applicant 29/9/25, and awaits signoff by Aukaha).</li> <li>• Received correspondence from Shane Ellison clarifying mana whenua interest areas in Cromwell (13/10/25).</li> </ul> <p>Refer to <b>Attachment [H]</b> for these correspondences</p>	<p>Process agreement entered for ongoing engagement.</p>
<b>Te Runanga o Ngai Tahu</b>	<ul style="list-style-type: none"> <li>• Pre-lodgement consultation invitation (6/8/25)</li> <li>• Followed up and provided updated plans (13/10/25)</li> </ul>	<p>To continue engagement with Papatipu Rūnanga.</p>



	<ul style="list-style-type: none"> <li>Received response advising of resourcing constraints limit their ability to be directly involved in this Referral Application but expressed support for continued engagement with Papatipu Rūnanga (16/10/25)</li> </ul> <p>Refer to <b>Attachment [I]</b> for the correspondence received.</p>	
<b>Otago Regional Council</b>	<ul style="list-style-type: none"> <li>Pre-lodgement consultation invitation (6/8/25)</li> <li>Meeting with Martina Courtier &amp; Andrew MacLennan on a broad range of aspects concerning the project and assisting to inform the refinement of the development plans (21/8/25)</li> <li>Received file note of consultation and summary of ORC identified resource consent requirements (25/8/25)</li> <li>Shared Cut and fill earthworks and stormwater options for review and feedback (29/8/25)</li> <li>Further feedback received around transport and compliance matters (18/9/25)</li> </ul> <p>Refer to <b>Attachment [J]</b> for these correspondences.</p>	Ongoing consultation for the Substantive Application including review of technical reports ahead of submitting application.
<b>Central Otago District Council</b>	<ul style="list-style-type: none"> <li>Initial correspondence with Ann Rodgers re meeting to discuss revised development outcomes (2/4/25)</li> <li>Meeting at CODC with Ann Rodgers to discuss project plans (22/2/25)</li> <li>Meeting with CODC three waters team to discuss staging and infrastructure matters (12/6/25)</li> <li>Meeting with Ann Rodgers to discuss project details and process (16/7/25)</li> <li>Pre-lodgement consultation invitation (6/8/25)</li> <li>Meeting with Ann Rodgers, Julie Muir, Stacey Coy, where various aspects of the project were discussed and included a project timeline, infrastructure, development contributions, school location, landscape/reserve/trails positions and transport (3/10/25)</li> <li>Sent updated Master Plan to Ann Rogers (13/10/25)</li> </ul> <p>Refer to <b>Attachment [K]</b> for these correspondences.</p>	Ongoing consultation for the Substantive Application including review of technical reports ahead of submitting application.



# Project Summary Briefing Memorandum

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(PRE-LODGEMENT CONSULTATION BRIEFING AND INVITATION DOCUMENT ISSUED TO PARTIES 6 AUGUST 2025)



## FAST TRACK REFERRAL APPLICATION | PROJECT SUMMARY PARKBURN RESIDENTIAL DEVELOPMENT | LUGGATE-CROMWELL ROAD (SH6), CROMWELL

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Fulton Hogan Land Development Limited (**FHLD**) are preparing an application for referral under the Fast-track Approvals Act 2024 (**FTAA**) for statutory approvals associated with the following project (termed 'Parkburn'):

- A staged subdivision of land for residential development for approximately 1,000 residential lots / units), including provision for a local commercial centre, potential primary school site, and reserve areas, over an area of approximately 118ha associated within the existing Parkburn Quarry; and
- Associated bulk earthworks, landscaping, access, and infrastructure development.

This summary document provides some site and background details, a description of the proposal, and high-level commentary on the relevant planning and consenting requirements. It is noted that the information provided is on a high-level basis and for the purposes of providing sufficient information (and to commence formal consultation under the FTAA) to enable feedback from interested parties that will inform the proposal moving forward. It is noted that further information will become available as the project progresses and technical reports are obtained, and if the project is accepted for referred status under the FTAA.

### 1 SITE AND BACKGROUND

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As identified in **Figure 1**, the site is located on Luggate-Cromwell Road (**SH6**), approximately 10 km north of Cromwell, Central Otago. The site adjoins Lake Dunstan to the east, with the Park Burn and associated marginal strips characterising the northwestern area of the site. To the immediate south is the existing residential development of Pisa Moorings, with the land to the north zoned rural and currently being utilised for quarrying activities.



**Figure 1** Site Location (CODC GIS)

The site is approximately 118ha in area<sup>1</sup>, with the majority of the site currently used as a quarry (refer **Figure 2**), known as the Parkburn Quarry. The site has generally been quarried from the south to the north, with some of the southern area already having been rehabilitated. At the site's northern end are a range of yard-based industrial activities. The site is located within an area of terraced flats with a highly modified environment. There are a wide range of land uses surrounding the site including residential, horticulture, viticulture, recreation and mineral extraction.



**Figure 2** Site Aerial (CODC GIS)

As the quarrying use of the site is coming to end the site has recently been rezoned through Private Plan Change 21 (**PC21**<sup>2</sup>) to the Central Otago District Plan. By way of summary, PC21 rezoned the site for urban development, with this comprising the following:

- 80.1ha of Low Density Residential Zone;
- 10.1ha of Medium Density Residential Zone;
- 4.7ha of Business Resource Area 3 (convenience retail / travellers accommodation);
- 2.3ha of Industrial Resource Area 2; and

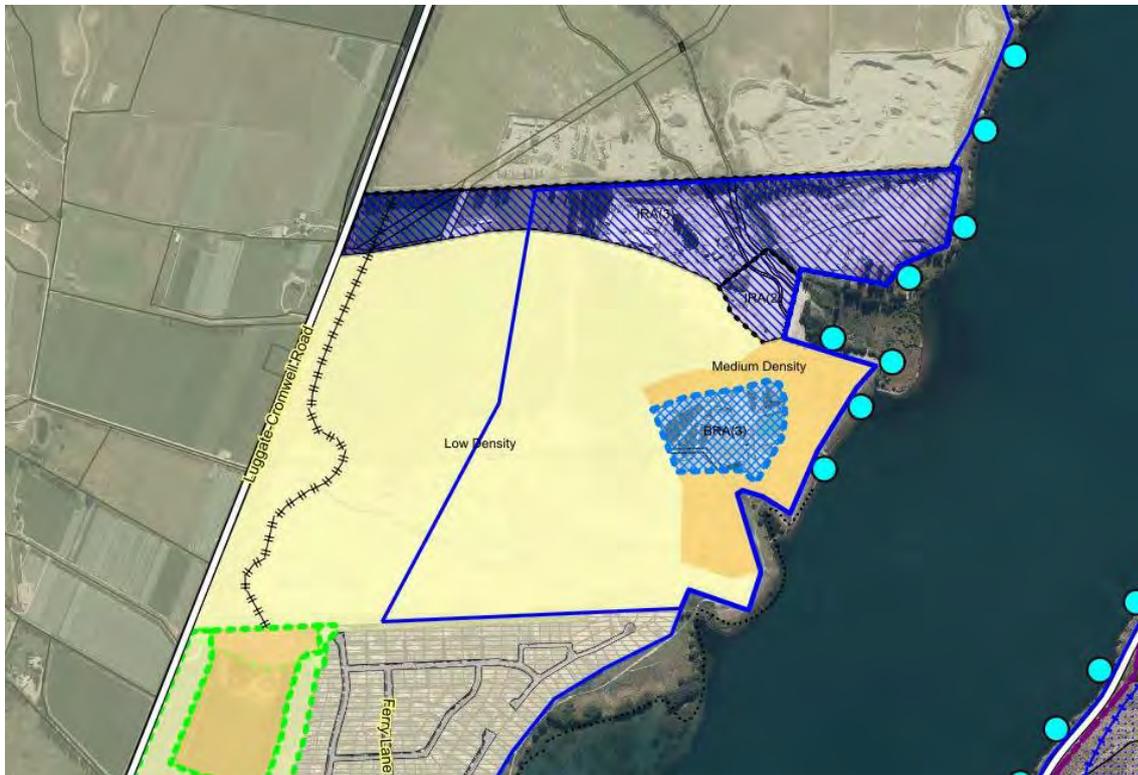
<sup>1</sup> Legal Description [current]: Section 64-65 Block IV Wakefield Survey District as contained in OT10B/1452 and Part Section 62-63 Block IV Wakefield Survey District and Part Section 63 Block IV Wakefield Survey District and Section 1 Survey Office Plan 365897 and Section 4 Survey Office Plan 557380 as contained in 1019401

<sup>2</sup> <https://lets-talk.codc.govt.nz/plan-change-21>, made Operative 23 July 2025



- 22.3ha of Industrial Resource Area 3.

PC21 was made operative 23 July 2025, with the relevant zone and activity notations identified in **Figure 3**.



**Figure 3** CODC District Plan (CODC GIS)

PC21 introduced a Structure Plan (refer **Figure 4**) which linked into several specific rules, and provided direction around the final form and layout of development. Of note, whilst the entire site was zoned for urban development, the relatively prescriptive Structure Plan identified a number of 'possible' features, most notably a 'water feature / open space' area which took the form of a large lagoon area with associated waterways<sup>3</sup>. In addition, a number of rules were introduced through PC21 which identified provision for only up to 559 residential allotments, a Building Restriction Line adjacent to SH6, along with restrictions on development until identified intersection / access and infrastructure upgrade requirements were undertaken.

<sup>3</sup> The decision on PC21 recognised the establishment of the waterways was only 'a possible development outcome', and not a requirement of the rezoning through PC21, and would need to follow a consenting exercise under the Regional Plan.





Figure 4 Existing PC21 Structure Plan

## 2 PARKBURN PROJECT

FHLD have further investigated and considered the opportunities associated with the site, and are subsequently preparing an application for referral under the FTAA which will see the site continued to be rehabilitated for urban development, albeit with a focus on residential development, with the industrial activities no longer being seen as viable in this setting. In this respect, the key features of the proposed Parkburn project are summarised as follows, and illustrated in **Figure 5**:

- Approximately 1,000 residential lots / units (of varying densities);
- A local commercial centre;
- A potential primary school site (if not required by the Ministry of Education, it would revert to residential development);
- A number of reserves, including a larger multi-purpose reserve area adjacent to Lake Dunstan and the Park Burn, including the continuation of a shared pathway along the lake edge.

The proposed development layout illustrated in **Figure 5** remains subject to further design consideration and detailing, but provides an indication of the proposed development outcome. Of note, the proposal has significantly reduced the extent of waterway provision with the development (with only two small coves provided), with the commercial centre remaining centrally located within the development. The areas of industrial activity (which recognised the



existing yard based industrial areas associated with the Parkburn Quarry) are no longer proposed, with residential activity the focus of the development.



**Figure 5** Indicative Proposed Development Plan

The development will remain served by two proposed intersections with SH6, with these the subject of detailed transportation advice in terms of their design treatment, and the timing of their provision. The internal road link to the boundary with Pisa Moorings remains, as do the key three water infrastructure requirements (including restrictions on development until provision is confirmed, similar to that of the existing PC21 development triggers).

The works will involve bulk earthworks to ensure appropriate rehabilitation and finished levels across the development area, along with appropriate infrastructure provision. In addition, the works will involve landscaping and enhancement to the lake edge and the Park Burn area (with works required within these areas to ensure appropriate levels, provision of access and shared pathways, along with associated planting outcomes).

It is noted that the proposed treatment of the northern boundary remains under consideration (in terms of a transition / buffer outcome), as do the proposed works in the vicinity of the Park Burn. Further, the provision of a primary school site is subject to feedback by the Ministry of Education, and if there is no network requirement for a school in this location, this area will revert to residential activity.



### 3 RELEVANT PLANNING MATTERS

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As identified above, the site has been zoned for urban development under PC21, albeit with a different outcome anticipated given the industrial zoning over a portion of the site. Given the zoning, and the physical characteristics of the site (including the boundaries with Lake Dunstan and the Park Burn), the project will require several resource consents, a summary of which is identified below. It is however noted that these consenting requirements are initial and indicative only, noting that the design remains a work in progress, with the final design outcomes, technical expert reporting and advice, and development methodology ultimately determining the final consenting requirements.

- **Land use consent(s)** to authorise:
  - departures from Structure Plan and specific rules / standards (including in relation to timing of development against access and infrastructure provision, maximum residential yield outcomes, and other matters of detail);
  - residential land use and development outcomes in Business and Industrial Resource Area(s);
  - bulk earthworks, including earthworks in proximity to lake margins and waterways;
- **Subdivision consent** to authorise staged residential and commercial subdivision outcomes that depart from the Structure Plan and specific rules / standards;
- **Discharge permit(s)** to authorise discharge of stormwater / contaminants to land and water, and potentially discharges to air (dust from construction works);
- **Water permit(s)** to authorise the take, use and/or diversion of water (associated with construction works and provision of new water channels / coves).

In addition to the above, it is noted that project works are proposed to occur within the Park Burn and associated marginal strip areas (and near the lake margin), and pending feedback in terms of the land reserve status and relevant management / administering agencies involved, the project may require a concession under the Reserves Act or Conservation Act.

Whilst subject to further inputs, a suite of consent conditions will be required to facilitate the project outcomes, and identify the relevant development restrictions pending completion of the required access works and infrastructure upgrades. These matters remain subject to technical expert advice, but feedback on potential condition requirements would be beneficial to ensure these matters can be appropriately considered as part of further concept and detailed design (and incorporated into the future substantive application).

### 4 FAST TRACK REFERRAL APPLICATION

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FHLD are in the initial stages of preparing the referral application under the FTAA, with design consideration ongoing, informed by technical expert reporting that is in process. FHLD are seeking feedback from key stakeholders at this early stage to ensure it can be considered as



the project is further refined, and prior to submission of the referral application. In this respect, the key details around the application are summarised as follows.

#### 4.1 TIMING

FHLD are working towards a referral submission date of mid-September 2025.

#### 4.2 SUPPORTING INFORMATION

Whilst the site is subject to a number of existing technical reports commissioned as part of PC21, the referral application will be accompanied by further specialist information and reporting, albeit on a high level commensurate with the referral phase under the FTAA. In this respect, the following expert specialist reports have been commissioned and will be provided as part of the referral application:

- Site and Development Scheme Plans (Site Plan, Master Plan, Staging Plan, Subdivision Plans)
- Infrastructure Assessment (including relevant plans)
- Urban Design and Landscape Assessment (including Landscape Plans)
- Economic Assessment
- Transport Assessment
- Planning Assessment

It is noted that subject to acceptance of referral under the FTAA, further detailed technical reports will be commissioned, with these informing the ultimate detailed design, mitigation and potential conditions of resource consent.

## 5 NEXT STEPS

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FHLD welcomes feedback on the project, and is happy to meet to discuss or clarify matters, and provide further information (as it becomes available). In this respect, the key points of contact for further engagement are noted below, along with details on the supporting project information enclosed with this summary document.

#### CONTACT DETAILS:

Daniel Thorne, Director, Town Planning Group – s 9(2)(a)

Greg Dewe, Operations Manager, FHLD – s 9(2)(a)

#### INFORMATION ENCLOSED:

- [A]** Site Property Plans
- [B]** Indicative Proposed Development Plan
- [C]** Transport Report





**LEGEND**

Site



**AERIAL**

**Parkburn Residential Development**  
**Fulton Hogan Land Development Limited**

Source: LINZ

Date: 31/07/2025  
 Scale: 1:6,000 @ A3  
 Project: 3259-24



Revision:  
**1**





### Legend

- 1. Possible Primary School
- 2. Neighbourhood Centre and Preschool
- 3. Lakeside Park
- 4. SH6 Landscape Buffer



4 July 2025

Greg Dewe  
Fulton Hogan Land Development Limited

**By e-mail only:** s 9(2)(a)

Dear Greg

### **Parkburn: Update of Transportation Matters**

This letter sets out an update to the transportation modelling associated with the Parkburn subdivision, adjacent to Pisa Moorings, Cromwell. It builds on and updates the analysis that was carried out for Plan Change 21 (PC21), and consequently we have not repeated much of the background information associated with PC21 other than where needed to understand this outcomes of this letter.

### **Site Location and Previous Analysis for PC21**

The Parkburn site is located approximately 9km north of Cromwell (with Cromwell being the closest settlement). Wanaka lies approximately 45km towards the northwest, with Queenstown being 67km to the west. To the immediate south lies the small settlement of Pisa Moorings, and to the immediate north lies a site owned by HWR Property Limited which is presently being quarried.

Because Lake Dunstan lies to the immediate east of the site, vehicular access to the site can only be achieved via State Highway 6, which runs along the western site boundary. State Highway 6 provides the primary roading connection to Cromwell, Wanaka and Queenstown.



Figure 1: Site Location and Environs





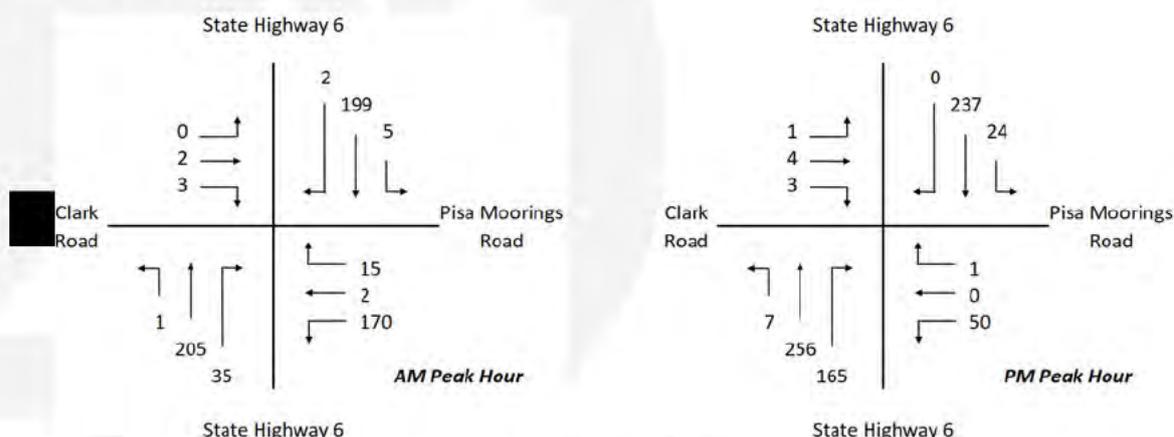
**Figure 3: Proposed Masterplan (Extract from Woods Drawing)**

It can be seen that the current proposal anticipates a more intensive use of the area for residential activity, with a corresponding reduction in the extent of commercial / non-residential use.

### **Traffic Generation of Pisa Moorings**

During initial discussions with the modelling team, it emerged that the traffic generation rate used for residential activities for PC21 had been based on a typical residential subdivision within Cromwell. Intuitively this introduces a potential error, because residences that are some distance from settlements usually have different trip-making characteristics to those that are within towns. For example, drivers living more remotely will set off earlier on their journey due to longer travel distances, and trips into town will be organised to visit several different destinations as part of the same trip ('trip-chaining').

Given that the site is proximate to Pisa Moorings, we anticipate that the trip generation per household of the site will be the same (or very similar) to that of Pisa Moorings. Helpfully, there is only one point of access to Pisa Moorings, and accordingly, we arranged for a traffic survey to be undertaken at the State Highway 6 / Pisa Moorings Road / Clark Road intersection during a typical weekday in March 2025, in the periods 7:30am to 9:30am and 3:45pm to 6:15pm. The results for the peak hours are summarised below.



**Figure 4: Turning Volumes at Access to Pisa Moorings, March 2025**



When these results are compared to the assumed traffic generation at Pisa Moorings used within the PC21 assessment, considerable differences are noted. The PC21 work was based on a peak hour traffic generation rate for Pisa Moorings (and the site) of 1.33 vehicle movements per household, with all households being occupied. We have counted the current extent of development within Pisa Moorings and have identified approximately 450 residences. The survey shows peak hour volumes of 229 and 244 vehicles (two-way) on Pisa Moorings Road, and this equates to a traffic generation rate of 0.51 to 0.54 vehicle movements per household, that is, around 60% lower than had previously been anticipated.

This outcome could occur if a high proportion of holiday/second homes were present in Pisa Moorings. If, say, 50% of the houses were unoccupied, then this would equate to a traffic generation rate per occupied residence of 1.02 to 1.08 vehicle movements per household, much closer to the original estimates. However the 2023 census showed that on census night (held on Tuesday 7 March 2023), only 19% of residences in Pisa Moorings were unoccupied. While the extent of occupancy can vary, our traffic survey was fortuitously carried out on Tuesday 4 March 2025. This means that it is highly likely that there was the same pattern of household occupancy at the time of the survey as for the census, almost exactly two years prior. In other words, we can expect, with a reasonable degree of confidence, that during our survey 81% of the households were occupied.

We also assessed the traffic passing by the site on the state highway to ensure that it was consistent with the previous analysis. This was to eliminate the possibility that there had been some event elsewhere on the roading network that resulted in fewer vehicles entering and exiting Pisa Moorings. While the observed volumes were slightly lower than the modelled volumes, this alone would not account for the difference in the trip generation rate per household.

With this in mind, we consider that the previous modelling carried out for PC21 adopted a trip generation rate that was too high. For the assessment of the masterplan, we have adopted a rate of 0.57 vehicle movements per household for both Pisa Moorings and also for the development site. This is the higher of the observed values from the survey, plus an additional 5% for day-to-day variability.

As a final comment, the surveys show that 90% of the traffic associated with Pisa Moorings was travelling to or from the south. This is consistent with the assumptions made through PC21 and so it has not proved necessary to adjust the distribution of traffic (only the traffic volume has been changed).

### ***Additional Modelling Undertaken***

The new masterplan has been coded into the model. We have then critically reviewed the model inputs.

#### ***Parameters Used in the Model***

The initial PC21 yield was for 543 residences and this has now been increased to 1,047 residences based on the plans provided. As set out above though, the trip rate per household has been [redacted]

Scaling from the plans, the masterplan includes approximately 6,500sqm GFA of commercial activities and a potential primary school. In view of the location of the site, we have assumed that the final scale of the commercial activities will be appropriate only for servicing Pisa Moorings and the development site (and also the HWR site to the north, if it is developed). This matter is important because if the commercial development was to attract traffic from further afield then this would increase the turning volumes at the new intersections onto the highway. Conversely, serving the



immediate area only means that the traffic generation of the commercial activities is contained wholly within the sites (subject to a road link being provided between them, as discussed subsequently).

PC21 was modelled on the basis of a 'design year' of 2034, and the same approach has been taken for the new modelling. As noted above, the Council only has a weekday evening peak period model, and thus at this stage no analysis has been carried out for the morning peak hour.

With regard to the speed environment at the access points into the site, the State Highway 6 / Pisa Moorings Road / Clark Road intersection presently operates with a 100km/h speed limit on the highway, although the average operating speed across all traffic is affected by the slower speeds of vehicles as they slow to enter the side roads and accelerate after exiting. The model has adopted the same parameter as for PC21, of a free-flow speed of 85km/h past the site. This is lower than the maximum speed limit, but in practice, there is little difference between this and allowing for a 100km/h speed past the site (and again, this speed environment is the same as per the earlier PC21 assessment).

We consider that in due course, it is possible that the speed limit on the highway past Pisa Moorings and the site (and potentially further north) will be reduced. Crashes involving a side-on collision, as is common at priority intersections, typically have a higher rate of injury and more severe injuries than nose-to-tail crashes, and so there may be a case for implementing a lower (80km/h) speed limit. However this is not included within the modelling at this stage since there can be no reliance on this being implemented.

The modelling has allowed for the site accesses to be priority intersections, with auxiliary left-turn and right-turn lanes. This is aligned with the approach taken in PC21. It also means that through traffic on the highway will not be delayed by vehicles that are slowing to enter the site.

Delay at intersections is typically expressed in terms of a Level of Service, on a scale of A (the best) to F (the worst). Levels of Service A, B, C and D are considered to represent a situation of 'stable' flow but where Level of Service D represents the point at which 'congestion' starts to occur. As such, Level of Service E is considered to be 'unstable' operating conditions, which delays are significant and Level of Service F represents severe queues and delays. For the purposes of this exercise then, we have identified the thresholds for development where Level of Service D changes to Level of Service E as being the point just prior to which intersection improvement schemes are required.

## **Results**

### *Introduction*

PC21 reported on three scenarios:

- Scenario 0: 2034, with no development of the site;
- Scenario 1: 2034, with 50% development of the site; and
- Scenario 2: 2034, with 100% development of the site

To enable comparison of the outputs, we have endeavoured to retain some degree of consistency with this approach. We have extracted the relevant results from the model and summarised these below, alongside the results that were previously presented in the Transportation Assessment for PC21.



*PC21 Scenario 0: No Site Development*

Although this scenario does not include any development traffic, there are differences in the results because of the lower traffic generation rate at Pisa Moorings.

Intersection	PC21 Modelling as per ITA			Updated Modelling		
	Veh/hr	Delay (s)	LoS	Veh/hr	Delay (s)	LoS
SH6 / PC21 South	651	2	A	768	3	A
SH6 / PC21 North	667	5	A	768	7	A
SH6 / Pisa Moorings Rd / Clark Rd	1,329	8	A	1,097	7	A
SH6 / Lowburn Valley Road	1,429	>150	F	1,061	8	A
SH6 / Burn Cottage Road	1,499	36	E	1,308	2	A
SH6 / Shortcut Road	1,529	14	B	1,337	9	A
SH6 / SH8B	2,109	12	B	1,960	9	A

**Table 1: Intersection Performance, No Site Development**

It can be seen that with the updated modelling, all intersections operate with an excellent level of service. The capacity concerns reported within the previous Integrated Transportation Assessment (ITA) at the SH6 / Lowburn Valley Road and SH6 / Burn Cottage Road intersections do not arise. The ITA reported that there should be consideration of upgrades for these intersections irrespective of any development of Parkburn, but the new modelling shows that this is no longer justified.

*PC21 Scenario 1: 50% Development of the PC21 Site (270 households)*

Under the ITA, 50% of the site development was considered as an option because at this threshold, it would be necessary to upgrade the SH6 / SH8B roundabout with a second circulating lane, and the SH6 / Pisa Moorings Road / Clark Road intersection needed to be converted to a roundabout.

Due to the lower traffic flows generated by the site, no modelling has been carried out of this scenario.

*PC21 Scenario 2: 100% Development of the PC21 Site (543 households)*

Under the ITA, this scenario required intersection improvements. In the results set out below for the new modelling, no intersection improvements have been modelled.

Intersection	PC21 Modelling as per ITA (Incl Intersection Improvements)			Updated Modelling (No Intersection Improvements)		
	Veh/hr	Delay (s)	LoS	Veh/hr	Delay (s)	LoS
SH6 / PC21 South	1,328	11	B	1,174	17	C
SH6 / PC21 North	869	7	A	946	7	A
SH6 / Pisa Moorings Rd / Clark Rd	1,982	6	A	1,493	29	D
SH6 / Lowburn Valley Road	2,127	>150	F	1,322	8	A
SH6 / Burn Cottage Road	2,095	10	A	1,547	4	A
SH6 / Shortcut Road	2,118	4	A	1,573	13	B
SH6 / SH8b	2,564	5	A	2,163	12	B

**Table 2: Intersection Performance, 543 Households in the Site**



It can be seen that under this scenario, the two intersections previously noted as requiring upgrading continue to perform well without the need for any upgrades. At the SH6 / SH8B roundabout, the ITA commented that the delay on the southern approach was 106 seconds and Level of Service F. Under the revised modelling, this has been reduced to 22 seconds and Level of Service C (again noting that this is due to the lower trip rate used and without any upgrading). As set out above, Level of Service C lies within a range that indicates that an intersection is functioning satisfactorily.

The situation is more complex at the SH6 / Pisa Moorings Road / Clark Road intersection. In this case, Level of Service D arises for traffic approaching from the east (Pisa Moorings Road) which is unable to merge onto the highway. This occurs because the traffic travelling to and from the site reduces the gaps in the traffic stream on the highway, and limits the ability for drivers to exit Pisa Moorings. Further, the site traffic also limits the ability of drivers to turn right into Pisa Moorings Road, and these vehicles then obstruct drivers attempting to turning right out of Pisa Moorings Road.

Level of Service D spans a range of 25 to 35 seconds delay per vehicle, and the modelling shows that the delay is 29 seconds, meaning it falls mid-way in the range. As set out above, Level of Service D represents satisfactory performance.

#### *New Scenario 3: Assessment of When Level of Service D at the SH6 / Pisa Moorings Road / Clark Road Intersection Changes to Level of Service E*

In order to identify where the extent of development results in a change to Level of Service E and an unsatisfactory outcome, in practice the only approach is to repeatedly run the model with different amounts of development and review the results. This could be done by increasing the yield by one lot each time and re-running the model but this would be highly time-consuming. Consequently the approach taken in this instance has been to model yields in increments of 200 residences, and then interpolate between these results to identify the point where Level of Service E arises.

On this basis, we find that Level of Service D changes to Level of Service E at a yield of 710 residences.

Consequently we recommend that development within Parkburn is limited to 710 residences until such time as roading improvements are put in place. We discuss options for this below.

#### *Variation to Scenario 3*

One way to achieve greater capacity for traffic turning onto State Highway 6 is to create an additional point of access. Under this scenario, drivers would therefore have a second option for exiting Pisa Moorings.

One option in this regard is Pony Court. This is presently a cul-de-sac located at the northwestern corner of Pisa Moorings, but is close to the southern boundary of the site. If a roading link could be created, then this would create additional capacity for traffic that is attempting to exit M. would not be obliged to exit via Pisa Moorings Road but could instead make use of the southern site access. Furthermore, trips that are presently made for a short distance on State Highway 6 (such as between Pisa Moorings and the commercial area within the site) would occur wholly internally and this would also reduce the amount of traffic turning to and from the highway and providing a further beneficial effect.

The option of a Pony Court link has been modelled and the interpolation of the results shows that with 710 dwellings within the site, the SH6 / Pisa Moorings Rd / Clark Rd intersection would operate



with Level of Service C. That is, if there is a connection to Pony Court and options to gain access to the highway via alternative routes, then the level of service at the SH6 / Pisa Moorings Road / Clark Road intersection improves such that an intersection improvement scheme would not be required in that location.

On this basis then, we consider that one condition of consent for the site could be that development within Parkburn is limited to 710 residences until such time as a direct roading link is provided between the site and Pisa Moorings to the south.

*New Scenario 4: 100% Development of the Site (1,047 households)*

The result shown below set out the outcomes of the full extent of development within the site, and including for the Pony Court link. For clarity, no intersection improvements are included within these results.

Intersection	Updated Modelling (No Intersection Improvements) with Pony Court Link		
	Veh/hr	Delay (s)	LoS
SH6 / PC21 South	1,384	27	D
SH6 / PC21 North	982	9	A
SH6 / Pisa Moorings Rd / Clark Rd	1,636	19	C
SH6 / Lowburn Valley Road	1,553	8	A
SH6 / Burn Cottage Road	1,787	6	A
SH6 / Shortcut Road	1,805	26	D
SH6 / SH8b	2,386	27	C

**Table 3: Intersection Performance, 1,047 Households in the Site with a Pony Court Link**

It can be seen that the effects of the Pony Court link mean that the level of service at the SH6 / Pisa Moorings Road / Clark Road intersection remains appropriate, and no intersection improvement would be required to provide additional capacity.

Upon more detailed review of the results, we find that although the overall level of service at the SH6 / SH8B roundabout is acceptable (Level of Service C), this masks that Level of Service F arises on the southern approach to the roundabout (as it did for the initial PC21 work). As such, we have assessed the point at which this transitions from Level of Service D to E, using the interpolation approach described above. This shows that Level of Service E arises at a threshold of 875 residences within the site.

Consequently we recommend that once development within Parkburn reaches 875 residences, some form of improvement scheme is required at the SH6 / SH8B roundabout (for example, the installation of a second northbound approach lane).

## **Conclusions**

The traffic survey carried out at Pisa Moorings indicates that the trip generation rate used for the development contemplated in PC21 was too high, although the direction of vehicle movements was appropriate. The use of a revised trip generation rate has identified that a greater proportion of the site can be developed before intersection improvements are required. However it continues to show that full site development cannot occur unless improvements are put in place, albeit that the site is anticipated to be more intensively developed than was initially evaluated.



It is possible to model any scale of yield in the site, but to maintain consistency with the work carried out previously, the modelling work to date has considered the previous full development of the site (543 residences) and the new full development of the site (1,047 residences). While other parameters in the model have been reviewed, these have not been changed from the PC21 modelling.

The model shows that without development of the site, the key intersections on the roading network all intersections operate with an excellent level of service.

With 543 residences (being the previous full development of the site and approximately 50% of the new yield), the key intersections on the roading network generally continue to provide a good level of service. This is based on the site accesses being formed as priority intersections, with auxiliary left-turn and right-turn lanes. However the SH6 / Pisa Moorings Road / Clark Road intersection is starting to approach an unsatisfactory level of service and further testing (and interpolation of results) shows that development within the site should be limited to 710 residences until roading improvements are put in place. In practice, the formation of a direct link between the site and Pisa Moorings addresses this issue without the need for any intersection improvements.

When the new full development of the site is considered (1,047 residences), the key intersections continue to provide a good level of service. However Level of Service F arises on the southern approach to the SH6 / SH8B roundabout (as it did for the initial PC21 work). Further assessment shows that this reaches an unsatisfactory level of service at 875 residences and so we consider that improvement of the southern roundabout approach will be justified at this point.

We have compared the PC21 provisions with the new modelling results:

FC21 Provision (SUB-S2)	Comment / Assessment
2. No more than 559 residential allotments shall be created (titled) within the Schedule 19.28 Parkburn Structure Plan area	The modelling now shows that additional residential lots can be accommodated
3. No residential allotments shall be created (titled) within the Schedule 19.28 Parkburn Structure Plan, until:	
i. The existing northern priority intersection onto SH6 is upgraded to include a separated left turn lane; and	We consider that this remains a valid provision, given that NZTA now seeks separated left-turn lanes at priority intersections for safety reasons
ii. The new intersection to the south of the existing northern intersection onto SH6 is constructed as a priority controlled intersection or single lane roundabout	The modelling shows that a priority intersection has sufficient capacity and that a roundabout is not required at this point.
4. No more than 286 residential allotments shall be created (titled) within Schedule 19.28 Parkburn Structure Plan, until:	
i. The SH6/SH8B intersection has been upgraded to a dual lane roundabout	The modelling shows that this upgrading is not needed at 286 lots, but rather, at 875 lots.
ii. The SH6/Pisa Moorings Road has been upgraded to a single lane roundabout	The modelling shows that such an upgrade is not needed at 286 lots, and that the full site development can be achieved provided that a direct link to Pisa Moorings is formed
OR	
other upgrade solution including banning turns and/or providing an alternative roundabout connection to	We have not assessed alternative options as part of this exercise



SH6 through the Schedule 19.28 Parkburn Structure Plan area.	
5. No residential allotments shall be created (titled) within Lot 16 DP 514674 of the Schedule 19.28 Parkburn Structure Plan, until:	
i. The Pony Court road connection has been vested as road.	The modelling shows that the Pony Court connection provides a benefit to the site, but it is not needed at lower numbers of lots as discussed above.

**Table 4: Commentary on PC21 Provisions**

### ***Concluding Comments***

As set out in PC21 and earlier emails, one limitation of the modelling carried out is that the Council's model only assesses the weekday evening peak hour, and it is intuitive that travel patterns are different during the weekday mornings. However the modelling of the evening peak was used to confirm PC21 and consequently at this stage we anticipate that an assessment of the evening peak hour will be sufficient for this exercise also.

NZTA's submission to PC21 sought a direct connection between Pisa Moorings and the site, in order to ensure that short-distance trips between the two areas were not carried out on the highway. In our view, the modelling supports the benefits of such a link (from an efficiency perspective) at a threshold of 710 residences within the site. For clarity, although we have referred to a 'Pony Court link', the same positive outcomes would be achieved if a direct link was able to be provided elsewhere (in other words, the link does not have to be via Pony Court to be beneficial).

In summary, we consider that development within the site can be supported subject to the following:

- Development within the site should be limited to 710 residences until a direct link between the site and Pisa Moorings is created; and
- Development within the site should be limited to 875 residences until the southern approach to the SH6 / SH8B roundabout is improved to create additional capacity.

As always, we would be pleased to discuss this letter with you at your convenience.

Kind regards  
**Carriageway Consulting Limited**



Andy Carr  
**Traffic Engineer | Director**  
s 9(2)(a)

# Correspondence Records

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**[A] Department of Conservation**



## Daniel Thorne | Town Planning Group

---

**From:** Amelia Wilkinson s 9(2)(a)  
**Sent:** Friday, 26 September 2025 11:45 am  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** Parkburn Residential Development - DOC pre-lodgement summary  
**Attachments:** Parkburn - Pre-Lodgement Consultation Summary for Applicant.docx - APPROVED - 2025-09-25T22\_28\_23.6948043Z.pdf

Kia ora Daniel,

Please find attached DOC's pre-lodgement engagement summary regarding the Parkburn Residential Development Fast-track referral application. Please reach out if you have any further questions, we would be happy to discuss anything further.

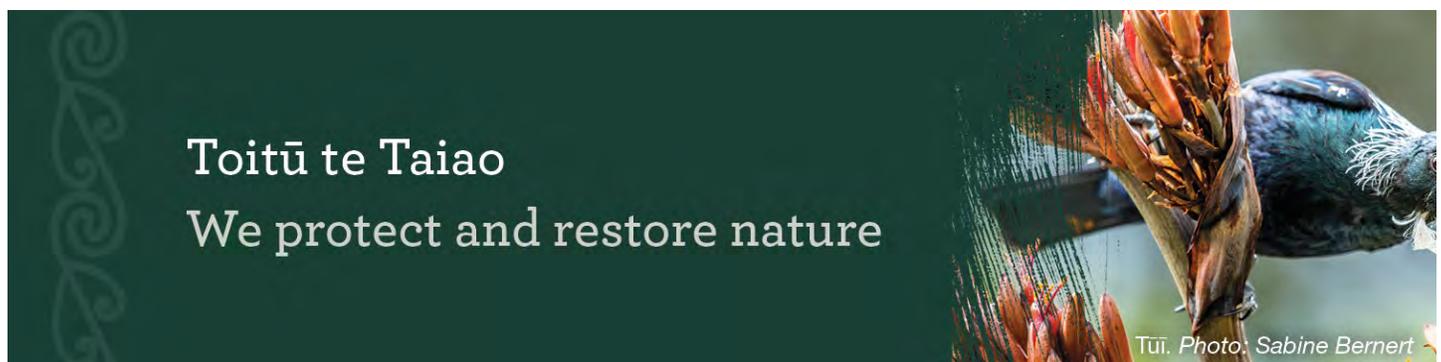
Ngā mihi,

**Amelia Wilkinson** ([she/her](#))

Permissions Advisor Fast Track Applications  
Te Papa Atawhai | Department of Conservation  
s 9(2)(a)

Whare Kaupapa Atawhai | Conservation House  
18 - 32 Manners St | PO Box 10 420, Wellington 6143

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# Fast-Track Pre-Lodgement Consultation Summary

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

## Project Details

<b>Project name:</b>	Parkburn
<b>Engagement type:</b>	Pre-lodgement engagement - Referral Application
<b>Applicant/agent:</b>	Fulton Hogan Land Development Limited / Town Planning Group
<b>Proposal overview:</b>	A staged subdivision of land for residential development for approximately 1,000 residential lots / units), including provision for a local commercial centre, potential primary school site, and reserve areas, over an area of approximately 118ha associated within the existing Parkburn Quarry; and associated bulk earthworks, landscaping, access, and infrastructure development.
<b>Location:</b>	922 Luggate-Cromwell Road, Mount Pisa, Cromwell
<b>Date pre-lodgement request received:</b>	6 August 2025
<b>Summary of pre-lodgement Consultation</b>	
<b>Fast track project lead DOC:</b>	Amelia Wilkinson – Permission Advisor – Fast-track (National Office)
<b>DOC specialist input required:</b>	Fast Track Project Lead Permissions Advisor(s) Statutory Manager (Regional Office) Statutory Land Advisor Legal
<b>DOC Permissions/ Approvals Identified by applicant in pre-lodgement request as potentially required:</b>	Seeking clarification about requirements for a concession under the Conservation Act 1987 or Reserves Act 1977 as well as other DOC interests.



<p><b>DOC Commentary on Fast Track approvals and permissions identified:</b></p> <p><b>Note DOC's role in relation to specific</b></p>	<p><b>Conservation Act Permissions/Approvals</b></p> <ul style="list-style-type: none"> <li>• <b>Park Burn Marginal Strip</b></li> </ul> <p>A Concession under the Conservation Act 1987 will be required for a right of way easement over the Park Burn Marginal Strip which has been identified in maps provided to DOC.</p> <p>The plans DOC has reviewed appear to show a bridge/road over the marginal strip. This infrastructure could be authorised under the easement concession.</p> <p>Section 17V(3) of the Conservation Act 1987 restricts granting of leases over marginal strips, so there may be some difficulty in obtaining a concession for more substantial infrastructure in this area. Because of this, any infrastructure apart from roading or bridging should be outside of the marginal strip boundary.</p> <p>A land exchange may allow for the re-alignment of the marginal strip with the actual waterway location. The land exchange process is set out in sections 32-36 and Schedule 6, Part 2 of the Fast-track Approvals Act 2024 (FTAA).</p> <ul style="list-style-type: none"> <li>• <b>Lake Margin</b></li> </ul> <p>The land near the lake edge is a hydro parcel and is not administered by DOC.</p> <p>The plans provided to DOC suggest that earthworks and excavations are planned in this area which may require approval from Land Information New Zealand (LINZ). We recommend contacting LINZ.</p> <p><b>Wildlife Act Permissions</b></p> <p>DOC has not been provided with any ecological surveys related to this proposal.</p> <p>It is likely that authorisation under the Wildlife Act 1953 to capture, handle and relocate lizards may be required (and for any incidental harm). The gravel habitat within the site and near the lake edge may also provide habitat for banded dotterel (At-Risk - declining). Surveys will need to be undertaken to confirm the presence or absence of any protected wildlife in order to determine if additional approvals are required.</p>
<p><b>Treaty partners:</b></p>	<p>DOC is aware of the following Treaty partners with interests that may be relevant to this site:</p> <ul style="list-style-type: none"> <li>• Te Rūnanga o Ngāi Tahu (Te Rūnanga)</li> </ul> <p>We encourage the applicant to engage directly with relevant Māori groups as required by section 29 of the FTAA.</p>
<p><b>Treaty Settlement implications/considerations:</b></p>	<p>DOC is aware of the following Treaty settlement obligations that may be relevant to this site:</p> <ul style="list-style-type: none"> <li>• A Statutory Acknowledgment applies to Te Wairere (Lake Dunstan) provides a formal acknowledgement of the relationship that Ngāi Tahu has with the lake.</li> </ul>

	<ul style="list-style-type: none"> <li>• DOC notes species present within the project area may include Taonga species or Customary Fisheries listed in the Ngāi Tahu Claims Settlement Act 1998 and that Act requires DOC work together with Te Rūnanga to discuss the approach to resource management issues.</li> <li>• The Otago Conservation Management Strategy 2016 (CMS) is co-authored with Te Rūnanga; DOC must consider the CMS in its reports on the application.</li> <li>• DOC will engage with Te Rūnanga about the management of sites of historic and cultural significance to Ngai Tahu, including places of settlement, horticulture, natural resource harvesting, warfare, communication, and places of cultural and spiritual connection.</li> <li>• DOC will work with Te Rūnanga at regional and conservancy levels to identify and actively protect specified wahi tapu, wahi taonga or other places of historic significance to Ngai Tahu on land administered by DOC.</li> <li>• DOC requests the applicant consult with Te Rūnanga regarding the concession on land administered by DOC.</li> </ul>
<p><b>Potential Resource Management Act (RMA) considerations and effects:</b></p> <p><i>Note: DOC's role in relation to 17(1)(c) and 53(2)(m)(i) FTAA</i></p>	<p><b>Potential issues to consider:</b></p> <p>No ecological surveys have been provided to DOC at this time.</p> <p>If the project is referred, additional information about the values of the site and any impacts of the proposal to habitat and indigenous vegetation will need to be provided as part of the substantive application. It is recommended that any historical ecological surveys are updated to ensure they reflect the current conditions of the site.</p> <p>DOC notes there are records of Clutha flathead galaxias (Threatened, Nationally Critical) and kōaro (At-Risk, Declining) from nearby catchments. Surveys should be undertaken to confirm the presence or absence of indigenous species.</p>
<p><b>DOC Statutory Planning Document considerations in relation to site (e.g. CGP/CMS/CMP):</b></p>	<p>The relevant statutory documents for this application include:</p> <p><a href="#">Conservation General Policy 2005</a></p> <p><a href="#">Otago Conservation Management Strategy 2016</a></p> <p>Consideration should be given to:</p> <ul style="list-style-type: none"> <li>• Avoiding, remedying, or mitigating any adverse effects, including cumulative effects</li> <li>• Managing any threatened and at-risk species to ensure their persistence and security</li> <li>• Protecting freshwater fisheries, fish habitat and fish passage</li> <li>• Maintaining and improving habitat connectivity and water quality from the headwaters of Park Burn stream into Lake Dunstan</li> <li>• Ensuring any structures in the marginal strip:</li> </ul>

	<ul style="list-style-type: none"> <li>- are of a scale, design and colour that relates to, and integrates with, the landscape</li> <li>- meet the criteria in Policy 3.10.1 of the Otago CMS.</li> </ul>
<b>Any specific information requests to applicant(s)/agent for pre-app engagement at this point:</b>	Further engagement is recommended prior to lodging a substantive application if the project progresses as this would allow us to give more focused feedback on the application.
<b>Any further information/considerations:</b>	<p>In addition to the information required for the wildlife approval, the substantive application should also include the following information:</p> <ul style="list-style-type: none"> <li>• A full ecological assessment, including assessment of actual and potential effects on vegetation, freshwater, and fauna including avifauna and lizards.</li> </ul>
<b>Additional Notes:</b>	<p>While DOC will assist applicants as much as we can when they engage in pre-lodgement consultation, it is the applicants' responsibility to comply with the FTAA and to ensure they have applied for all permissions they need.</p> <p>Note that a panel will invite the statutory bodies listed in clause 4 of Schedule 7 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.</p> <p>It is recommended that the information contained in the application documents addresses each of the information requirements for the various approval sought, including any additional information requirements for listed projects. A checklist of information requirements is attached.</p> <p><a href="#">Check sheet for pre-lodgement consultation FTAA.pdf</a></p>

## Daniel Thorne | Town Planning Group

---

**From:** Amelia Wilkinson s 9(2)(a)  
**Sent:** Tuesday, 16 September 2025 3:31 pm  
**To:** Daniel Thorne | Town Planning Group  
**Cc:** Vish Chandra | Town Planning Group  
**Subject:** RE: Parkburn Residential Development - Pre-lodgement engagement

Kia ora Daniel,

Thanks for your email. I am currently preparing a summary of advice regarding the need for a concession and other possible approvals (i.e. wildlife). The team is still looking into a couple of details about the marginal strip and lakeside margin but I hope to get this to you early next week.

Ngā mihi,

**Amelia Wilkinson** ([she/her](#))

Permissions Advisor Fast Track Applications  
Whare Kaupapa Atawhai | Conservation House  
Phone: s 9(2)(a)  
[www.doc.govt.nz](http://www.doc.govt.nz)

---

**From:** Daniel Thorne | Town Planning Group s 9(2)(a)  
**Sent:** Tuesday, 16 September 2025 11:01 am  
**To:** Amelia Wilkinson s 9(2)(a)  
**Cc:** Vish Chandra | Town Planning Group s 9(2)(a)  
**Subject:** FW: Parkburn Residential Development - Pre-lodgement engagement

Hi Amelia,

Hope all is well. I'm just reaching out to get an update, and whether there is any feedback from DOC in terms of the project or necessary approvals etc.

Look forward to hearing from you,

Cheers



**Daniel Thorne – Director**

s 9(2)(a)  
Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

---

**From:** Daniel Thorne | Town Planning Group  
**Sent:** Thursday, 4 September 2025 12:12 pm  
**To:** s 9(2)(a)  
**Subject:** FW: Parkburn Residential Development - Pre-lodgement engagement

Hi Amelia,

Thanks for the catch up yesterday – as discussed, we have recently prepared a plan that details the crown land and proposed project works (based on the ongoing design investigations etc), with this **attached** FYI.

In addition, the marginal strip area / parkburn stream was investigated early on in the piece, with informal discussions held with LINZ. The outcome of this was the calculated position from SO 1988 (annotated and shown in red on sheet 3) is the correct location of the strip, and the subdivision design is presently based around retaining the parcel in that location. I have also attached a Grip Property Plan which details the existing marginal strip a bit more clearly against the aerial.

Let me know when you've had a chance to digest and speak to your team. Happy to catch up and run through further,

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

---

**From:** Amelia Wilkinson s 9(2)(a)  
**Sent:** Thursday, 28 August 2025 10:12 am  
**To:** Daniel Thorne | Town Planning Group s 9(2)(a)  
**Subject:** Parkburn Residential Development - Pre-lodgement engagement

Kia ora Daniel,

I am getting in touch as the DOC fast-track lead for the Parkburn Residential Development application. We have received your request for pre-lodgement advice, including the draft documents. I am preparing a project team who will be able to provide advice on the referral application. To assist with this, I would like to clarify a couple of points about the proposal and advice you are seeking, including confirmation of timeframes for lodgement.

I would be happy to setup some time to go over the proposal more with you, or alternatively I can be reached by phone.

I look forward to hearing from you.

Ngā mihi,

**Amelia Wilkinson** ([she/her](#))

Permissions Advisor Fast Track Applications  
Te Papa Atawhai | Department of Conservation  
s 9(2)(a)

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## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Thursday, 4 September 2025 12:12 pm  
**To:** s 9(2)(a)  
**Subject:** FW: Parkburn Residential Development - Pre-lodgement engagement  
**Attachments:** CROWN LAND WORKS.pdf; 24357\_01\_OVERVIEW.pdf; Marginal Strip Location - Parkburn.pdf

Hi Amelia,

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**Daniel Thorne – Director**

s 9(2)(a)

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**To:** Daniel Thorne | Town Planning Group s 9(2)(a)  
**Subject:** Parkburn Residential Development - Pre-lodgement engagement

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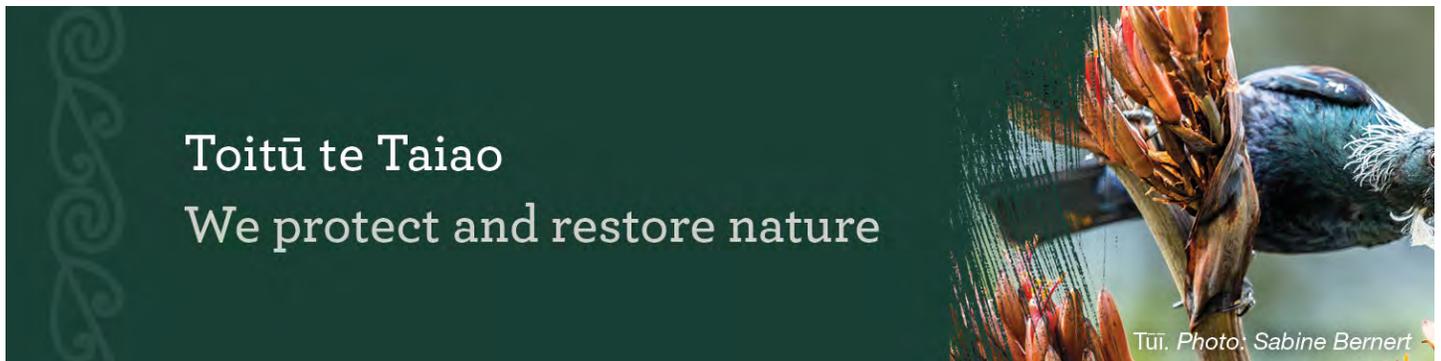
Ngā mihi,

**Amelia Wilkinson** ([she/her](#))

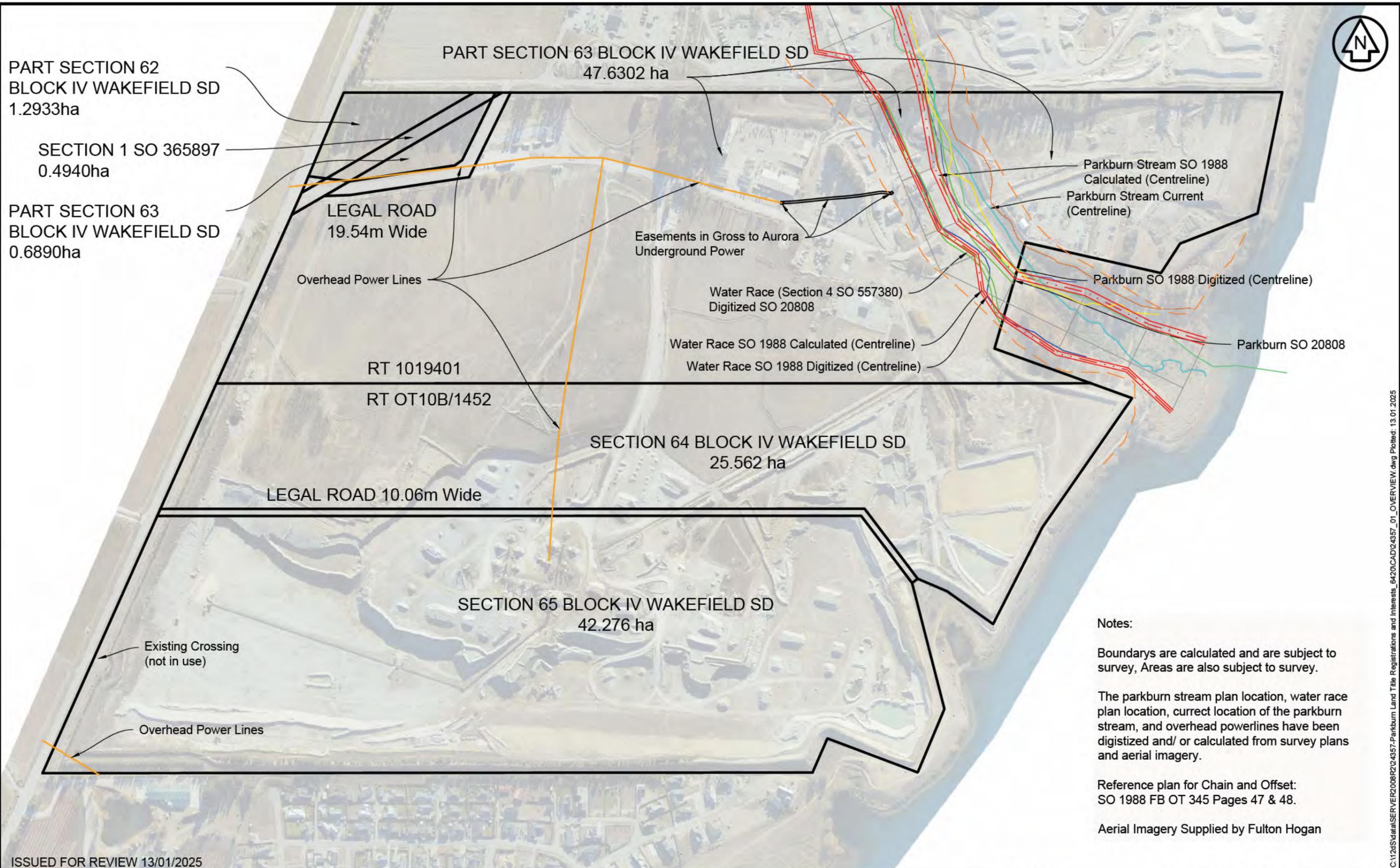
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**Notes:**

Boundaries are calculated and are subject to survey, Areas are also subject to survey.

The parkburn stream plan location, water race plan location, current location of the parkburn stream, and overhead powerlines have been digitized and/ or calculated from survey plans and aerial imagery.

Reference plan for Chain and Offset:  
SO 1988 FB OT 345 Pages 47 & 48.

Aerial Imagery Supplied by Fulton Hogan

ISSUED FOR REVIEW 13/01/2025

**LANDPRO.**

OFFICES IN CROMWELL, CORE AND NEW PLYMOUTH - www.landpro.co.nz

Client: FULTON HOGAN LAND DEVELOPMENT LIMITED

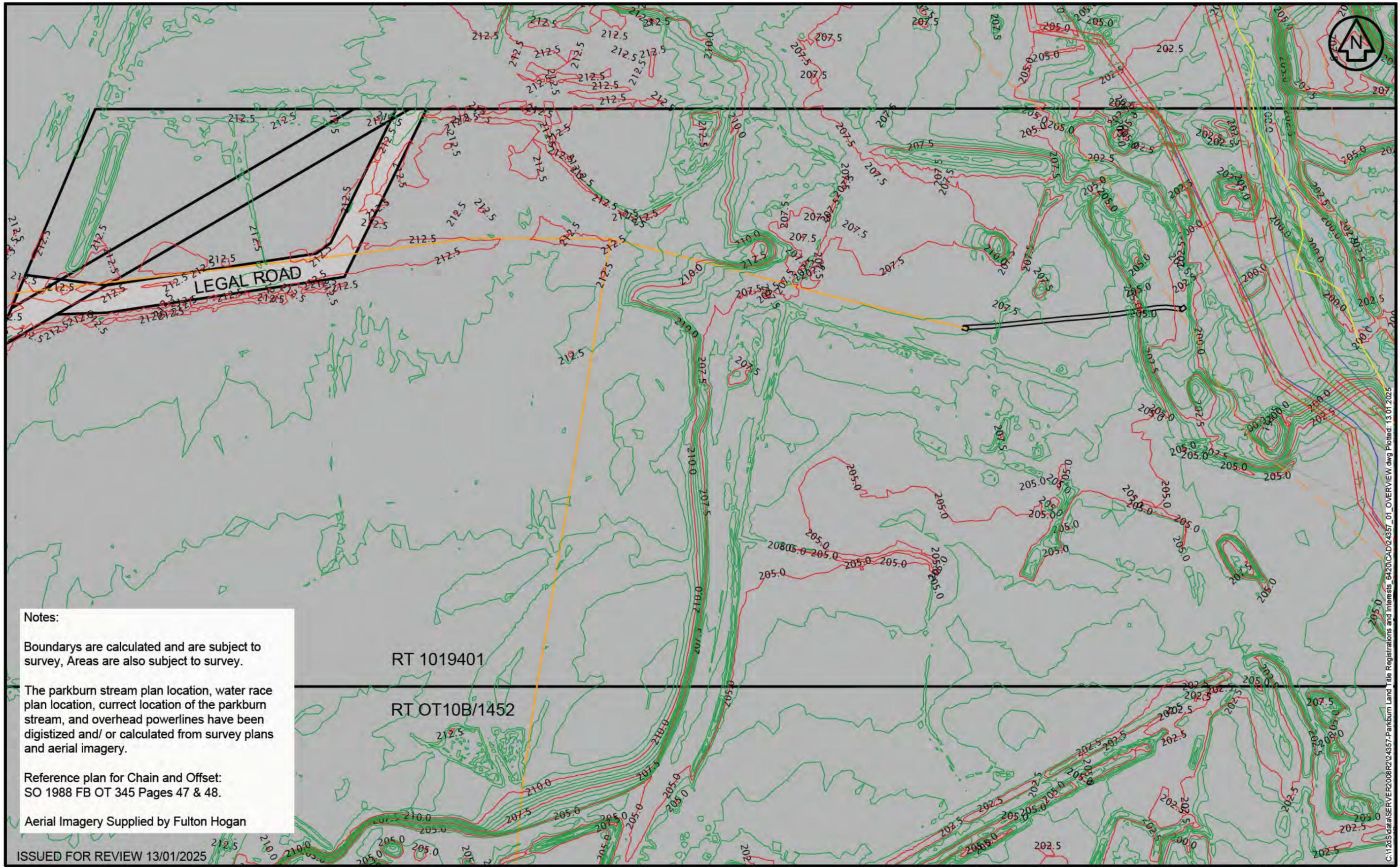
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**PARKBURN OVERVIEW**  
**RT 1019401 & OT10B/1452**  
**922 LUGGATE - CROMWELL ROAD, CROMWELL**

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
A	08.01.25	Additional Parkburn Stream Calculations	RJH				24357	01_01
				Drawn	Signed	Date	Scale	
			RJH			5.11.2024	1:5000 @ A3	
			Designed	Signed	Date	Datum & Level	Rev.	
						LP2000 & NZVD16	A	

C:\12d\stata\SERVER\2008R2\24357-Parkburn Land Title Registrations and Interests\_6420\CAD\24357\_01\_OVERVIEW.dwg Plotted: 13.01.2025



Notes:

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The parkburn stream plan location, water race plan location, correct location of the parkburn stream, and overhead powerlines have been digitized and/ or calculated from survey plans and aerial imagery.

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Aerial Imagery Supplied by Fulton Hogan

ISSUED FOR REVIEW 13/01/2025

Client  
**FULTON HOGAN**  
LAND DEVELOPMENT LIMITED

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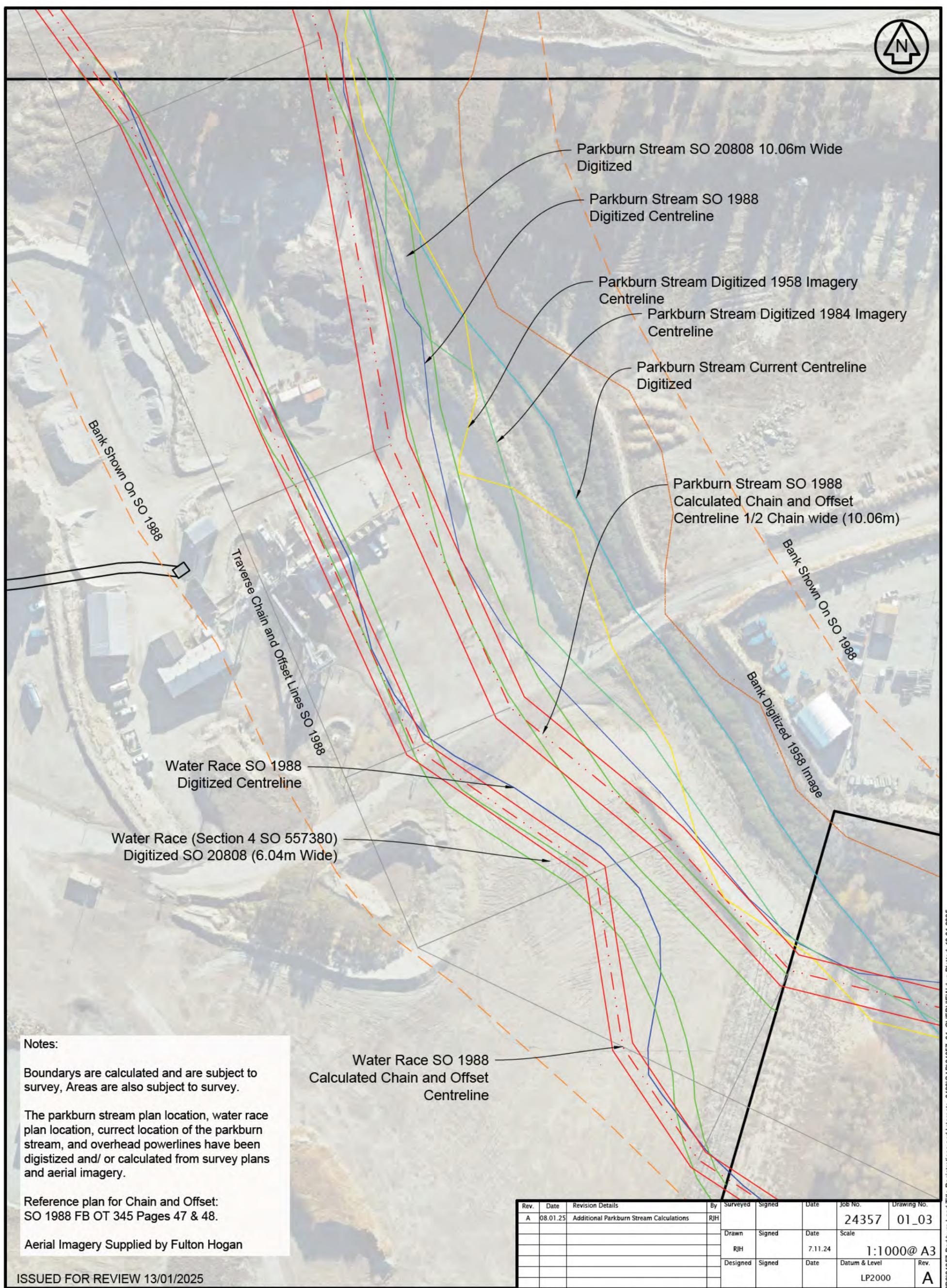
**PARKBURN OVERVIEW**  
RT 1019401 & OT10B/1452  
922 LUGGATE - CROMWELL ROAD, CROMWELL

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
A	08.01.25	Additional Parkburn Stream Calculations	RJH				24357	01_02
				Drawn	Signed	Date	Scale	
			RJH			5.11.2024	1:2500 @ A3	
			Designed	Signed	Date	Datum & Level	Rev.	
						LP2000 & NZVD16	A	



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C:\1205\Aerial\SERVER\2008\F2124357-Parkburn Land Title Registrations and Interests\_6420\CAD\24357\_01\_OVERVIEW.dwg Plotted: 13/01/2025



**Notes:**

Boundaries are calculated and are subject to survey, Areas are also subject to survey.

The parkburn stream plan location, water race plan location, current location of the parkburn stream, and overhead powerlines have been digitized and/ or calculated from survey plans and aerial imagery.

Reference plan for Chain and Offset:  
SO 1988 FB OT 345 Pages 47 & 48.

Aerial Imagery Supplied by Fulton Hogan

ISSUED FOR REVIEW 13/01/2025

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
A	08.01.25	Additional Parkburn Stream Calculations	RJH				24357	01_03
				Drawn	Signed	Date	Scale	
			RJH			7.11.24	1:1000@A3	
				Designed	Signed	Date	Datum & Level	Rev.
							LP2000	A



Client  
**FULTON HOGAN  
LAND DEVELOPMENT LIMITED**

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**PARKBURN STREAM OVER  
RT 1019401  
922 LUGGATE - CROMWELL ROAD, CROMWELL**

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**LEGEND**

- Weed Removal & Revegetation
- Minor Earthworks  
Circa:-1.0m  
Cycleway construction  
Revegetation
- Excavation for Cove  
Circa:3m deep  
North Cove - Bridge  
South Cove - Walkway
- s58 Marginal Strip
- Legal Road (currently under application for stopping with Central Otago District Council)

Lake Dunstan  
(Te Waiwera)

Draft Scheme Plan

North Cove

South Cove

Rev.	Date	Revision Details	24113	13_01
-	-	-		
			Drawn	Signed
			SLM	14.8.25
			Designed	Signed
			TJ	14.8.25
			Scale	1:3000@ A3
			Datum & Level	LP2000
			Rev.	-

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**ISSUED FOR REVIEW 15.08.25**

**LANDPRO.**

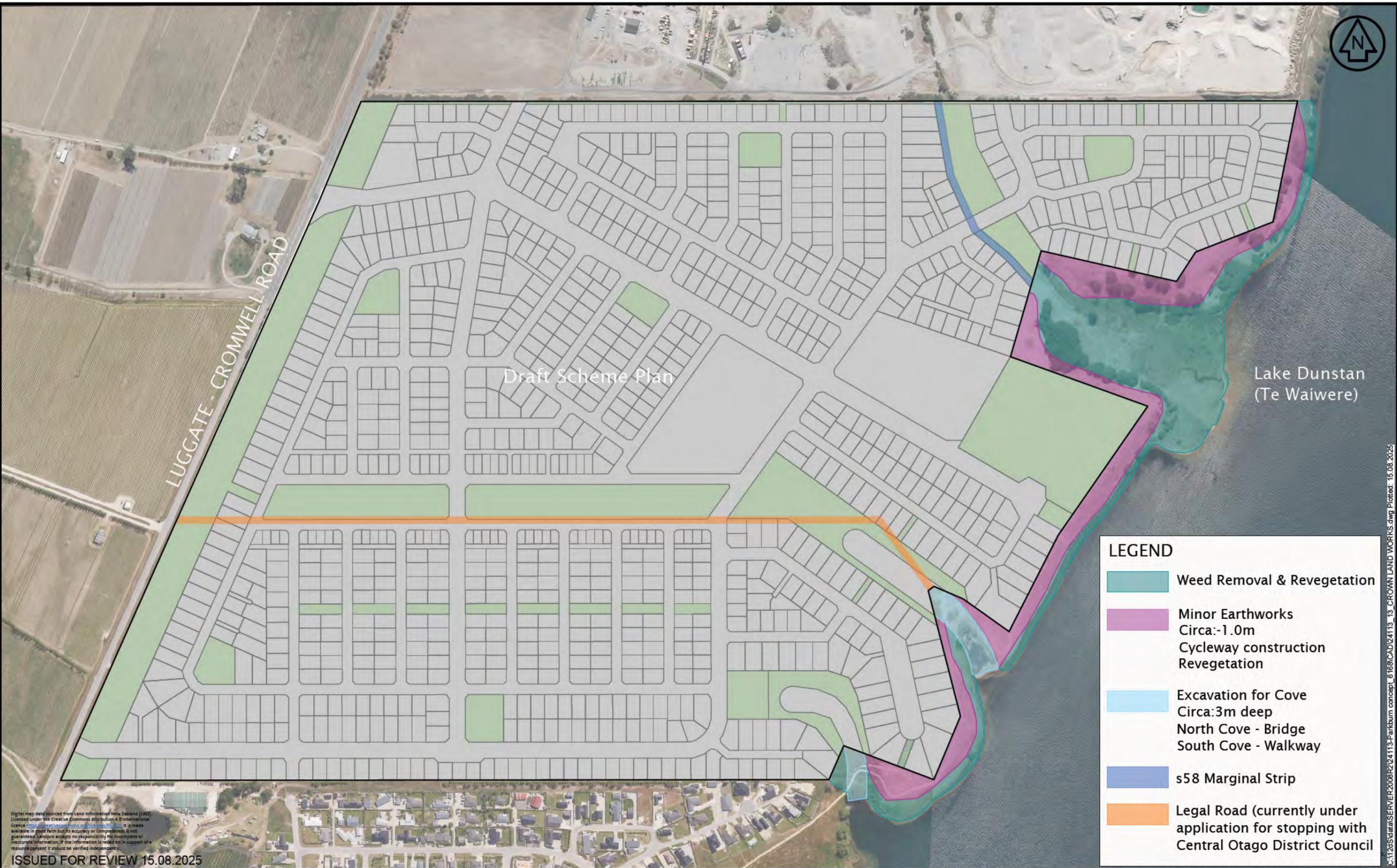
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Client  
**FH LAND LTD**

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**PARKBURN  
PROPOSED CROWN LAND WORKS  
SHEET 1 OF 2**

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Draft Scheme Plan

Lake Dunstan  
(Te Waiwere)

LUGGATE - CROMWELL ROAD

**LEGEND**

- Weed Removal & Revegetation
- Minor Earthworks  
Circa:-1.0m  
Cycleway construction  
Revegetation
- Excavation for Cove  
Circa:3m deep  
North Cove - Bridge  
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- s58 Marginal Strip
- Legal Road (currently under application for stopping with Central Otago District Council)

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**FH LAND LTD**

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**PARKBURN  
PROPOSED CROWN LAND WORKS  
SHEET 2 OF 2**

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
-	-	-	-	-	-	-	24113	13_02
				Drawn	Signed	Date	Scale	1:2500 @ A1 1:5000 @ A3
				SLM		14.8.25		
				Designed	Signed	Date	Datum & Level	Rev.
				TJ		14.8.25	LP2000	-

C:\12\Server\2008R2\24113-Parkburn concept\_6168\CAD\24113\_13\_CROWN LAND WORKS.dwg Plotted: 15.08.2025



Map Prepared



# Crown Land Block IV Wakefield Survey District - Crown Land Reserved from Sale (Marginal Strip) Sec 58 Land Act 1948

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1:5000 @ A4

3 September 2025



## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a)  
**Sent:** Wednesday, 6 August 2025 3:49 pm  
**To:** FastTrackApplicationEnquiries  
**Cc:** Daniel Thorne | Town Planning Group; s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf; pre-lodgement-fast-track-application-consultation-application-form.pdf

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)

Offices in Tāhuna & Ōtautahi

**[B] Contact Energy**



## Daniel Thorne | Town Planning Group

---

**From:** Andrew Gray s 9(2)(a)  
**Sent:** Tuesday, 19 August 2025 3:43 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** FW: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf

Good afternoon Dalice,

Peter has passed on your request and advised of the discussion you've had to date.

Having reviewed the high-level overview, Contact acknowledges the following potential issues—namely flood risk and sediment or lakeweed accumulation in the areas marked as 'cove' on the development plan. In our view, these matters can be appropriately managed through design solutions or, where necessary, by registering a deed of covenant on the relevant title(s).

We would, however, like to reserve the right to review the technical reports once they become available, to enable us to formalise our position on the proposed development.

Please don't hesitate to get in touch if you need anything further in the meantime.

Andy

**Andy Gray**  
Manager – Environment and Land  
Corporate Affairs

| s 9(2)(a)



**Private Bag 2001, Taupo 3352**  
Wairakei Power Station  
Te Aro Road, Wairakei  
Taupo, 3384, New Zealand  
[contact.co.nz](http://contact.co.nz)

---

s 9(2)(a)

**Sent:** Wednesday, 6 August 2025 3:23 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

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Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

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**[C] Land Information New Zealand**



## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a)  
**Sent:** Thursday, 7 August 2025 1:25 pm  
**To:** Daniel Thorne | Town Planning Group  
**Cc:** s 9(2)(a)  
**Subject:** RE: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

UNCLASSIFIED

Kia ora Daniel,

Thank you for your email and project summary.

At this time, we have no specific concerns regarding the proposal to develop the privately owned land adjacent to Lake Dunstan subject to all necessary consents being issued. I'd recommend the referral application outline proposes conditions that will ensure the necessary sediment and erosion controls to be implemented and that during construction works, any sediment contaminated water (including stormwater) discharged from the site to water, or to land in circumstances where it may enter water, is to be treated so that suspended solids are minimised.

The Fast Track process covers a wide range of legislation, allowing approvals related to resource consents, concessions, and other activities under these acts to be expedited. The Land Act is not included in this process, and if any part of the proposal is on or crosses Crown Land - approvals from LINZ may still be required. This could take the form of easements, access arrangements or lease / licences.

If any part of your proposal is on or crosses Crown Land, please contact us at [crownproperty@linz.govt.nz](mailto:crownproperty@linz.govt.nz) to begin the application process. Please highlight that your project is part of the fast track process.

Ngā mihi,  
Rob

**Rob Westgarth**

**Mātanga Ture Kiritaki / Customer Regulatory Specialist - Land and Waterways**

Crown Property

s 9(2)(a)



Christchurch Office, 112 Tuam Street  
Private Bag 4721, Christchurch 8140, New Zealand  
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UNCLASSIFIED

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**From:** s 9(2)(a)

**Sent:** Wednesday, 6 August 2025 3:23 pm

**To:** s 9(2)(a)

**Cc:** s 9(2)(a)

**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

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We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)

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**[D] Ministry of Education**



## Daniel Thorne | Town Planning Group

---

**From:** s 9(2)(a)  
**Sent:** Wednesday, 6 August 2025 3:23 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
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We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)  
Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

## Daniel Thorne | Town Planning Group

---

**From:** s 9(2)(a)  
**Sent:** Monday, 13 October 2025 11:50 am  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** FW: Cromwell  
**Attachments:** PC21\_Submission\_Ministry\_of\_EDUCATION.pdf; Parkburn Masterplan May 2025 (1).pdf

### Regards

s 9(2)(a)

---

**From:** DEWE, Gregory  
**Sent:** Monday, 9 June 2025 2:15 pm  
**To:** s 9(2)(a)  
**Subject:** Cromwell

Hi Deb;

Hope all is well with you.

Our Land Team has recently 'inherited' a 100ha site from our construction colleagues near Cromwell. The site has been through a plan change process which we weren't involved with. The rezoning was successful and the one appeal received from a neighbour (who also had some of their land rezoned as part of the process) has been resolved and we are awaiting the environment Court approval of the filed consent order documents.

MoE made a submission on the plan change which is attached.

The rezoning sought and approved was for a mix of residential, commercial and industrial zones with the residential portion based around a canal system. Since we have become involved we have taken a different view of the best use of the site which we see as a more traditional residential development as we have done elsewhere around NZ. This means that the planned industrial uses will be relocated elsewhere in the District and the canal system has been, for the most part, replaced under our new concept. The new concept will allow us to provide a greater number of much needed residential sites at more affordable levels than the approved concept would allow.

Attached is a new draft master plan for the site. As you will see we have retained the commercial area, there are approx. 1,000 residential sites, and we have identified a possible primary school site next to the commercial area. This is a 3ha site with three road frontages.

I appreciate it is way too early for the MoE to decide if a school is actually needed or if the location proposed is the right one but for now it would be helpful to know if a primary school might be required or alternatively if it won't be. If there is a possibility a primary school might be required we will proceed with the attached scheme which would see a 3ha 'future development site' created. It will be some years before we develop this area (perhaps 6-8 years away would be my best guess currently) as the development needs to start in the south and work north. We would then come back to MoE a couple of years before we develop this part of the site and if there was no longer

any interest we would develop the 3ha site into residential sites. If there was an interest we would go through the normal process with MoE.

If you are confident a primary school site wouldn't be required we would change the 3ha area to residential sites now.

If you would like to meet up on this please let me know and I can pop down to your offices at a suitable time.

**Regards**

s 9(2)(a)

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21-0007

RECEIVED  
06/04/2023  
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## FORM 5

**Submission on publicly notified proposal for policy statement or plan, change or variation under Clause 6 of Schedule 1, Resource Management Act 1991**

To: Central Otago District Council

Name of submitter: **Ministry of Education ('the Ministry')**

Address for service: C/- Baca Ltd  
PO Box 13960  
Christchurch 8141

Attention: Jono Gemmell

Phone: s 9(2)(a)

Email: s 9(2)(a)

This is a submission on Private Plan Change Request 21 (PPC21) by Fulton Hogan (the applicant) to Central Otago District Council (CODC) seeking to rezone approximately 118 ha of Rural Resource Area in Lake Dunstan/Mt Pisa to a patchwork of Residential, Business, and Industrial Resource Area zones. The proposed rezoning could enable the establishment of 543 new households and several commercial and business activities.

**The specific parts of the proposal that the Ministry of Education's (The Ministry) submission relates to are:**

The Ministry wishes to highlight that the entirety of the plan change area outlined in PPC21 is outside of the Pisa Moorings rural settlement boundary and consequently this is not growth that was anticipated by the Ministry. The applicant has not undertaken any consultation with the Ministry or had any regard to the capacity of education infrastructure, as is required under the National Policy Statement for Urban Development (NPS-UD). There are a number of educational facilities in the district that may be impacted by PPC21, but in particular Cromwell College, Cromwell Primary School, and Goldfields School due to , unanticipated population growth within these school's catchments.

**Background:**

The Ministry of Education is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility not only for all State schools owned by the Crown, but also those State schools that are not owned by the Crown, such as designated character schools and State integrated schools. For the Crown owned State school this involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased

demand, identifying and disposing of surplus State school sector property, and managing teacher and caretaker housing.

The Ministry is a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Central Otago District.

**The Ministry of Education's submission is:**

***Policy framework***

**National Policy Statement for Urban Development (NPS-UD)**

The applicant relies largely on Policy 8 of the NPS-UD to facilitate the development as they seek to rezone and develop land outside of the projected growth area of Pisa Moorings as outlined in the Cromwell Spatial Framework – Stage 1 Spatial Plan Report. Policy 8 of the NPS-UD states:

- *Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:*
  - (a) unanticipated by RMA planning documents; or*
  - (b) out-of-sequence with planned land release*

The applicant has considered that the proposed plan change would significantly add to the development capacity within greater Cromwell and contribute to a well-functioning urban environment. The Ministry has concern that the applicant has not considered how additional infrastructure could be provided for, which includes education infrastructure, in accordance with Policy 10 of the NPS-UD which states:

- Policy 10: Tier 1, 2, and 3 local authorities:
  - (a) that share jurisdiction over urban environments work together when implementing this National Policy Statement.*
  - (b) and engage with providers of development infrastructure and additional infrastructure to achieve integrated land use and infrastructure planning;*
  - (c) and engage with the development sector to identify significant opportunities for urban development.*

While the Ministry is aware of the national direction the NPS-UD provides in relation to responsiveness to unanticipated growth, it is noted that if PPC21 is approved, it may set a precedent of development outside of existing planned areas in the Central Otago District, which makes planning for school capacity and networks increasingly difficult.

The Ministry considers that the requirement of Policy 8 should also be appropriately balanced against ancillary sections of the NPS-UD, which require Councils to ensure sufficient additional infrastructure (which includes schools) is provided (Policy 10).

In addition to the NPS-UD, the proposed plan change is subject to the Proposed Otago Regional Policy Statement. UFD-P1 relates to strategic planning and states that *'Strategic planning processes, undertaken at an appropriate scale and detail, precede urban growth and development and:*

- (1) ensure integration of land use and infrastructure, including how, where and when necessary, development infrastructure and additional infrastructure will be provided, and by whom,*

Furthermore, supplementary urban explanation Policy UFD-P4 states 'Expansion of existing urban areas is facilitated where the expansion:

- (1) *contributes to establishing or maintaining the qualities of a well functioning urban environment,*
- (2) *will not result in inefficient or sporadic patterns of settlement and residential growth,*
- (3) *is integrated efficiently and effectively with development infrastructure and additional infrastructure in a strategic, timely and coordinated way,*

Additional Infrastructure is defined in the **NPS-US and Proposed Regional Policy Statement** as:

means:

- (a) *public open space*
- (b) *community infrastructure as defined in section 197 of the Local Government Act 2002*
- (c) *land transport (as defined in the Land Transport Management Act 2003) that is not controlled by local authorities*
- (d) *social infrastructure, such as schools and healthcare facilities*
- (e) *a network operated for the purpose of telecommunications (as defined in section 5 of the Telecommunications Act 2001)*
- (f) *a network operated for the purpose of transmitting or distributing electricity or gas.*

The applicant's approach has been limited to consideration of servicing infrastructure without considering the broader infrastructure, inclusive of social infrastructure, requirements of the area. As a result, the applicant has not reached out to the Ministry to discuss school capacity and the potential need for additional educational infrastructure. This failure to consider all relevant objectives and policies, specifically UFD-P1 and UFD-P4, may impact the alignment of the proposal with the overall goals and priorities of the Ministry.

### **School Network Capacity**

The PCA in Pisa Moorings falls fully within the Cromwell Primary School Catchment. The change will then feed into Cromwell College which encompasses the catchments of the two feeding primary school Goldfields Primary and Cromwell Primary.

The CODC Spatial Plan includes high-level projection numbers of new dwellings for the Cromwell Ward. The Growth Projections – 2022 show that the residential population has grown at an annual average of 11.7% in Pisa. The Ministry looks forward to working with the CODC to have a clearer picture of demand coming from the Pisa Moorings and any potential demand from the PCA.

The PCA is outside of the Pisa Moorings rural township boundary and the proposed additional 543 dwellings constitute a sudden large addition to the number of total dwellings and total rating units, at a scale and pace that is larger than projected numbers. This growth is at a faster rate than that anticipated by the Ministry.

The additional residential dwellings potentially enabled by the proposed plan change is likely to put pressure on the local school network, particularly the schools closest to the PCA.

Consultation with the Ministry by the developer has not yet occurred. The Ministry requests that PPC21 is only approved if sufficient provisions are made to accommodate additional school-age children, which may include growing the existing schools, and could include amending the ODP to provide for a new school site via enabling provisions. If required, additional education facilities would contribute to a well-functioning urban environment and provide important community service to the residents of the PCA and surrounding area.

### **Traffic Effects:**

The applicant has included a Traffic Assessment prepared by WSP that identifies an estimated 1100 additional peak hour traffic movements. The Ministry is of the view that they should place greater emphasis on assessing the potential impact of the proposal on traffic and congestion around schools during peak hours. This consideration is particularly important in ensuring that the proposal aligns with the Ministry's goals of promoting safe and sustainable transport and enhancing the well-being of students and the wider community.

**Construction Phase Effects:**

The applicant has not taken into account the potential impact of construction-related traffic on the nearby schools, particularly in terms of congestion and health and safety. It is essential to consider these factors to ensure that the proposal aligns with the Ministry's objectives of promoting safe and healthy environments for students and the wider community, not only during the operation phase but also during the construction phase.

**The Ministry of Education seeks the following decision from the consent authority:**

The Ministry requests that PPC21 only proceed if the following matters are addressed:

- The pressure the proposed plan change would likely have on the surrounding school's capacity is appropriately addressed and accounted for.
- Further analysis of the NPS-UD is undertaken, noting that the requirement of Policy 8 should also be balanced against other parts (such as Policy 10) of the NPS-UD, which requires Councils to ensure sufficient additional infrastructure (which includes schools) is provided.
- The Ministry request the inclusion of enabling provisions to be included within the proposed plan change and accompanying ODP in relation to educational facilities. This aligns with the Ministry's submissions on similar plan change applications across the South Island.
- The potential effects the traffic generation associated with the household yield may have on the nearby schools and families travelling to these schools.
- The Ministry seek greater clarity on construction phase effects especially traffic movements relating to heavy vehicle movements and congestion.

**The Ministry wishes to be heard in support of their submission.**

**The Ministry contact person for asset planning is Stuart Graham. Contact details for Stuart are:**

Stuart Graham  
Infrastructure Manager- Asset Planning  
s 9(2)(a) [REDACTED]  
s 9(2)(a) [REDACTED]



---

**Jono Gemmell**  
**Planner – Beca Ltd**  
**(Consultant to the Ministry of Education)**  
**Date: 06/04/2023**

**[E] Ministry for the Environment**



## Daniel Thorne | Town Planning Group

---

**From:** Admin Agency FTAA <AdminAgencyFTAA@mfe.govt.nz>  
**Sent:** Thursday, 14 August 2025 10:21 am  
**To:** Daniel Thorne | Town Planning Group  
**Cc:** § 9(2)(a)  
**Subject:** RE: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** Section 11 letter - Parkburn Residential Development.pdf

Kia ora,

Thank you for your email.

Please find attached our response to your request for consultation with the Ministry for the Environment as the administering agency of the Resource Management Act 1991 in accordance with is required with section 11(1)(e) of the Fast-track Approvals Act 2024.

Ngā mihi,

### System Oversight Team

Ministry for the Environment | Manatū Mō Te Taiao  
**Administering Agency under the Fast Track Approvals Act 2024**  
[AdminAgencyFTAA@mfe.govt.nz](mailto:AdminAgencyFTAA@mfe.govt.nz) | [environment.govt.nz](http://environment.govt.nz)



*Ministry for the*

**Environment**    

*Manatū Mō Te Taiao*

**A flourishing environment  
for every generation.**  
He taiao tōnui mō ngā  
reanga katoa.



---

**From:** Dalice Harmer | § 9(2)(a)

**Sent:** Wednesday, 6 August 2025 3:23 pm

**To:** Admin Agency FTAA <AdminAgencyFTAA@mfe.govt.nz>; [fasttrack@epa.govt.nz](mailto:fasttrack@epa.govt.nz)

Cc: s 9(2)(a)

Subject: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

**MFE CYBER SECURITY WARNING**

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)

Offices in Tāhuna & Ōtautahi

Tēnā koe Daniel,

### **Parkburn Residential Development - Pre-lodgement consultation under the Fast-track Approvals Act 2024 (FTAA)**

Thank you for your correspondence dated 6 August 2025 in relation to Fulton Hogan Land Development Limited's intention to lodge a referral application under the Fast-track Approvals Act 2024 (FTAA) in respect of the "Parkburn Residential Development" project.

As you are aware, the Ministry for the Environment (the Ministry) is the "relevant administering agency" for approvals relating to the Resource Management Act 1991 (RMA) and Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (EEZ Act) under the FTAA.

We have received the information you provided on 6 August 2025. As part of your referral application, you will need to provide an assessment of the project against any relevant national policy statement, national environmental standards and if relevant the New Zealand Coastal Policy Statement. The Ministry has prepared the following summary on the national direction made under the RMA, for your consideration.

#### National Direction

Under the RMA, the government can create national direction to support local authorities' decision making under the RMA and develop a nationally consistent approach to resource management issues. This is typically done where an issue is of national importance, or involves significant national benefits or costs, or where necessary to give effect to other government policy or regulation. There are several types of national direction, including national policy statements and national environmental standards.

#### National Policy Statements (NPS)

National Policy Statements are instruments issued under section 52(2) of the RMA. An NPS is a vehicle for the government to prescribe objectives and policies for matters which are relevant to sustainable management. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NPS to your project. If you are seeking an RMA approval, then under section 13(4)(y)(i) and schedule 5 paragraph 2 of the FTAA your application must include an assessment of your project against any relevant NPSs. Refer to the National Policy Statements linked below.

<b>National Policy Statement</b>	<b>Description</b>
<a href="#">National Policy Statement for Greenhouse Gas Emissions from Industrial Process Heat 2023</a>	This NPS provides nationally consistent policies and requirements for reducing greenhouse gas emissions from industries using process heat. It works alongside

	the National Environmental Standards for Greenhouse Gases from Industrial Process.
<a href="#">National Policy Statement for Highly Productive Land 2022</a>	This NPS provides national direction to improve the way highly productive land is managed under the RMA. The objective is to ensure the availability of New Zealand's most favourable soils for food and fibre production.
<a href="#">National Policy Statement for Freshwater Management 2020</a>	This NPS provides local authorities with updated national direction on how they should manage freshwater under the RMA.
<a href="#">National Policy Statement for Indigenous Biodiversity 2023</a>	This NPS provides direction to local authorities to protect, maintain and restore indigenous biodiversity requiring at least no further reduction in indigenous biodiversity nationally.
<a href="#">National Policy Statement for Renewable Electricity Generation 2011</a>	This NPS provides guidance for local authorities on how renewable electricity generation should be dealt with in RMA planning documents.
<a href="#">National Policy Statement on Electricity Transmission</a>	This NPS sets out the objective and policies for managing the electricity transmission network.
<a href="#">National Policy Statement on Urban Development 2020</a>	This NPS recognises the national significance of well-functioning urban environments. It removes barriers to development to allow growth in locations that have good access to existing services, public transport networks and infrastructure.
<a href="#">New Zealand Coastal Policy Statement 2010</a>	The NZCPS provides guidance for local authorities in their day-to-day management of the coastal environment. The NZCPS is the only compulsory NPS under the RMA.

### National Environmental Standards (NES)

National Environmental Standards are regulations issued under section 43 of the RMA. They prescribe technical and non-technical standards, methods or other requirements for land use and subdivision, use of the coastal marine area and beds of lakes and rivers, water take and use, discharges and noise. NESs require each local authority to enforce the same standard in respect of these areas unless otherwise specified. All National Policy Statements currently in force are published on the Ministry's website and links are provided in the table below. It is recommended that you consider the relevance of each NES to your project.

If you are seeking an RMA approval under the FTAA, section 13(4)(y)(i) and schedule 5 paragraph 2 require that an assessment of your project against any relevant NES must be included with your application. Refer to the National Environmental Standards linked below.

<b>National Environmental Standard</b>	<b>Description</b>
<a href="#">National Environmental Standards for Air Quality</a>	This NES prohibits discharges from certain activities and set a guaranteed minimum standard for air quality for people living in New Zealand.

<a href="#">National Environmental Standards for Commercial Forestry</a>	This NES provides nationally consistent regulations to manage the environmental effects of forestry.
<a href="#">National Environmental Standards for Electricity Transmission Activities</a>	This NES sets out which electricity transmission activities are permitted, subject to conditions to control environmental effects. They apply only to existing high voltage electricity transmission lines.
<a href="#">National Environmental Standards for Freshwater</a>	This NES regulates activities that pose risks to the health of freshwater and freshwater ecosystems.
<a href="#">National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat</a>	This NES sets out nationally consistent rules for certain greenhouse gas emitting activities from industrial process heat.
<a href="#">National Environmental Standards for Marine Aquaculture</a>	This NES replaces regional council rules for existing marine farms and provides a more certain and efficient process for replacing consents, realigning farms and changing farmed species. In some instances, they allow regional council rules to remain in force.
<a href="#">National Environmental Standards for Sources of Human Drinking Water</a>	This NES sets requirements to protect sources of human drinking water from becoming contaminated.
<a href="#">National Environmental Standards for Storing Tyres Outdoors</a>	This NES provides nationally consistent rules for the responsible storage of tyres.
<a href="#">National Environmental Standards for Telecommunication Facilities</a>	This NES sets national rules regarding the deployment of telecommunications infrastructure across New Zealand.
<a href="#">National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health</a>	This NES includes requirements for assessing and managing potentially contaminated soil.

Please ensure your application includes a summary of this consultation with the Ministry, and an explanation of how this consultation has informed your project. This information must be included in your application, regardless of whether it is a referral application or a substantive application for a listed project.

Thank you for consulting with the Ministry for the Environment as the relevant administering agency for the RMA and the EEZ Act.

If you have any queries in relation to the FTAA process, please contact [info@fasttrack.govt.nz](mailto:info@fasttrack.govt.nz) for further assistance.

Ngā mihi,



**Acting General Manager, System Enablement and Oversight**

**[F] New Zealand Transport Agency Waka Kotahi**



## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Friday, 24 October 2025 2:03 pm  
**To:** Helen Dempster  
**Subject:** RE: Parkburn Quarry development proposal - preliminary feedback (NZTA Ref 2025-1085)  
**Attachments:** 15090-241025-dewe.pdf

Hi Helen,

Hope you're doing well.

We've been progressing the referral application over the last month or so, and have now received some further comment from Andy Carr in relation to the transport queries you have raised below. Please find his response **attached**. In terms of the queries on the modelling, Andy has noted that the modelling utilised for his assessment is the same as that used for the PC21 process, and we can provide further information or work through as part of the substantive application phase, assuming the referral is successful. Alternatively, it might be easier to arrange a meeting to run through and discuss – let me know your thoughts.

With respect to the queries around conditions and acoustic matters, the intent is that we would work through appropriate conditions with NZTA in relation to these matters, including in relation to the acoustic treatment requirements for buildings in proximity to SH6 (with this captured in our referral application). We will be submitting the referral application shortly, and whilst NZTA will have formal opportunities to provide comments and feedback as part of that process, we're keen to continue engaging with NZTA, so please let me know if you're keen to discuss.

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

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**From:** s 9(2)(a)  
**Sent:** Friday, 22 August 2025 2:53 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** Parkburn Quarry development proposal - preliminary feedback (NZTA Ref 2025-1085)

Hi Daniel,

Thank you for engaging with the New Zealand Transport Agency on Fulton Hogan Land Development Limited's (FHLDL) new proposal for developing Park Burn quarry.

We note that in Section 4.2 of the document titled 'FTAA Referral Project Summary Document' it is indicated that a Transport Assessment (TA) has been commissioned by FHLDL and will form part of their Fast Track Approval Act (FTAA) referral application. NZTA would welcome the opportunity to review and comment on that TA if there is sufficient time between its completion and FHLDL's intended application lodgement date.

I have sought feedback on the information you have supplied to us, to date, from colleagues in the NZTA Safety, Network Management and Transport Planning teams and I have compiled their responses below, along with my own Environmental Planning comments:

- Based on the information supplied, we don't think there's enough evidence to confirm the appropriateness of the lower trip generation rates. We are comfortable with the survey and total volumes (and thus the conclusion that upgrades aren't required under the No Development scenario), but it's not entirely clear how the applicant has identified 450 houses in Pisa Moorings and therefore that the per household trip rate is appropriate. I'd expect them to confirm with CODC how many CCCs have been issued or check with LINZ for registered titles. While it's not impossible, our initial view is that it doesn't seem to quite add up that effectively half the houses would generate no peak hour traffic. There's no explanation for why it would be so much lower than typical (except that it's *not* because of occupancy). We understand Pisa Moorings has a high proportion of retirees – is there any evidence that the same is expected at Parkburn? Some demographics data from the Census would be helpful to corroborate.
- It would be good to have more detailed information on the modelling – it's not clear what/how modelling was actually done. Particularly:
  - What is the performance of critical movements at the intersections, as opposed to the overall intersection? We're particularly interested in turning movements from the highway that could warrant different turning lane arrangements. There's reference to left turn lanes but what are the requirements for right turn lanes to avoid blocking the highway?
  - What assumptions were made around trip distribution resulting from creating the Pony Court link? Would Pisa Moorings traffic realistically travel ~1km north to an intersection with worse level of service (according to Table 3) to head south on the highway? There isn't enough evidence to conclude that the link negates the need for intersection improvements.
  - Why the performance of SH6/Burn Cottage Road changes so drastically (from LOS E to LOS A) with a drop in volumes of just 191 – what are the critical movements?
  - Why do SH6/Lowburn Valley Road volumes drop by 368 but SH6/Burn Cottage Road volumes only drop by 191?
- How will it be ensured that the connection through to Pisa Moorings is completed? From the letter it sounds like FHLDL are only planning to build to the boundary? We think it would be good to have this through-connection constructed early in the development to limit short trip traffic on the highway.
- While the argument is made that intersection upgrades aren't necessary from a capacity perspective, there's little apparent assessment of the potential impact on safety.
- It would be our preference to have general conditions that require intersection upgrades 'as approved by NZTA' (i.e. their design), rather than committing to specific outcomes/upgrades now. This approach enables any future updated/revised guidelines, that inform safety and capacity aspects of intersection design, to be taken into account. We would support conditions that clearly identify triggers/thresholds for when intersection upgrades would need to occur to manage effects on the state highway network.
- Has the applicant considered active transport to Cromwell, like upgrading the current trail by sealing to provide a higher level of service (LOS)?
- The 'Indicative Proposed Development Plan' shows a 'SH6 Landscape Buffer', which is presumably to mitigate visual amenity effects rather than mitigate the effects of noise arising from the normal operation of SH6 on residential activities (i.e. noise sensitive activities) established within the Park Burn site? NZTA has an interest in ensuring that new buildings, to be used by noise sensitive activities, established within 100 metres of the sealed edge of the carriageway of the state highway (being the distance noise from highway traffic could emit and adversely impact noise sensitive activities in this location) are designed, constructed and maintained to achieve an appropriate internal noise level so as to ensure occupants are not adversely affected by highway noise. For any noise sensitive activities that would be located within 100m of the highway, we would therefore want to see appropriate noise mitigation measures implemented through a condition(s).

Please feel free to contact me if you'd like to discuss matters raised in this initial feedback. We are happy to meet with you to discuss the points made above, if you would find that useful.

Kind regards  
Helen

**Helen Dempster** / Principal Planner  
Environmental Planning - Poutiaki Taiao  
**System Design - Te Toki Tārai**

DD s 9(2)(a)

E s 9(2)(a)

Waka Kotahi NZ Transport Agency  
Dunedin Office / AA Centre, 450 Moray Place,  
PO Box 5245, Dunedin 9058, New Zealand



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## Daniel Thorne | Town Planning Group

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**From:** Dalice Harmer | Town Planning Group on behalf of Daniel Thorne | Town Planning Group  
**Sent:** Wednesday, 6 August 2025 3:24 pm  
**To:** 'EnvironmentalPlanning@nzta.govt.nz'  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

Cell: s 9(2)(a) | Email: s 9(2)(a)  
Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

**[G] Te Ao Mārama Incorporated**



## Daniel Thorne | Town Planning Group

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**From:** Dalice Harmer | Town Planning Group on behalf of Daniel Thorne | Town Planning Group  
**Sent:** Wednesday, 6 August 2025 3:24 pm  
**To:** office@tami.maori.nz  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)

Offices in Tāhuna & Ōtautahi

[H] Aukaha



## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a)  
**Sent:** Monday, 13 October 2025 3:46 am  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** RE: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn  
**Attachments:** Te-Waipounamu-Wharekauri-Sthn-South-Island.pdf; Te Runanga o Ngai Tahu Declaration of Membership Order 2001.pdf

Kia ora Daniel

I've attached two documents here which may help you in terms of helping set out who has primary interest in terms of mana whenua in Cromwell. MFE will be scoping this widely as they will be fearful of leaving a party out but they cannot determine who is/are mana whenua – it is for us to tell you who that is and manage that.

I'm happy to talk you through it today before 1.30pm or Wednesday is not too bad either.

Nā, Shane

---

**From:** s 9(2)(a)  
**Sent:** Thursday, 9 October 2025 11:13 am  
**To:** s 9(2)(a)  
**Subject:** RE: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Kia ora Shane,

I was keen to have a quick chat through matters on the above project if you have any time in the next day or so? If so, can you let me know a good time to call? Alternatively, feel free to drop me a line when suits.

I'm particularly interested in your feedback on following up with Te Rūnanga o Ngai Tahu, and on the position of the other Papatipu Rūnanga, as conscious that MFE are taking a fairly definitive view around confirming compliance with engagement requirements for relevant iwi authorities / Treaty settlement entities under the fast track legislation.

Cheers



**Daniel Thorne – Director**

s 9(2)(a)  
Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Tāhuna & Ōtautahi

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**From:** s 9(2)(a) >  
**Sent:** Monday, 29 September 2025 1:51 pm  
**To:** 'DEWE, Gregory' s 9(2)(a); Daniel Thorne | Town Planning Group  
s 9(2)(a)  
**Cc:** 'Brett Ellison' s 9(2)(a)  
**Subject:** RE: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Kei te pai Greg.

We are happy for you to execute and send it through. We will then arrange for execution at our end.

Nā, Shane

---

**From:** s 9(2)(a)  
**Sent:** Monday, 29 September 2025 9:22 am  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Mōrena Shane;

Thank you for getting the draft Process Agreement through so promptly. It looks fine to me and I am happy to sign it now if that works for you.

**Regards**

**Greg Dewe** | General Manager | [Fulton Hogan Land Development Ltd](#) | Mobile s 9(2)(a)

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**From:** s 9(2)(a)  
**Sent:** Friday, 26 September 2025 4:32 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** FW: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Daniel, Greg – Kia ora anō

Good to have the hui this morning.

See attached a draft Process Agreement for your review.

Let me know any pātai.

Have a good weekend.

Nā, Shane

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Fulton Hogan is a dynamic, diversified contracting company active in New Zealand, Australia and the Pacific Basin. Constituent divisions represent a broad range of products and services in the roading, quarrying and civil construction sector, and hold strong positions in their respective markets. <http://www.fultonhogan.com>

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to <http://www.fultonhogancareers.com>

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## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a) m  
**Sent:** Monday, 22 September 2025 2:45 am  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** FW: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn  
**Attachments:** [EXT] Re: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Kia ora Daniel me Dalice

I'm reaching out following the email trail below.

Brett and I represent two Papatipu Rūnanga who have a shared interest as mana whenua in the Cromwell area. Do you have 30 minutes very late this week for a phone call about your project and discuss how we engage with you on it moving forward?

Kā mihi,

Shane Ellison

---

**From:** s 9(2)(a)  
**Sent:** Friday, 19 September 2025 4:43 pm  
**To:** s 9(2)(a)  
**Subject:** RE: [EXT] RE: Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Kia ora Shane,

Thanks, turns out that Dalice McGregor who was doing the chasing up is the planning administrator for Town Planning Group. Daniel Thorne is the primary contact for the Town Planning Group – and shows up on the website as a Director.

Kā mihi, Pam

---

**From:** s 9(2)(a)  
**Sent:** Friday, 19 September 2025 10:24 am  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** Request for consultation in relation to referral application by Fulton Land Development Limited - Parkburn

Mōrena koutou,

Please find attached.

Fulton Hogan Land Development Limited (**FHLD**) are preparing an application for referral under the Fast-track Approvals Act 2024 (**FTAA**) for statutory approvals associated with the following project (termed 'Parkburn'):

- A staged subdivision of land for residential development for approximately 1,000 residential lots / units), including provision for a local commercial centre, potential primary school site, and reserve areas, over an area of approximately 118ha associated within the existing Parkburn Quarry; and
- Associated bulk earthworks, landscaping, access, and infrastructure development.

Some background with regard to the Private Plan change 21 to the Central Otago District Plan is provided in the project summary. Michael Bathgate of Aukaha was involved in that process on behalf of rūnaka – he will be able to provide an update if required.

I have briefly spoken with Dalice McGregor of Town Planning Group (NZ) Limited (the applicant's agent) and advised that I would refer this request for consultation through to the steering group to manage this process.

The Town Planning Group lodged through the Aukaha portal and have asked for receipt of the application as soon as possible. I believe it would be most appropriate for rūnaka to directly reply to s 9(2)(a)

s 9(2)(a)

Attached is a zip file and email.

Please let me know if you have any queries.

Kā mihi,  
Pam



**Pam Walker**

Kaiwhakamahere Matua Whakaaetaka (Senior Planner - Consents)  
Mana Taiao

Level 2, 266 Hanover Street, Dunedin 9016 | PO Box 446, Dunedin 9054

s 9(2)(a)

[www.aukaha.co.nz](http://www.aukaha.co.nz)



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**[1] Te Rūnanga o Ngāi Tahu**



## Daniel Thorne | Town Planning Group

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**From:** Dalice Harmer | Town Planning Group  
**Sent:** Thursday, 16 October 2025 1:07 pm  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** Fw: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road



**Dalice Harmer – Planning Administrator**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)  
Offices in Queenstown & Christchurch

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**From:** s 9(2)(a)  
**Sent:** 16 October 2025 12:59 PM  
**To:** s 9(2)(a)  
**Subject:** RE: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

Kia ora Daniel,

Thanks for the update and for sharing the latest plans.

Apologies for the delay in responding — we're currently swamped, and as a small team, capacity is tight. We appreciate your continued engagement and understand the importance of progressing this project.

Please continue working directly with mana whenua as outlined in your process agreement. That engagement is key, and we support that approach.

While this is a referral application, we encourage early and ongoing engagement before lodging any substantive applications. This will help ensure that cultural values and environmental considerations are appropriately reflected.

We'll look to connect in with REE and keep an eye on future developments as capacity allows.

Ngā mihi nui,  
Rachael

---

**From:** s 9(2)(a)  
**Sent:** Wednesday, 6 August 2025 3:22 p.m.  
**To:** Te Runanga o Ngai Tahu <[info@ngaitahu.iwi.nz](mailto:info@ngaitahu.iwi.nz)>; TTW <[ttw@ngaitahu.iwi.nz](mailto:ttw@ngaitahu.iwi.nz)>  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

**Caution:** This is an EXTERNAL email. Please consider safe cyber security practices.

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

Town Planning Group | [www.townplanning.co.nz](http://www.townplanning.co.nz)

Offices in Tāhuna & Ōtautahi

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## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Monday, 13 October 2025 5:08 pm  
**To:** ttw@ngaitahu.iwi.nz; info@ngaitahu.iwi.nz  
**Subject:** FW: Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** Parkburn Masterplan October 2025.pdf; CROWN LAND WORKS.pdf

Kia ora,

I wanted to reach out and follow up on the below email, as keen to understand whether Te Rūnanga o Ngāi Tahu have any feedback or queries on the project. By way of brief update, we have further progressed the design plans and the extent of works involved (particularly in terms of the lake margins), with these latest plans attached as follows

- Parkburn Masterplan
- Crown Land – Works Plan

We're progressing the referral application at the moment, and whilst remaining high level in terms of project detail (commensurate to the referral phase), we're keen to ensure any feedback can be appropriately considered prior to submission of the application. In this respect, I note that the Applicant has recently signed a process agreement with Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou and Hokonui Rūnanga (collectively kā rūnaka), with this confirming the engagement process moving forward. I'm interested in understanding whether Te Rūnanga o Ngāi Tahu wish to provide any specific feedback on the project, or whether there is a preference for Applicant's to directly engage with and receive feedback from kā rūnaka.

Look forward to hearing from you,



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

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**From:** Dalice Harmer | Town Planning Group **On Behalf Of** Daniel Thorne | Town Planning Group

**Sent:** Wednesday, 6 August 2025 3:22 pm

**To:** 'info@ngaitahu.iwi.nz' <info@ngaitahu.iwi.nz>; TTW <ttw@ngaitahu.iwi.nz>

**Cc:** s 9(2)(a)

**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

**[J] Otago Regional Council**



## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a)  
**Sent:** Friday, 10 October 2025 2:47 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Hi Daniel,

Sounds like good progress.

If you could send through the updated plans, that would be great, just so we are kept in the loop.

If there are no notable changes, I don't think we would need to catch up to discuss.

Have a good weekend!

Regards  
Andrew

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**From:** s 9(2)(a)  
**Sent:** Thursday, 9 October 2025 10:57 am  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Hi Andrew,

We managed to confirm a meeting with CODC last Friday, and we're coordinating a few minor updates to the plans to respond to their feedback. We've also met with Shane Ellison and Brett Ellison representing a few Papatipu Rūnanga, and confirmed a process agreement with them. There are no notable changes to the development outcomes from that previously discussed with you and Martina, but happy to share the updated plans if that is useful?

With the additional consultation progressing, we're aiming for lodgement of the referral application by Monday 27<sup>th</sup> October.

Let me know if you're keen to catch up and run over,

Cheers



**Daniel Thorne – Director**

s 9(2)(a)  
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**From:** s 9(2)(a)  
**Sent:** Tuesday, 7 October 2025 11:38 am  
**To:** s 9(2)(a)

Cc: s 9(2)(a)

Subject: RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Kia ora, Daniel,

Just checking in, do you have an indicative timeframe for when you're planning to lodge the referral application?

Thanks

Andrew

---

**Andrew Maclellan**

Associate – Resource Management Consultant



s 9(2)(a)

[www.incite.co.nz](http://www.incite.co.nz)

---

**From:** s 9(2)(a)

**Sent:** Thursday, 18 September 2025 4:08 pm

**To:** s 9(2)(a)

**Cc:** s 9(2)(a)

**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Thanks Andrew, that's useful feedback, and will look to address within the referral application / plans etc. Will keep you informed as we progress further.

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

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**From:** s 9(2)(a)

**Sent:** Thursday, 18 September 2025 3:42 pm

**To:** s 9(2)(a)

**Cc:** s 9(2)(a)

**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Kia ora, Daniel,

As indicated in my last email we have circulated the additional plans provided to the wider Fast Track Working Group at ORC for feedback.

We have received the following feedback:

## Compliance

- Compliance are very keen to be involved in reviewing the draft consent conditions. One matter we recommend keeping in mind is the staging of earthworks. Appropriate staging will be important here, given the proximity of works to Lake Dunstan and the significant cut and fill proposed.

## Transport

- The [Otago Regional Public Transport Plan 2025-2035](#) (RPTP) sets intentions to introduce new contracted services between Cromwell and Queenstown by 2031, subject to funding and further study (p. 60). Being a regional service, it is unlikely to be routed through the proposed Parkburn development in its introduction. However, given Cromwell's high forecasted growth rate, it is possible for within-Cromwell public transport services to be introduced in the coming decades. Given this possibility, we would advise Parkburn is developed in a way that is compatible with frequent public transport service provision. Urban form factors aligned with frequent public transport provision are laid out in Appendix E and F of the RPTP (p. 109-113). If these urban form factors are not present, ORC will not provide public transport services sufficient to enable well-functioning urban environments as per the RPTP's land use policies (p. 46).
- As emphasised by the 'proximity' urban form factor referenced in the RPTP, we support the planned social infrastructure provision (a primary school, neighbourhood centre, and preschool) and would strongly encourage retail and commercial space to be incorporated into the development design. Such a mixed-use development would enable people to have greater access to jobs and shopping, particularly by way of walking and cycling.
- In addition to the above, for the Parkburn development to support the [ORC Strategic Direction transport goals](#), we strongly advocate Fulton Hogan provide high quality comprehensive walking and cycling infrastructure laid out in the NZ Transport Agency's [pedestrian network guidance](#) and [cycling network guidance](#). We encourage Fulton Hogan to closely follow this guidance to ensure people can move easily and safely in the Parkburn development and are not unduly dependent on private vehicles.
- By incorporating the above feedback, Fulton Hogan would improve Parkburn's alignment with the Fast Track Approvals Act 2024 section 22(2) by:
  - o Reducing transport-related greenhouse gas emissions
  - o Contributing to a well-functioning urban environment

If you have any additional technical information you wish to share prior to lodging your referral application, I am happy to facilitate further review across the relevant teams. The more detail we have at this stage, the easier it is to identify potential red flags early in the process.

Regards

Andrew

---

**Andrew Maclennan**

Associate – Resource Management Consultant



s 9(2)(a)

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---

**From:** Andrew MacLennan  
**Sent:** Tuesday, 9 September 2025 2:17 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Hi Daniel,

Thanks for providing these additional plans.

We have circulated them to the wider Fast Track Working Group at ORC for feedback.

If there is any feedback or red flags from this group, I will be in touch.

Regards  
Andrew

---

**From:** s 9(2)(a)  
**Sent:** Friday, 29 August 2025 2:26 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** FW: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Hi both,

As per Greg's message, we have now received the stormwater memorandum and cut/fill plans, which I've **attached** for your review / comment. While these are still preliminary, they provide a useful indication of the proposed stormwater management options and the extent of earthworks likely required to achieve the finished design surface.

As you'll appreciate, assuming our referral application is successful, we'll progress with further detailed investigations and reporting as part of the substantive application.

Please let me know if you have any queries or would like to discuss.

Cheers



**Daniel Thorne – Director**

s 9(2)(a)  
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**From:** s 9(2)(a)  
**Sent:** Tuesday, 26 August 2025 12:30 pm  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Thanks Andrew.

I am hoping to have the Stormwater memo and the cut fill plans by the end of the week and will share once to hand.

**Regards**

s 9(2)(a)

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**From:** s 9(2)(a)

**Sent:** Monday, 25 August 2025 1:32 pm

**To:** s 9(2)(a)

s 9(2)(a)

**Subject:** Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Hello all,

Thanks for your time last week. It was a helpful discussion.

As discussed, I have drafted some brief meeting notes. Based on the information provided to date, I have also provided a summary of the likely Otago Regional Council resource consent requirements.

We will await any technical information you wish to share prior to lodging your referral application.

Regards

Andrew

---

**Andrew Maclennan**

Associate – Resource Management Consultant



s 9(2)(a)

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## File note

<b>Meeting date:</b>	21 August 2025
<b>Attendees:</b>	Daniel Thorne, Greg Dewe, Tim James (applicant), Martina Courtier and Andrew Maclennan (Otago Regional Council)
<b>Subject:</b>	Initial meeting - referral application from Fulton Hogan Land Development Limited (FHLD)

## Introduction

1. Thank you for attending a pre-application meeting with Martina and I to discuss your pending Fast-track referral application.
2. This file note summarises and confirms our advice to you following this meeting. We can provide comments and advise through this pre-application service on the preparation of your substantive application. This consultation may include:
  - Assistance with rules assessments and determining consent requirements.
  - Review of technical reports.
  - Review of draft conditions and provision of Otago Regional Council's standard consent conditions.
  - Site visits.
3. During this meeting, we provided some high-level consent advice based on your description of this project.
4. The comments below are based on the discussion at the pre-application meeting and the pre-application form you provided.

## Application

5. Fulton Hogan Land Development Limited (FHLD) is seeking referral under the Fast-track Approvals Act 2024 (FTAA) for a staged residential development (~1,000 lots/units) with a local centre, possible primary school site, reserves, bulk earthworks, lake/stream-edge enhancements, and SH6 intersection works over 118 ha at the former Parkburn Quarry.
6. Following the meeting the following updated master plan was provided to ORC:



7. In addition to the content within the Fast-track pre-application request, at the meeting, the applicant provided the following details related to the application:
  - a. Discussions are underway with CODC to provide potable water and wastewater connections to the site via the CODC reticulated network.
  - b. A bore required to provide water for irrigation and dust suppression. In the interim, there is an existing bore used by the quarry activity that may be used by the land development activity.
  - c. Stormwater will be managed via a treatment train, with a focus on first flush treatment. Discharge is likely to be to land and/or via coves into Lake Dunstan.
  - d. Stormwater concepts are currently being developed via Woods Consulting and will be shared with ORC once available.
  - e. The site will require extensive earthworks to transition from a quarry to a residential development.
  - f. Quarrying on the site will likely continue for 2 -3 years. There will be a need to manage the transition between the existing quarry consents and the future land development consents.
  - g. Structures (bridges /walkways) are proposed over the Park Burn Creek.
  - h. Consultation with CODC has begun on servicing. The applicant has contacted CODC and iwi regarding the application.

- i. The general public is aware of the site's development plans via the Plan Change 21 process. However, it is not well known that the plans have changed via the upcoming Fast-track referral application.

## Summary of likely resource consent requirements

8. The details of the activity are largely unknown, and as such, a full assessment of the activity against the Water Plan, Waste Plan and Air Plan will be required within the substantive application. A sufficient level of information will also be necessary for the ORC to undertake a [s.30 assessment](#) before the substantive application is lodged with the EPA.
9. Based on the information provided to date, the following rules might be applicable to the activity.

### Water Plan

- a. Discharge of stormwater.
  - i. If the discharge of stormwater to Lake Dunstan is proposed within the application. If the activity cannot meet the permitted activity rules within Rules 12.B.1.8 and 12.B.1.9, consent would be required under 12.B.3.1 as a restricted discretionary activity.
- b. Discharge of water (other than stormwater).
  - i. If water (other than stormwater) or a contaminant is discharged, consent would be required under 12.B.4.1 as a discretionary activity (i.e., if part of the site was an industrial or trades premises).
- c. Defence against water (if bunds are required to manage flooding risk etc)
  - i. If a defence against water is required, due to floodwater being directed into channels by bunds, resource consent would be required under Rule 14.3.2.1 as a discretionary activity.
- d. Diversion of water (to fill up the coves)
  - i. If the damming or diversion of flood water is required, the application will need to meet the permitted activity rules within Rule 12.3.2. If the permitted activity rules cannot be complied with, resource consent would be required under Rule 12.3.4.1 as a discretionary activity.
- e. Bore construction (if required)
  - i. If a bore is required to obtain groundwater, consent would be required as a controlled activity pursuant to Rule 14.1.1.1.
- f. Take and use of surface water and/or groundwater (for the creation of the Coves and dust suppression)
  - i. The taking and use of surface water from Lake Dunstan could be permitted under Rule 12.1.2.2. Where these permitted standards cannot be achieved, consent will be required as a discretionary activity pursuant to Rule 12.1.5.1.

- ii. The taking and use of groundwater could be a permitted activity under Rules 12.2.2.2 or 12.2.2.4. Where these permitted standards cannot be achieved, consent will be required as a discretionary activity pursuant to Rule 12.2.4.1.
- g. Alteration of the bed of Lake Dunstan (for the creation of the Coves)
  - i. The alteration of the bed of Lake Dunstan for the creation of the coves will require resource consent as a discretionary activity pursuant to Rule 13.5.3.1.
- h. The removal of vegetation on the bed of a lake (if required)
  - i. The removal of specific plants from the bed of any lake could be a permitted activity under Rule 13.7.1.1. Where the standards are unable to be met, the removal of specific vegetation from the bed of Lake Dunstan is a controlled activity pursuant to Rule 13.7.2.1.
- i. The introduction or planting of vegetation on the bed of a lake (if required)
  - i. Rule 13.6.1.1 prohibits the introduction of a specific vegetation on the bed of Lake Dunstan.
  - ii. The introduction or planting of plants on the bed of Lake Dunstan could be a permitted activity under Rule 13.6.2.1. Where the standards are unable to be met, the introduction or planting on the bed of Lake Dunstan is a discretionary activity pursuant to Rule 13.6.3.1.
- j. Earthworks for residential development.
  - i. Given the scale of earthworks required, the use of land, and the associated discharge of sediment into water or onto or into land where it may enter water, for earthworks for residential development will require resource consent is required as a restricted discretionary activity in accordance with Rule 14.5.2.1.
- k. Structures over streams
  - i. The erection or placement of a structure over the bed of a river could be a permitted activity under Rule 13.2.1.7. Where the standards are unable to be met, resource consent will be required as either a restricted discretionary or discretionary activity pursuant to Rules 13.2.2.1 or 13.2.3.1.

#### Waste Plan

- l. The disturbance of a contaminated site.
  - i. Part of the site is listed on the Otago Regional Council - Listed Land Use Register (HAIL.00359.01 - Fulton Hogan Asphalt Plant Parkburn). If earthworks are required on this part of the site, resource consent would be required as a discretionary activity for disturbance of a contaminated site pursuant to Rule 5.6.1.

#### Air Plan

- m. The discharge of contaminants into air from the sorting, crushing, screening, storage and conveying (including loading and unloading) of aggregates, and the discharge of contaminants into air from the extraction of minerals from and the crushing and

screening of minerals could be a permitted activity under Rules 16.3.5.2 and 16.3.5.3. Where these permitted standards cannot be achieved, consent will be required as a discretionary activity pursuant to Rule 16.3.5.9.

- n. The discharge to air from miscellaneous activities, including vehicle engine maintenance and servicing, or building and construction activities is permitted under Rule 16.3.13.1 of the Air Plan provided any discharge of smoke, odour, particulate matter or gas is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. If the permitted activity standard is unable to be met, the discharge will require resource consent as a discretionary activity pursuant to Rule 16.3.14.1.

### **Regional Policy Statements**

10. The information provided within the pre-application request does not contain a detailed assessment of the project against the relevant provisions of the pORPS or the ORPS. This assessment is required within the substantive application.

### **Other relevant documents**

11. The information provided within the pre-application request does not contain a detailed assessment of the project against a number of other relevant planning documents including:
  - a. Kāi Tahu Ki Otago Natural Resource Management Plan 2005
  - b. National Policy Statement for Freshwater Management 2020
  - c. National Policy Statement for Indigenous Biodiversity
  - d. Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES-F)
12. This assessment is required within the substantive application.

### **Next steps**

13. We will await any technical information you wish to share prior to lodging your referral application. Upon receiving this information, we will ensure that relevant ORC staff undertake a review and provide feedback, where appropriate.
14. As noted in our meeting, ongoing meaningful consultation will allow us to work through any issues before the substantive application has been lodged.
15. We note that you intend to lodge your referral application towards the end of September 2025.

## Daniel Thorne | Town Planning Group

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**From:** s 9(2)(a)  
**Sent:** Wednesday, 13 August 2025 11:37 am  
**To:** Daniel Thorne | Town Planning Group  
**Cc:** Martina Courtier  
**Subject:** Request for Fast-Track Consent Pre-Application advice - Otago Regional Council

Kia ora Daniel,

Thank you for your Request for Fast-Track Consent Pre-Application advice.

My name is Andrew MacLennan, I have been engaged by Otago Regional Council to assist with the processing of this application, as well as Martina Courtier, who is the ORC Fast Track Planner.

This initial meeting will be a scoping meeting attended by Martina and myself to gain a fuller understanding of the project and to discuss possible resource consent requirements.

If you would like more detailed technical advice we will require further information before a meeting can be arranged with our technical experts. If you have any draft applications or technical reports you can send these through to be reviewed as part of this pre-application service.

**Some important information for you to read about Fast-track pre-application consultation can be found here on our website:** [fast-track-pre-application-consultation-expectation-june-2025.pdf](#). This sets out our expectations for Fast-track pre-application consultation, and will help you make the most of this process to prepare an application that has identified and worked through as many potential issues as possible prior to lodging.

In your application, you have indicated that you would like the meeting to be held in the Alexandra Office. This can be arranged, but the Council would prefer that this initial meeting be held on Teams to reduce the costs associated with travel.

Please confirm where you wish the pre-application meeting to be held.

If you are happy to progress with this initial meeting as a scoping meeting via Teams, do any of these times listed below suit you?

- 12-5pm Thursday 14th
- 1-5pm Monday 18th
- 11-1pm and 3-5pm Thursday 21st
- 12-3pm Friday 22nd

If you could please get back to me with when would suit you best from the above times. If none of the above times suit you, please let me know. I will then follow up with a confirmation email.

Thank you very much.

Kā mihi,

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**Andrew MacLennan**

Associate – Resource Management Consultant



s 9(2)(a)

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## Daniel Thorne | Town Planning Group

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**From:** Dalice Harmer | Town Planning Group on behalf of Daniel Thorne | Town Planning Group  
**Sent:** Wednesday, 6 August 2025 3:48 pm  
**To:** Consent Fast Track  
**Cc:** s 9(2)(a)  
**Subject:** Fast Track Referral Application | Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf; form-request-for-fast-track-consent-pre-application-april-2025 - signed.pdf

On behalf of Fulton Hogan Land Development Limited, please find attached a project summary document for the purposes of engagement on the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. It is noted that further information will become available as technical reports are prepared and, if accepted, as the project proceeds under referred status pursuant to the Fast-track Approvals Act 2024.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

**[K] Central Otago District Council**



## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Monday, 13 October 2025 12:09 pm  
**To:** Ann Rodgers  
**Subject:** FW: Parkburn FTTA Referral Application  
**Attachments:** Parkburn Masterplan October 2025.pdf

Hi Ann,

As mentioned, we have now received the updated master plan (see attached FYI) which reflects the feedback from CODC, with key changes as follows:

- 10m landscaped buffer provided along the northern boundary
- The primary school site is now located next to the lakeside reserve, with the commercial area located in the centre of the development (where the school was)
- Two smaller neighbourhood reserves have been removed.

We're progressing the referral application on the basis of the attached, and aiming to have the application finalised for submission by the end of the month.

If you can let me know if you have any comments on the draft meeting notes circulated last week, that would be appreciated. Happy to discuss,

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Tuesday, 7 October 2025 9:54 am  
**To:** s 9(2)(a)  
**Cc:** s 9(2)(a)  
**Subject:** RE: Parkburn FTTA Referral Application

Hi Ann,

Thanks for your time last week – the feedback provided was very useful and constructive. Please pass on our thanks to Julie and Stacey also. We're presently coordinating updates to the master plan to address the buffer width along the northern boundary, the location of the school / commercial centre, and the number of pocket parks. We anticipate that the other matters discussed can be worked through in greater detail should the referral be accepted, but keen to keep the open dialogue continuing.

As discussed, we have pulled together some brief draft meeting notes which are attached for your review – in word document for ease of adding comments / tracking changes. If you can come back to me with any feedback, or confirmation on the notes, that would be appreciated.

Will be in touch soon with the updated master plan, but any queries, please let me know.

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

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**From:** s 9(2)(a)

**Sent:** Monday, 22 September 2025 2:23 pm

**To:** s 9(2)(a)

**Cc:** s 9(2)(a)

**Subject:** RE: Parkburn FTTA Referral Application

Hi Daniel

Apologies I have been way overseas for the last five weeks, just back today.

Thank you for providing the information and thank you Greg for the better-quality master plan.

I will endeavour to have a good look at the plans this week and come back to you with some initial thoughts. Fiona has indicated that one of your colleagues contacted her while I was away, so I have copied him in also.

Regards

Ann

**Ann Rodgers**

**Principal Policy Planner**



s 9(2)(a)



1 Dunorling Street, Alexandra 9320



[www.codc.govt.nz](http://www.codc.govt.nz)

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**From:** s 9(2)(a)

**Sent:** Monday, 25 August 2025 11:29 am

**To:** s 9(2)(a)

**Cc:** s 9(2)(a)

**Subject:** RE: Parkburn FTTA Referral Application

Hi Ann,

Hope you're doing well.

I just wanted to check in and see whether you've got any initial feedback on the Parkburn FT project, or when we might receive feedback? We're progressing the referral application, and are presently working through some feedback from NZTA, and keen to ensure that any queries from CODC can similarly be considered as soon as possible.

Feel free to reach out if you're keen to discuss,

Cheers



**Daniel Thorne – Director**

s 9(2)(a)

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Offices in Tāhuna & Ōtautahi

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**From:** s 9(2)(a)

**Sent:** Wednesday, 13 August 2025 1:54 pm

**To:** s 9(2)(a)

**Cc:** DS 9(2)(a)

**Subject:** Parkburn FTTA Referral Application

Hi Ann;

Further to the note from Daniel Thorne last week please find attached a better-quality master plan for the site.

In terms of the 'transition area' requested along our northern boundary, which we are expecting to have dialogue with you on, the attached plan includes a 4m wide reserve strip along this edge that can provide for walking and cycling along this edge between the SH and the Lake and connect with the lakeside trail.

**Regards**

s 9(2)(a)

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## MEETING RECORD

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<b>Project Summary</b>	<p>Parkburn FT Referral Application</p> <p>A staged subdivision of land for residential development for approximately 1,000 residential lots/units), including provision for a local commercial centre, potential primary school site, and reserve areas, with associated bulk earthworks, landscaping and infrastructure (including new roads and two intersections with State Highway 6).</p>
<b>Attendees</b>	<p>Ann Rodgers (CODC Planning)</p> <p>Julie Muir (CODC Infrastructure)</p> <p>Stacey Coy (CODC Infrastructure)</p> <p>Greg Dewe (Fulton Hogan Land Development Limited)</p> <p>Daniel Thorne (TPG)</p> <p>Vish Chandra (TPG)</p>
<b>Date</b>	23 October 20253 October 2025 [TEAMS MEETING]
<b>Reference</b>	3259-24
<b>Subject</b>	Referral Application – Meeting with CODC following review of material provided by FHLD

### KEY MEETING NOTES / DISCUSSION POINTS:

- a) Changes to infrastructure standards are expected; while the timing is uncertain, suggestion is for any infrastructure design be undertaken in accordance with and through CODC collaboration. [JM] Approach agreed. [GD]
- b) Staging of the development is supported to manage infrastructure impact, especially on the wastewater network and treatment plant. The timing of the development will assist further. [JM] Likely timeframe for the completion of all stages is 10-15 years. [GD]
- c) An investigation of the CODC wastewater infrastructure capacity is scheduled to commence late 2025. [JM]
- d) General discussions around development contributions / infrastructure funding arrangements – all agreed to be considered as part of further substantive application should referral be accepted.

- e) Suggestion to re-consider opportunities on location of the school; adjacent to the main park infrastructure for shared usage, while appreciating the school infrastructure remains an unconfirmed activity as per the Minister of Education. [AR]
- f) Suggestion to increase landscape buffer width along the northern boundary to 10m. Such width will enable practicable use and maintenance of the area; and can be used for future considerations to offset development contributions. A 10m width also provides a defensible buffer / edge to the north noting land use outcomes to the north presently remain uncertain. [AR]
- g) General support for reserve provision, however, with the larger reserve near the lake being supported it was considered that there could be a reduction of 2 to 3 pocket parks through the development. The number of pocket parks can be reduced (GD).
- h) There was a query around the need and purpose of the southern mid block dedicated walking / cycling path given possible safety concern for users with numerous road crossings and for it to have a destination. [AR] To be reviewed in collaboration with CODC should the referral be accepted (GD).
- i) Confirmed no interest in esplanades and further lake margin reserves given the presence of an existing walking / cycling network along the lake frontage. The proposed connections from the development to this existing network is supported. [AR]
- j) Road closing procedures underway and being presented to Community Board on 27 November 2025. The recommendation is to support the closure (with esplanade reserve position detailed as part of this). [AR]



## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Wednesday, 6 August 2025 4:08 pm  
**To:** Ann Rodgers  
**Cc:** DEWE, Gregory  
**Subject:** Fast Track Referral Application | FHLD Parkburn Residential Development | Luggate-Cromwell Road  
**Attachments:** FHLD Parkburn - FTAA Referral Project Summary Document.pdf; [A] Site Property Plans.pdf; [B] Indicative Proposed Development Plan - WIP.pdf; [C] Transport Report.pdf

Hi Ann,

Further to our recent discussions, please find **attached** a project summary document for the purposes of engagement on Fulton Hogan Land Development's proposed referral application under the Fast Track Approvals Act 2024 for the Parkburn Residential Development, along with supporting attachments.

The project summary provides a high-level overview of the site, project details, and relevant planning and consenting requirements, with sufficient information to enable feedback that will help inform the proposal as it progresses. This document has been circulated to a number of key stakeholders and administering agencies as per the requirements of the FTAA. However, please note that the Indicative Proposed Development Plan (Attachment [B]) is still subject to further refinement, particularly in respect of our discussions around the buffer treatment along the northern boundary. This is still very much a work in progress and will share further details as they become available, but given the early stages of the project, we're keen to continue engaging with CODC to ensure the development plan is fully informed prior to the submission of the referral application.

We look forward to hearing from you,

Kind regards,

Daniel



**Daniel Thorne – Director**

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NB: PLANNED LEAVE | OUT OF OFFICE 5-19 AUGUST 2025

## Daniel Thorne | Town Planning Group

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**From:** Daniel Thorne | Town Planning Group  
**Sent:** Thursday, 12 June 2025 1:16 pm  
**To:** Ann Rodgers  
**Subject:** FW: Parkburn Development Program.

Hi Ann,

Just following on from Tim's message, Greg Dewe and I are keen to have a catch up with yourself to update and run through a few planning / consenting actions involved in the development. I suspect this might need to be on Teams, but how are you placed in the next few weeks to catch up? If you're able to let me know a couple of suggested dates / times I can try and coordinate with Greg.

Cheers



**Daniel Thorne – Director**

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**From:** s 9(2)(a)  
**Sent:** Thursday, 12 June 2025 12:55 pm  
**To:** s 9(2)(a)

**Subject:** Parkburn Development Program.

Hi Kierie

As discussed in our meeting of 3/6/25 we were to provide a timeline and Staging Plan of the proposed FHL Parkburn development.

### Staging:

Attached is a proposed Plan of Staging for the development.

Stage 1 being along the southern boundary and also providing the initial access to the lake side trail. FHL commonly develops 50 - 75 lots per annum on any one of their developments, and although there are 95 lots to be constructed in Stage1 they may sub stage and would also construct the shared path to the Lake Trail in the first year.

### Timing:

It is proposed to apply for Consents for Subdivision and Earthworks this year.

- Consenting; October 2025 through May 2026.
- Earthworks Construction (5 Stages); May 2026 through mid to late 2027
- Stage 1 (or sub stage) Civil Construction; October 2027 through to May 2028.
- 224C Application for Stage 1 in May 2028.

CODC Water and Wastewater connections:

Could you please confirm that this timeline is appropriate and could you also confirm where the CODC connections will be located and end, so that we may start on preliminary infrastructure routing to service both FHL and HWR.

Regards  
Tim James

## Daniel Thorne | Town Planning Group

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**From:** Ann Rodgers s 9(2)(a)  
**Sent:** Tuesday, 8 April 2025 3:45 pm  
**To:** Daniel Thorne | Town Planning Group  
**Subject:** RE: PC21 Parkburn, Cromwell - Meeting

Hi Daniel

Have just left a message for you.

Am more than happy meet with you. I often act as a first point of contact for larger developments bringing in various people from Council as required.

Let me know when you might light to meet, and we can get a bit of a plan in place.

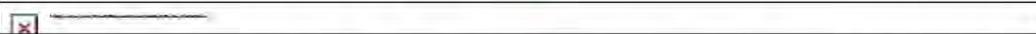
Regards

Ann

**Ann Rodgers**  
Principal Policy Planner



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**From:** s 9(2)(a)  
**Sent:** Tuesday, 8 April 2025 10:46 am  
**To:** Ann Rodgers s 9(2)(a)  
**Subject:** FW: PC21 Parkburn, Cromwell - Meeting

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Hi Ann,

Just following up on my email below, and your availability for a meeting. If you can come back to me that would be appreciated as will need to confirm logistics at our end – feel free to drop m a line to chat over.

FYI – Tim James met with the following CODC Officers last year.

- CODC 3 Waters: Juile Muir, Janice Quiding
- CODC Land Development: Dan Kirkman

Cheers



**Daniel Thorne – Director**

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**From:** Daniel Thorne | Town Planning Group

**Sent:** Wednesday, 2 April 2025 2:53 pm

**To:** s 9(2)(a)

**Subject:** PC21 Parkburn, Cromwell - Meeting

Hi Ann,

I'm assisting Fulton Hogan Land Development with their development plans at Parkburn (the subject of PC21). I'm unsure of how much you're aware of in relation to the site and project, but there have been ongoing discussions around a potential revised development / master plan outcome, with Tim James (Development Manager) having a meeting with the CODC three waters team late last year. I also understand that Tim had an initial discussion with Liz White (CODC Consultant Planner on PC21) regarding a revised master plan outcome (after the PC21 decision release from recollection). It's still very much early days, but the revised master plan is progressing, and we're keen to have a meeting with yourself (and potentially Liz given her experience with the site) to outline the current thinking.

A few of the team are going to be down this way 22 and 23 April – how are you placed for a meeting on either of those days? I suspect a meeting at CODC would work best at your end, but also happy to arrange a site visit if that would assist?

If you can come back to me as soon as you can, that would be appreciated.

Cheers



**Daniel Thorne – Director**

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