Fast Track Application for Homestead Bay

Assessment of Environmental Effects

remarkable planning

Contents

1 Summary of Proposal

Fast-track approval is sought under the *Fast Track Approvals Act 2024* (**FTAA**) for the master-planned development of Homestead Bay by RCL Homestead Bay Limited. The Homestead Bay project is a Listed Project in Schedule 2 of the FTAA.

The Homestead Bay application site is comprised of Lot 12 Deposited Plan 364700 and Lot 8 Deposited Plan 443832 which have a combined area of approximately 205 hectares.

The application site is located at the southern end of the Te Tapuae Southern Corridor of the Queenstown urban area and is zoned Jacks Point Zone and Rural under the Queenstown Lakes Proposed District Plan (**PDP**). Furthermore, the application site is within an identified 'future urban area' under the Queenstown Lakes Spatial Plan.

The proposed development is to comprise:

1. Subdivision of the land to provide 1438 standard residential lots, 22 medium density superlots allowing for approximately 203 future residential units and fourteen high density superlots allowing for approximately 890 future residential units. Combined, the proposal will provide for approximately 2,531 residential units.

2. Creation of three commercial superlots which have a combined area of approximately 2.5 hectares allowing for the future development of around 11,000m^2 of retail floorspace.

3. Flexibility to allow potential school sites should the Ministry of Education be interested in acquiring the land for a school.

4. Development of parks and reserves, recreational trails and implementation of approximately 19 hectares of native planting with complementary pest and weed control.

5. Development of supporting infrastructure including roading, improvements to State Highway 6 (**SH6**), a water supply, water treatment and reservoirs, stormwater treatment infrastructure, wastewater treatment infrastructure and land disposal areas.

The development has been designed by a multi-disciplinary team including surveyors, engineers, planners, urban designers, landscape architects and ecologists.

This application has been prepared in accordance with the requirements of the FTAA which has the purpose of facilitating the delivery of infrastructure and development projects with significant regional or national benefits. The FTAA provides for approvals across a number of different statutes and the proposal requires approval under the *Resource Management Act 1991* and *Wildlife Act 1953* as summarised below.

*Resource Management Act 1991 (**RMA**) Approvals*

The proposal requires consents under the Queenstown Lakes PDP, the Otago Regional Water, Air and Waste Plans and the National Environmental Standards for Freshwater and Contaminated Soil. These approvals are for the following:

- Subdivision consents for the proposed subdivision works and titling. The subdivision is to be undertaken in stages however approval is sought for the entirety of the proposed subdivision.

- Land use consents for the construction of future residential units on the single house lots including bulk and location breaches of the PDP standards. Future resource consents will be lodged for the development of the medium and high density superlots under the standard *RMA* process or a second application under the FTAA.

- Land use consents for the construction and installation of utilities for the servicing of the subdivision and flood protection works, as well as consents for associated location and design control breaches.

- Land use consents to undertake earthworks and removal of vegetation including within, and within proximity of natural inland wetlands.

- Land use consents for traffic generation, public transport facilities and various transport breaches as a result of the subdivision design.

- Water permits, discharge permits and land use consents for the take of water, diversion of stormwater and discharge of wastewater.

- Land use consents for the installation of culverts/crossings and disturbance of the bed of the ephemeral streams as well as the diversion and defence against stormwater water.

- Consents for the disturbance of the small areas of potentially contaminated land for remediation prior to subdivision works in the relevant stages.

- Approval for the cancellation of three existing consent notices.

Wildlife Act 1953 Approval

Consent is also sought under the FTAA for Wildlife Authority for destruction of lizard habitat and possibly lizards during subdivision works.

Summary of Assessment

The proposal is considered to meet the purpose of the FTAA as it will deliver an infrastructure and development project with significant regional benefits. The proposal will deliver a regionally significant increase in supply of housing within Queenstown, with the types of housing proposed responding directly to demand for 'affordable' homes. There will also be significant economic benefits to the region.

The actual and potential effects on the environment are assessed in detail in this report, together with the comprehensive suite of supporting reports appended to the application. The potential adverse effects upon the environment and people are being avoided, remedied or mitigated through the design of the proposal and/or the mitigation measures that are proposed. The mitigation measures include large setbacks provided between the proposed residential lots and the existing residential

developments on adjoining land, significant landscape and indigenous planting for screening, amenity and biodiversity purposes, provisions of a roading and trail network that can integrate into the existing Te Tupuae Southern Corridor network, a comprehensively designed wastewater disposal regime including ongoing monitoring, lizard salvage and release and wetland enhancement.

The proposed development will provide consolidation of urban development within the Southern Corridor of Queenstown in line with that proposed within the Queenstown Lakes Spatial Plan and will integrate with the surrounding developments and corridor through roading and active trail network extensions. The roading network will also allow extension of the public transport route through the corridor and the proposed density within the development will increase its viability as a high frequency transport link. Components of the proposed water and wastewater infrastructure will also allow for future integration by other developments should this be desired.

The development of a local centre within the application site will provide space for commercial and community activities to service both the residents of the development but also the wider corridor and is expected to reduce private vehicle trips into Frankton and Queenstown for day-to-day necessities. A network of reserves are proposed through the site which include a proposal to provide additional land adjoining Jack Tewa Park allowing further development and consolidation of sports and community facilities in this location.

The project will see ecological protection, restoration or enhancement through the retention of the majority of the areas of existing indigenous plantings, supplemented by an additional 19.02ha of indigenous planting as well as pest and weed management.

Overall, the proposal is assessed in detail below and overall is assessed as meeting the purpose of the FTAA in delivering significant economic and housing supply benefits to the region, and the potential effects upon the environment and people are able to be suitably avoided or mitigated.

2 Applicant's Details

The Applicant is RCL Homestead Bay Limited.

RCL Homestead Bay Limited is a wholly owned subsidiary of RCL Real Estate Pty Ltd ("RCL"). RCL is an Australian registered company with a track record of delivering staged master planned residential communities within Australia and New Zealand. RCL, through its wholly owned subsidiary, RCL Henley Downs Ltd, is nearing completion of the Hanley's Farm master-planned community in the Southern Corridor of Queenstown, less than 1km from the Homestead Bay application site.

All Hanley's Farm sections have been sold and the final three stages are under construction and are estimated to be completed in 2026. Upon completion, the Hanley's Farm development will have taken approximately 9 years to complete and will comprise 1,740 sections/houses, a childcare facility, café and primary school, significant indigenous planting, a community garden, a number of recreation reserves and a recreation trail network. In addition to delivering the infrastructure to service Hanley's Farm, RCL has also delivered a substantial amount of general scheme infrastructure to service and enable development within the wider catchment.

The land which makes up the application site is owned by two sister companies of RCL Homestead Bay Limited. Lot 12 Deposited Plan 364700 is owned by RCL Jack's Point Limited and Lot 8 Deposited Plan 443832 is owned by RCL Henley Downs Limited.

In terms of the compliance or enforcement actions that the Applicant has been involved with, over the course of eight years of civil construction at Hanley's Farm (entailing more than 1600 lots of construction to date), there has been one abatement notice and two infringements issued to RCL Henley Downs Limited described in more detail below.

In 2022 an infringement notice was issued by the Otago Regional Council (ORC) to RCL Henley Downs and its contractors for a discharge from a temporary detention pond. The pond overtopped in a large rainfall event at a time when staff were attending to issues elsewhere on site, resulting in a temporary discharge. RCL has since sought from its contractors higher levels of caution and supervision during higher rainfall events.

In 2023, a prolonged cold winter period saw very muddy conditions and prevented washdown of roads due to freezing risks. At this time RCL Henley Downs Limited and its contractors received an abatement notice from the Queenstown Lakes District Council (QLDC) for tracking of mud onto roads. The issue was rectified at the time and RCL Henley Downs Limited has since reviewed its approaches to managing mud tracking risks, including investing in more street sweeping and purchasing portable plastic rumble strips. These methods appear to have reduced the prospect of repeat incidents such as this.

Also in 2023, the ORC issued an infringement notice for runoff in a large rainfall event for a sediment laden discharge into a nearby wetland area. This was after construction was complete, but before an effective grass strike had been established, and temporary controls such as silt fences were overwhelmed by the intensity of the rain. Since this occurred, RCL Henley Downs Limited has invested more in alternative methods to establish a grass strike quicker, such as the more widespread use of hydroseeding and the application of mulch. Indications are that these efforts have reduced the risk of a comparable situation in the future.

In the context of the development of a large-scale residential subdivision across eight years, the above enforcement actions are considered low-level and have resulted in improvements in processes. Ongoing improvement and investment are always being investigated by the company and its contractors. These lessons learned will also inform the operation of the Homestead Bay project.

3 Site Information

This section of the application is provided in accordance with Clauses 5, 8 and 10 of Schedule 5 and Clause 2 of Schedule 7 of the FTAA.

3.1 Site Description

The application site is comprised of Lot 12 Deposited Plan 364700 (shown outlined in yellow in Figure 1 below) and Lot 8 Deposited Plan 443832 (shown outlined in blue in Figure 1 below).

Figure 1: Location of the Application site

Lot 12 Deposited Plan 364700 (hereon referred to as 'Lot 12') has an area of 41.6260 hectares and Lot 8 Deposited Plan 443832 (hereon referred to as 'Lot 8') is 163.4640 hectares in area. Copies of the Records of Title for the site are attached as **Appendix A**.

The sites are part of a corridor of approximately 5,000 hectares in size, and the sites are located at the southern end of the outwash plain enclosed by the Remarkables to the east and Peninsula Hill, Jacks Point Hill and Lake Wakatipu to the west. The Kawarau River is located to the north and Ōraka / Drift Bay is located to the south.

Both of the lots are currently grazed. The majority of Lots 8 and 12 are identified in the QLDC mapped Threatened Environments Classification as having less than 10% of indigenous cover left, with a small area within the southern part of the site (terrace riser) identified as having between 10-20% left.

The site is situated within the wider Wakatipu Basin, which is a landform shaped by successive glaciations. As the ice retreated, it left behind deposits of moraine, till, outwash gravels, and pond sediments over ice-scoured schist bedrock. The sites stratigraphy generally consists of alluvial fan deposits, beach sediments, lake sediments, unconsolidated fill, loess, colluvium, glacial pond deposits, glacial till, and outwash sediments.

According to the Geotechnical Report (appended within **Appendix B)**, the application site can be generally separated into three environments which are shown below in Figure 2.

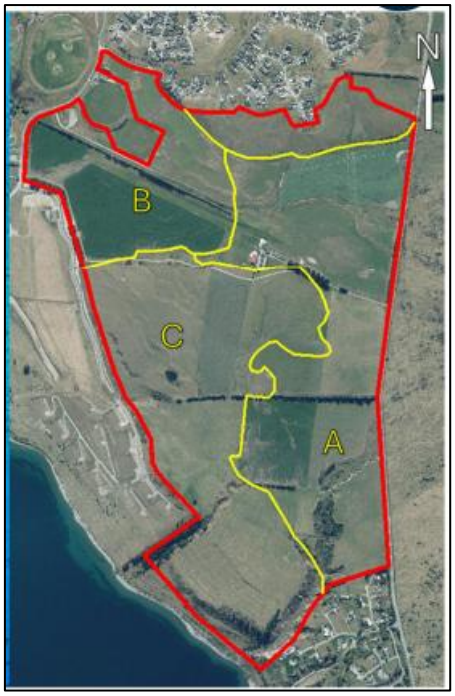

Figure 2: Generalised topographic / geomorphic zones across the site

Zone A comprises the eastern and southern portion of the site and this area of the site is part of the alluvial fan originating from the western slopes of the Remarkables and immediate area as seen in Figure 3 below.

Figure 3: Alluvial fan looking east towards the Remarkables

Zone B is a low-lying area within the north-western part of the site. The land is this area is near flat to sloping very gently towards the west. Investigations in this area encountered laminated silt (lake sediments) and beach deposits at shallow depths.

Zone C extends along the elevated western portion of the site which is comprised of glacial till / outwash deposits and is formed in undulating, irregular hummocky features which can be seen in Figure 4 below.

Figure 4: Photo of part of Zone C showing the undulating hummocky terrain

In terms of soil characteristics, there are three soil types identified across the application site, known as Wakatipu, Barrhill and Pigburn soils.

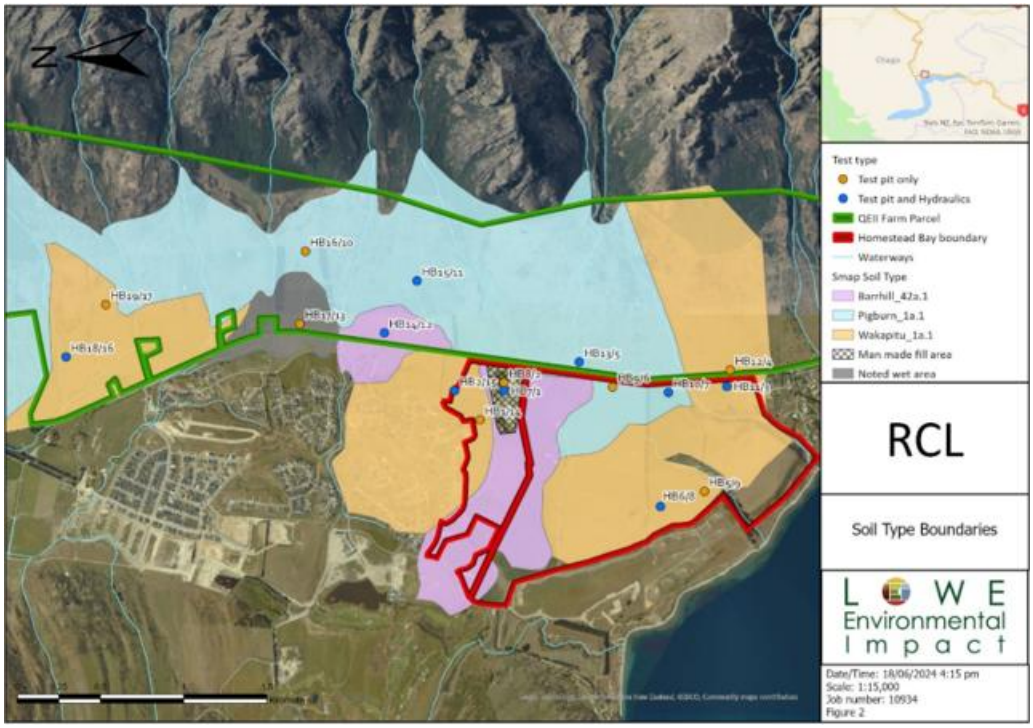

Figure 5: Soil types across the application site including test pit locations

The Geotechnical Report appended in **Appendix B** identifies that the eastern edge of the site comprises perched groundwater zones and unconfined aquifers, however the rest of the property has

an unconfined groundwater layer. The regional groundwater table has been found at depths of 4.3m – 15.4m below the site.

The application site does not contain any Regionally Significant Wetlands and is not above any C-series aquifer.

In terms of climate, Queenstown weather station (5446) is the closest station that has rainfall, temperature and PET (Potential Evapotranspiration) data that could be used to discuss the climate of the proposed site. The meteorological station has temperature, rainfall and PET records for the period 1970-2021. The data has been sourced from www.data.niwa.co.nz The average annual rainfall, evapotranspiration and precipitation data by month have been presented in the below Table 1.

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Rainfall (mm)	78	59	69	68	90	77	69	72	80	86	68	74	889
PET (mm)	118	89	58	21	3	0	0	9	34	68	96	115	612
Surplus/ Deficit (mm)	-40	-31	10	47	88	77	68	63	46	18	-28	-42	

Table 1: Average Annual Rainfall, Evapotranspiration and Surplus/Deficit by Month (1970-2021)

The data shows an average total annual rainfall of 889 mm, with the highest average monthly rainfall observed in May (90 mm) and the lowest in February (59 mm). The average total potential evapotranspiration (PET) is 612 mm, peaking in January (118 mm) and December (115 mm), while dropping to near zero in June and July. The surplus/deficit column highlights periods of water deficit, particularly in January (-40 mm), February (-31 mm), November (-28 mm) and December (-42 mm), driven by higher PET than rainfall. In contrast, surpluses are observed from April to September, with the largest surplus in May (88 mm).

Figure 6 below shows the monthly mean temperatures follow a seasonal trend, as expected, with a mean temperature of 17 ºC in January (mid-Summer), and dropping to a low of 4.4ºC in July (mid-Winter).

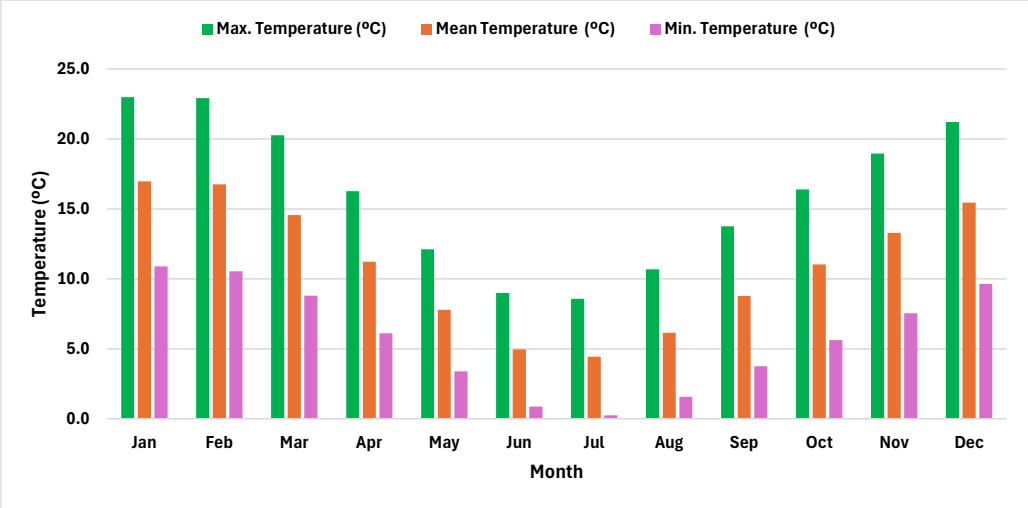

Figure 6: Annual Minimum, Mean and Maximum Temperature Data from 1970-2018 (niwa.co.nz)

Mean annual wind frequencies (%) of surface wind directions and strengths from hourly observations at Queenstown station (Macara, 2015) are shown in Figure 7 below. The plot shows the directions from which the wind blows.

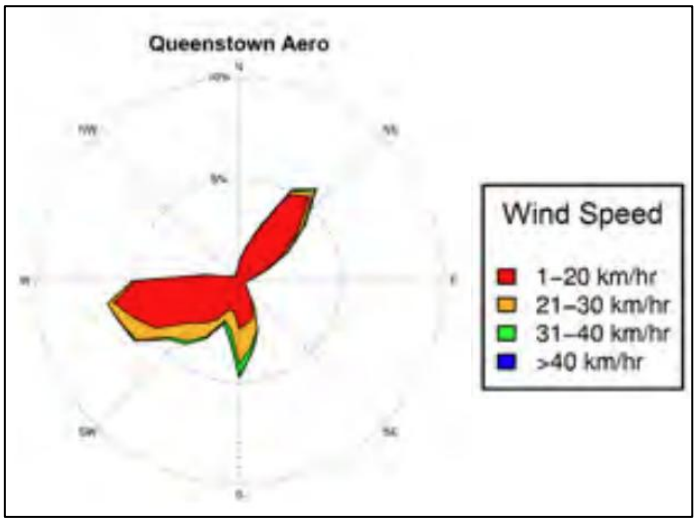

Figure 7: Mean Annual Wind Frequencies and Directions in Queenstown

The wind rose above indicates that the predominant wind directions at Queenstown Airport are from the west and northeast, as shown by the longer segments in those directions. These directions experience the highest frequency of winds across various speed ranges, particularly moderate wind strengths between 1–30 km/hr.

Lot 8 and Lot 12 in themselves are not known to have any specific relevance to the *Ngāi Tahu Claims Settlement Act 1998*. There are seven Papatipu Rūnanga who assert kaitiakitanga over the area and are represented by Aukaha and Te Ao Marama Inc, with the overriding authority being Te Rūnanga o Ngāi Tahu.

Further specific characteristics of each lot making up the application site are detailed below.

Lot 8

Lot 8 is bounded by SH6 to the east. To the west, Lot 8 adjoins Homestead Bay Road and a privately owned lot (Lot 102 Deposited Plan 517771), Chief Reko Road (private road) and five vacant rural residential sized lots. To the south, Lot 8 adjoins Crown lakeside reserve, as well as eight residential properties and the wastewater disposal lot (Lot 60 Deposited Plan 27520) within the adjoining Ōraka subdivision. To the north is Lot 12 which is described below.

Figure 8: Drone view looking northwest across the northern half of Lot 8

Lot 8 contains a grass airstrip and a hangar and associated outbuildings and parking, adjacent to the northern boundary of the lot where a skydiving business - NZone is operated from. The existing lease of the airstrip and associated buildings for the NZone operation is until 2031. The airstrip and hangar can be seen in Figure 9 below. Access to the air strip is via a gravel driveway connecting to SH6 to the east.

The remainder of Lot 8 is free of built form with the exception of a number of water tanks. There is also a gravel formed access track that extends west from the airstrip and then north to Homestead Bay Road.

Figure 9: Location of airstrip and hangar within Lot 8

The site is described in the Coneburn Area Resource Study 2015 as having "*a varied and complex topography comprising a lake escarpment along the entire western edge, rising up to an elevated schist ridge extending from Jacks Point in the south to Deer Park Heights in the north. This ridge then descends to the east into a central valley that is flat to slightly undulating. From here the terrain rises again giving way to a hummocky, channelled topography adjacent to the Highway. Outwash fans dominate the base of the Remarkables. To the south, the Remarkables descend down to the edge of Lake Wakatipu.*"

Figure 10: Drone view looking southwest across the southern half of Lot 8

There are two gullies within Lot 8 as shown in Figure 11 below. These carry flood waters directly to Lake Wakatipu.

Figure 11: Location of the Southern and Central gullies / channels

One of the gullies is located within the southern extent of the site (hereon referred to as the Southern Gully / Channel) and extends from the SH6 boundary of the site (shown in Figures 10 and 11 above) in a southwest direction to meet the Lake Wakatipu lakeshore. The gully contains an ephemeral water course with no evidence of permanent water flow, but it does experience high flow events which have scoured the deep channel along the canyon floor.

The second gully (hereon referred to as the Central Gully / Channel) commences approximately halfway into Lot 8 and extends in a southwest direction to meet the Lake Wakatipu lakeshore. This gully also contains an ephemeral water course and there is minimal wetted habitat. The stream in this gully only flows during and after heavy rainfall and then dries again quickly.

Both gullies contain mixed indigenous – exotic shrubland comprised of a mixture of matagouri, mingimingi, kohuhu and wineberry shrubs and small trees and vines of bush lawyer as well as sweet briar, wilding conifers, hawthorn, broom, elderberry, cotoneaster and buddleia.

Another creek extends along the northern boundary of Lot 8 (with the majority being located within Lot 12) and this creek is hereon referred to as the Northern Creek / Channel. This is a modified ephemeral watercourse which has been channelised.

Lot 8 also contains a pond which is an artificial waterbody that is maintained by a water discharge from a water tank. A small hut (or maimai) is located on one side of the pond and there are duck decoys which indicate the pond was formed for duck shooting.

There are six areas across Lot 8 which have been assessed in the Wetland Assessment in **Appendix C** as being natural inland wetlands. The location of these wetlands is indicated in yellow in Figure 12 below and they are a combination of swamp/marsh wetlands and ephemeral wetlands.

Figure 12: Natural inland wetlands locations within Lot 8

The southwest part of Lot 8 contains a terrace riser fronting Lake Wakatipu. This contains remnant areas of matagouri shrubland, also supporting some areas of tree daisy, migimingi and porcupine scrub. There are also smaller terrace risers within the western part of the lot which also have similar vegetation characteristics as identified in the Beale Consulting Terrestrial Ecological Assessment in **Appendix D**.

Limited shelterbelts are established within Lot 8, including a 300m length located along a portion of the SH6 boundary, another one located in the approximate centre of the site of approximately 760m in length and running on an east-west alignment and a third one which extends between the top of the Central Gully towards the Southern Gully.

The Preliminary Site Investigation (**PSI**) attached as **Appendix E** and shown in Figure 13 below, identifies four areas of Lot 8 where current or historical activities identified on the Hazardous Activities and Industries List (**HAIL**) are/have been undertaken. Three of these are in the northern area of Lot 8 associated with the existing airstrip activities, landfilling and fertiliser storage and the other in the southern portion of the site where the area was likely utilised as a sheep spray race.

Figure 13: Pieces of land identified as potential HAIL sites on Lots 8 and 12

Overall, Lot 8 can be described as a site displaying a predominantly rural pastoral character with an established but relatively small-scale commercial recreation activity within its northern extent. Views into the site are predominantly from SH6 and the surrounding hills and mountains. Views across the site are available from SH6 and includes views of Cecil Peak as well as viewing glimpses of Lake Wakatipu around vegetation and topography.

Lot 12

Lot 12 adjoins SH6 to the east. Jacks Point is located to the north of the lot and there are 29 residential lots which adjoin Lot 12. Lot 12 also adjoins Jacks Point Rise (private road) and an open space area within the Jacks Point development. To the west of Lot 12 is Jack Tewa Park, Homestead Bay Road and part of the Jacks Point Golf Course which includes a wetland. To the south is Lot 8 which is described above.

Lot 12 generally slopes down from east to west as well as from north to south, with the highest point being approximately 410 RL in the northeast corner. Within the northern part of the site the land

slopes up to join the residential lots within the neighbouring Jacks Point subdivision. The southern portion of the lot is of flatter topography and contains existing wastewater disposal infrastructure, including land treatment areas (**LTA**) for Jacks Point. Near the southern boundary there are electricity (Aurora) and Chorus (telecommunications) cables and associated infrastructure.

Recently the eastern part of Lot 12 has been filled with cleanfill material from the nearby Hanley's Farm subdivision (consented under resource consent RM181131). This was completed in 2024.

A gravel car park is located within the south-western corner of Lot 12. However, the majority of Lot 12 is in pastoral grass with some remnant matagouri around the bottom of some of the slopes in the eastern part of the site. Amenity tree planting has been undertaken within the northern part of Lot 12 consistent with the tree planting within the neighbouring Jacks Point land.

There are two ephemeral streams within Lot 12. One extends along the majority of the southern boundary of the lot (and is located partially within Lot 8 – referred to as Northern Creek / Channel). The other stream historically had flows which spread across the central portion of Lot 12, these have been diverted into a channel under RM2005.447 to flow in an east-west direction through the northern portion of the site at the base of the hillslopes and then south to join the Northern Creek. However, this flow is now more or less dry. These creeks flow to the west into modified stream channels and then into the stream located on the opposite side of Homestead Bay Road.

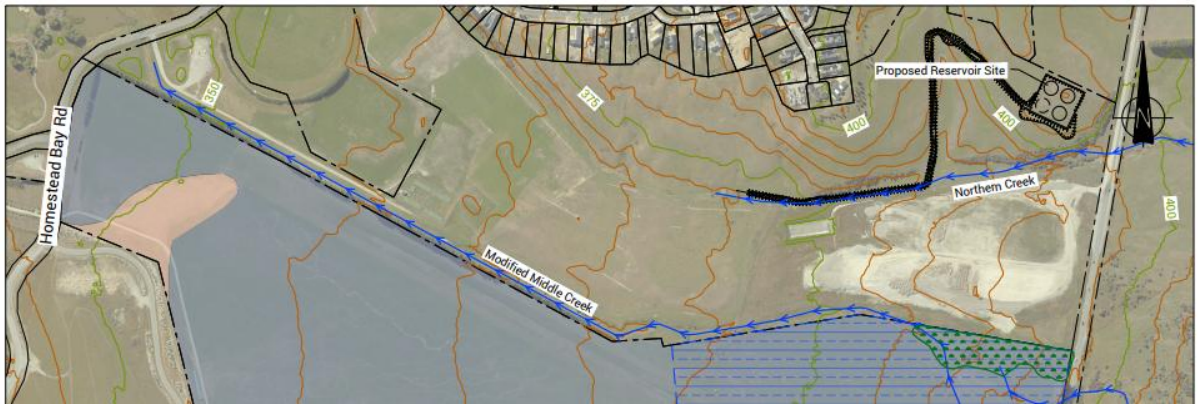

Figure 14: Locations of the Northern Creek and Middle Creek

No wetlands have been identified on Lot 12.

The PSI (**Appendix E**) shown in Figure 14 above, identifies two potential HAIL sites within Lot 12, one relates to the wastewater treatment plant and disposal field along the central portion of the southern boundary associated with the existing JPROA LTA's. The other relates to sheep yards in the southwest corner of the site where some drenching is believed to have occurred.

Overall, Lot 12 can be described as a vacant lot with complex topography which is encumbered by previous and existing uses including the wastewater treatment and disposal for the adjoining Jacks Point suburb. Views into and across the site are obtained from a mixture of private and public views including from Jacks Point, Homestead Bay Road and SH6.

3.2 Legal Description

The application site is legally described as Lot 12 Deposited Plan 364700 and Lot 8 Deposited Plan 443832. The titles for these lots are attached as **Appendix A**.

Lot 8

Lot 8 is 163.4640 hectares in area and is owned by RCL Henley Downs Limited.

The title interests include the following:

- Gazette Notice declaring SH6 adjoining the site to be a limited access road.
- Consent Notice 5572493.1 was registered as part of subdivision consent RM990447. This consent notice has one condition relating to the renewing of the easement for the right to convey water over Section 6 SO 22367 or to provide a suitable alternative approved water supply. This pertains to Area "J" which is located on the other side of SH6 from Lot 8. This is further addressed below.
- Notice under the Climate Change Response Act 2002 stating that part of the land is pre-1990 forest land. The pre-1990 forest land on Lot 8 was limited to shelterbelts as can be seen in Figure 15 below.

Figure 15: Pre-1990 aerial photograph of Lot 8 showing forested land being limited to shelterbelts

- Land Covenant 12714861.8 is a private covenant in favour of RCL Henley Downs Limited preventing objections from a neighbouring landholding (Homestead Bay Trustees Limited).

- Land Covenant 12714861.9 is a private covenant in favour of Homestead Bay Trustees Limited preventing objections from RCL Henley Downs Limited.

A copy of the above consent notices and covenants are attached as **Appendix F**.

There are also a number of easements registered on Lot 8. These are shown on the easement plan attached as **Appendix G**. These include:

- Easement 5572493.6 – right of way and right to convey and store water, electricity and telecommunications in favour of Lots 1 - 13 and 101 DP 517771 on record of title 81008 – 810020 (formerly Lot 1 DP 300502).

- Easement 5572493.7 – is an easement in favour of Lot 8 and others to convey water over areas on the land opposite side of SH6.

- Deed of easement 5572493.8 – right to convey water for a term of 25 years from 19 November 2002.

- Land covenant 6128838.2 is a no objection covenant in favour of Lots 3 and 4 Deposited Plan 337993 (historic). The current owners of these titles are RCL Henley Downs Limited, Dickson and Jillian Jardine, the University of Otago Foundation Trust and others.

- Easement 8891510.2 is a right to convey and transform electricity (in gross) in favour of Aurora over an area in the northern part of the site (to the NZone hangar).

- Easement 9970250.9 is a right to convey a minimum of 3,000 litres of water per day. This easement is in favour of Lots 1 – 7 on DP 452315.

- Land covenant in easement 10441473.5 contains a no build area on Lot 8. This no build area is reflected in the proposed Masterplan and subdivision plans with the majority of the areas proposed as reserve land (the Community Parks on Lots 9002 and 9003 and Local Purpose Reserve Lots 9027 and 9028 and road to vest). Clause 7 of the covenant allows for vesting of land and this will result in the covenant extinguishing at the time of vesting on those lots. Accordingly, the covenant will not fall down upon any lots that are vested. A small corner of the proposed Lot 518 will continue to be encumbered by this covenant. This area is shown on the plan in **Appendix H**.

Lot 12

Lot 12 has an area of 41.6260 hectares and is owned by RCL Jack's Point Limited.

The title interests include the following:

- Gazette Notice declaring SH6 adjoining the site to be a limited access road.

- Consent Notice 6863718.6 which was registered as part of subdivision consent RM050573. This requires compliance with the following condition of relevance to Lot 12 (summarised):

a. That the lots be used as per the Outline Development Plan.

The Outline Development Plan identifies Lot 12 as being for Golf Course activities.

This consent notice has been varied (6990995.13) but the varied conditions are not of relevance to Lot 12.

- Consent Notice 6929597.12 was also registered as part of subdivision consent RM050573 and has the same requirement in Condition (a). The other conditions of the consent notice are not relevant to Lot 12.

- Caveat registered in favour of Jacks Point Village Holdings Limited protecting the grant of a wastewater drainage easement over Lot 12. The easement to be granted has been negotiated and agreed however it has not yet been registered.

- Land covenant 6128838.2 is a no objection covenant in favour of Lots 3 and 4 Deposited Plan 337993 (historic). The current owners of these titles are RCL Henley Downs Limited, Dickson and Jillian Jardine, the University of Otago Foundation Trust and others.

- Land Covenant 6863718.3 is a no objection covenant in relation to the Queenstown Airport.

- Land Covenant 7017246.2 is a private covenant setting out the Jacks Point development controls.

- Land Covenant 7392788.1 is a private covenant relating to the provision of easements for services and private roads relating to the Jacks Point Village development.

A copy of the above consent notices and covenants are included in **Appendix F**.

There are also a number of easements registered on Lot 12 which are shown on the easement plan in **Appendix G**. These include:

- A right in favour of the JPROA to treat and drain wastewater within the central and western parts of the site.

- A right to drain water in favour of the JPROA and Lots 4011 - 4015 Deposited Plan 380128 over a small area of land adjacent to Jacks Point Rise.

- Rights to convey electricity and associated equipment in favour of Aurora Energy and the JPROA over the southern area of the site.

- Rights to convey telecommunications and computer media in favour of Telecom New Zealand the JPROA over the southern area of the site.

- Right to convey gas over the western boundary of the site in favour of Rockgas Limited and the JPROA.

- Right to convey water in favour of the Coneburn Water Supply Company and the JPROA over the south-western corner of the site.

- Right of way (walkway) through the centre of Lot 12 extending from the eastern boundary to the western boundary in favour of the JPROA.

- Right of way (bridle trail) along the eastern and southern boundaries of Lot 12 in favour of the JPROA.

3.3 Adjacent Owners and Occupiers

Section 5(1)(d) of Schedule 5 of the FTTA requires a list of the names and addresses of each adjacent landowner. This list is attached in diagrammatic and list form in **Appendices I and J**. This section of the Act also requires a list of the names and addresses of occupiers of the land adjacent to the site. The only known occupier of land (who is not a landowner) are the farm managers of Remarkables Station. These details are also provided in **Appendix J**. It may be that some of the residential properties adjacent to the application site are rented, however there is no known way of identifying this through publicly available records.

3.4 Receiving Environment

The application site is located at the southern end of an area known as the Southern Corridor of Queenstown. This corridor is an area of approximately flat land that is surrounded by Outstanding Natural Landscapes (**ONL**) with the Remarkables (Kawarau Maunga) to the east, Lake Wakatipu (Whakatipu Waimāori) to the south and southwest, Jacks Point Hill and Peninsula Hill (part of the wider Te Nuku o Hakitekura) to the west, and the Kawarau River (Waipuna) to the north as can be seen in Figure 16 below.

Figure 16: Aerial view of the receiving environment around the application site

Until the late 1990s the vast majority of the corridor was farmed. However, since this time, there have been a number of urban developments approved and constructed, with others currently also under development. The area to the east of SH6 however continues to be farmed. These areas are further described below.

South

The Ōraka residential subdivision (formerly "Lakeside Estates") is located to the south of the application site. This subdivision is comprised of approximately 40 residential lots which are predominantly 4,000 – 5,000m² in size. There are still a number of vacant sites within the subdivision, however the majority have been developed to contain large residential units with accessory buildings, parking and landscaping.

There are nine residential lots within the Ōraka subdivision which adjoin the subject site. The majority of these directly adjoin the Southern Channel, which is a steeply incised channel containing an ephemeral stream and existing vegetation. A portion of the channel formation also extends into 8 and 10 Bluff View Terrace and 3, 5, and 6 Summerfield Place in Ōraka. The other properties adjoining the application site are adjacent to the upper terrace area, these properties have all planted vegetation along their boundaries that provides some screening of the application site.

Ōraka has private communal recreation areas adjacent to SH6 and Lake Wakatipu, these include a tennis court and also an outdoor seating area and jetty within the public foreshore area of the lake. Ōraka is serviced via on-site wastewater disposal (ORC permits RM13.006.01 and .02) and a potable water bore (ORC permit RM11.151.01). The location of these are shown below in Figure 17.

Figure 17: Ōraka residential subdivision shown to the south of the application site with the approximate location of the bore shown in blue and the wastewater shown in red

West

To the west of the application site there are multiple properties as well as Lake Wakatipu. Lake Wakatipu will be addressed separately below.

There are 12 residential lots that have recently been created to the southwest of the subject site and this subdivision is known as Homestead Bay Peaks. All of the lots range between 1 – 1.5 hectares in size and are located along two terraces which are at a lower level than the application site. These lots are accessed via a right of way (Chief Reko Road) off Homestead Bay Road through Jacks Point. This right of way is limited to the provision of access for the 12 residential lots only (although an instrument on the title anticipates vesting as public road in the future). Only two of the residential lots have been developed to date. The Homestead Bay Peaks lots are serviced via a shared bore (approximate location shown in Figure 18 below) and each lot is required to install their own wastewater disposal system at the time of development.

Figure 18: Location of the developments to the west of the application site. Homestead Peaks water supply indicated by blue circle

There is a vacant parcel of land which is approximately 22.7 hectares in area adjoining Chief Reko Road to the east and Homestead Bay Road to the north, owned by Homestead Bay Trustees Limited. This site is identified on the Jacks Point Structure Plan as Homestead Bay Village and "Open Space Horticulture" (OSH). The village anticipates commercial, community, residential and visitor accommodation development on the site, with buildings of up to 10m in height. The OSH anticipates horticulture and up to 15 houses. There is also an adjoining 'Boating Facilities Area' shown on the Structure Plan in which development of a boat ramp, jetty, breakwater, boat shed and associated parking and public facilities are anticipated by the PDP.

Across Homestead Bay Road, there are a number of titles owned by the University of Otago and the Jardines. These properties include a number of buildings, including residential dwellings, an academic retreat and conference facility. The Jardine land includes a perennial stream (Māori Jack Stream) which dissects the main portion of the property. Above this land is a hill known locally as Jacks Point Hill.

Also across Homestead Bay Road is the Jacks Point golf course, a public car parking area and the Homestead Bay / Lodge Road intersection. The golf course land encompasses a wetland area.

The western extent of Lot 12 surrounds Jack Tewa Park, a recreation reserve containing a cricket oval, tennis courts, a playground and associated temporary clubrooms and a parking area. The area to the rear of the cricket oval is not presently used or developed for any recreational use but is part of the recreation reserve.

North

The land to the north of Lot 12 is part of the Jacks Point development. This area of Jacks Point is predominantly residential with some areas of open space adjoining the application site.

The directly adjoining residential properties are accessed via Jacks Point Rise, Brett Lane, Hackett Road and Pendeen Crescent. The majority of the adjoining residential properties are developed with single and two storey dwellings. These adjoining properties are of higher topography than Lot 12 and all have views across the site, with some of the highest properties also having a view of Lake Wakatipu.

To the northwest of the application site, beyond the residential and golf course, the Jacks Point Village is under construction. This is comprised of a number of larger, three storey mixed use buildings with commercial space on the ground floor.

The communal open space and recreation land within Jacks Point is owned and administered by the JPROA. The majority of the roading and services to the subdivision is also administered by the JPROA. There are easements in favour of the JPROA over Lot 12 as outlined in Section 3.2 above, including areas utilised for LTA's in favour of the JPROA. Wastewater from Jacks Point is disposed via the various on-site LTA's, however the Jacks Point Village has been consented to be serviced via Council's reticulated wastewater supply.

Beyond Jacks Point to the north, is Hanley's Farm residential subdivision which is nearing completion and will ultimately contain approximately 1,750 residential lots. Directly adjacent to this is another residential subdivision, marketed as Woolbrae, which is under construction to provide 271 residential lots. Further to the north is the Park Ridge residential subdivision which is also under construction and has approval for 526 residential lots, 14 multi-unit lots and a commercial lot. A roundabout has been constructed on SH6 providing access into Park Ridge. In time, it is anticipated that there will be a roading link from this roundabout right through the Southern Corridor to Homestead Bay.

The land to the north of Park Ridge is part of the Remarkables Station and is farmed. The Remarkables Station land has a QEII covenant protecting it from development.

East

SH6 adjoins the subject site to the east. Across SH6 is land which is located at the foot of the Remarkables and is part of the Remarkables Station. This land is farmed and contains sparse vegetation and evidence of alluvial fans. It also has a QEII covenant protecting it from development.

Māori Jack Stream

Also known as Jacks Point Stream (neither name is understood to be official). As noted above, this stream is located to the west of the application site across Homestead Bay Road.

Figure 19: Lower reach of Māori Jack Stream

A 2022 report prepared by e3 Scientific Limited on behalf of the JPROA entitled "*Jacks Point Freshwater Ecological Assessment*" to satisfy their ORC wastewater discharge permit conditions (Permit 2009.312), provides a freshwater ecological baseline study for the stream, including water quality and macroinvertebrate sampling and site observations of Māori Jack Stream and near-shore conditions of Lake Wakatipu.

In summary the e3 Scientific report describes Māori Jack Stream as:

- A perennial, partially subterranean stream, with (at that time) only the lower reaches having visible, slow-flowing surface water on the western side of Māori Jack Road, roughly 600m upstream from the edge of Lake Wakatipu.

- Having no surface connectivity to the lake (at that time) but flows beneath the sand/cobble shoreline approximately 20 m from the lake edge in Homestead Bay.
- Supporting macroinvertebrate communities with health indices indicative of 'fair' to 'poor' water quality.
- Supporting some slight periphyton growth and very little macrophyte growth.
- Having no records of fish held on the New Zealand Freshwater Fish Database (although the presence of habitat suggests fish could be present and common bullies were observed in the lake near shore).
- Having 'fair' to 'poor' water quality as evidenced by macroinvertebrate sampling and water quality results.

Lake Wakatipu

Lake Wakatipu is located to the south and west of the application site. Whilst the application site does not directly adjoin the lake (there is a Lakeside Reserve (Crown Land) which extends between the subject site and the lake), it is adjacent. This is shown below in Figure 20.

Figure 20: Proximity of Lot 8 to Lake Wakatipu (Statutory Acknowledgement Area)

The Lakeside Reserve located between the application site and the lake is predominantly in its natural state with a number of informal tracks extending through it to provide access to the water for vehicles and along the lakefront for pedestrians and cyclists. One of the tracks extends from Homestead Bay Road along the lakeshore, past the Ōraka subdivision and jetty to a picnic reserve to the south of Ōraka.

Lake Wakatipu in the vicinity of the site is utilised for recreation activities including dog exercising, biking, swimming, boating and high-wind activities such as wind surfing and kite surfing are also popular in the area.

Lake Wakatipu (Whakatipu-wai-māori) is a Ngāi Tahu Statutory Acknowledgement Area under the Ngāi Tahu Claims Settlement Act 1998. According to Schedule 75 of the Ngāi Tahu Claims Settlement Act 1998, Ngāi Tahu's special association with the lake includes:

- The lake supported nohoanga and villages which were the seasonal destinations of Otago and Murihiku whānau and hapū, exercising ahi kā and accessing mahinga kai and providing a route to access pounamu beyond the head of the lake.

- The lake also supported the permanent settlements of Tahuna (present day Queenstown) as well as a pā site at the current location of the Queenstown Gardens and various kaika.

In addition to the above, the Regional Plan: Water for Otago (Water Plan) identifies Lake Wakatipu as holding the following Kai Tahu beliefs, values and uses – kaitiakitanga, mauri, wahi tapu, waahi taoka, Mahika kai, kohanga, trails and cultural materials. Furthermore, the PDP identifies Whakātipu-wai-Māori (Lake Wakātipu) as a wahi tupuna area and identifies the following key manawhenua values – whakapapa, rakatirataka, kaitiakitanga, mana, mauri, wāhi taoka, mahika kai and ara tawhito. The identified threats identified in the PDP to manawhenua values are:

- Damming, activities affecting water quality.
- Buildings and structures, utilities
- Earthworks
- Subdivision and development
- New roads or additions/alterations to existing roads, vehicle tracks and driveways
- Commercial and commercial recreational activities.

The PDP wāhi tupuna overlay extends to the lakeshore and does not include any part of the application site.

In terms of the lake's ecosystem values and indigenous vegetation and habitat, the Water Plan identifies the following being supported by Lake Wakatipu:

- Large water body supporting high numbers of particular species, or habitat variety, which can provide for diverse life cycle requirements of a particular species, or a range of species.
- The plant bed composition is of importance for resident biota.
- Presence of significant area for development of juvenile trout and salmon.
- Presence of riparian vegetation of significance to aquatic habitats.
- Significant presence of eels, trout, salmon, indigenous aquatic vegetation.
- Presence of indigenous fish and invertebrate species threatened with extinction.
- Significant habitat for koaro.
- Rare association of aquatic plants.

The 2022 e3 Scientific report referred to above also detailed the near-shore conditions of Lake Wakatipu in the vicinity of where Māori Jack Stream meets Homestead Bay. This identified:

- Very good water quality at the three sites sampled 5m out from the lakeshore at 0.5 m depth. The TN, TP and chlorophyll *a* concentration at these lake edge sites (median TN and TP of 110

and 2 mg/m3 respectively) are all a little higher than for the mid lake monitoring site, but still within 'A band' state.

- Lake TLI scores calculated ranging from 1.33 to 2.47 across the four sampling occasions for each of the three lake-edge sample sites. These results reflect microtrophic to oligotrophic conditions or "very good" lake health.

- No periphyton or macrophyte growth at any of the sample locations "*most likely due to the higher wave energy that this area absorbs in these shallow (<1 m) depths. During southerly winds, a substantial fetch can be produced with increased wave energy along this stretch of shoreline. Because of this, much of the near-shore substrate along the margins is clean and bare with the continual movement.*"

- While no macrophytes were observed in the shallow margins, the E3S report also comments that: "*Previous studies have shown that in the deeper water of the sample area, large areas of macrophyte beds are present (Miller, 2018). These beds include native milfoils (which were observed floating) and 8 species of native/endemic plants, one of which is the quillwort (Isoetes kirkii), listed as 'endemic, at risk – declining' (Miller, 2018).*"

- Several native fish were recorded as present in the lake including longfin eel/ tuna (*Anguilla dieffenbachii*), kōaro (*galaxias brevipinnis*), and common bully/pako (*Gobiomorphus cotidianus*). Exotic fish species are also present including the rainbow trout (*Oncorhynchus mykiss*), brown trout (*Salmo trutta*) and Chinook salmon (*O. tshawytscha*).

ORC commissioned a report in 2024 by Winton and David to assess the condition of macrophytes in three Otago lakes including Lake Wakatipu. They found that:

- Lake Wakatipu had decreased slightly from an "excellent" ecological condition in 2020 to a "high" condition in 2024 (with a Lake SPI Index score of 72.8% in 2024).

- Lake Wakatipu possessed a diverse native vegetation (Native Condition Index 77%) but had moderate impacts from the invasive weed *Elodea canadensis* (Invasive Impact Index 29%).

The outlet of Lake Wakatipu is the Kawarau River to the north of the application site. Both Lake Wakatipu and the Kawarau River are protected waterbodies under the *Water Conservation (Kawarau) Order 1997* (**Order**). It is acknowledged in Section 4 of the Order that they are no longer in their natural state but they contain one or more amenity and intrinsic values which warrant protection because they are considered outstanding.

Lake Wakatipu is identified in the Order (and in the Regional Water Plan) as being outstanding as a fishery, for its scenic characteristics, for its scientific value (in particular water clarity and bryophyte community), for recreational and historic purposes and for significance to Maori (in particular the sites at the head of the lake and the legend of the lake). The Order requires that fish passage be maintained within the lake and water quality is to be managed to Class AE, Class CR, Class F and Class FS standards.

Both the Regional Water Plan and the PDP identify Lake Wakatipu as an Outstanding Natural Landscape (**ONL**) by itself as well as in conjunction with the mountains beyond. The Regional Water

Plan identifies the lake's scenic values including the clear blue colour of the water, the river deltas and the beaches and contributing to this classification.

In the PDP, the ONL line extends along the lakeshore outside of the application site and the landscape schedule relating to the lake in the PDP states that the lake is notable for its largely undeveloped mountain context, scale, depth, high water quality, distinctive shape, unmodified lake level and highly dynamic character.

State Highway 6 and Roading Networks

SH6 (Kingston Road) is a two-lane highway through the Southern Corridor. SH6 in the vicinity of the application site has a gently rolling alignment, with longer straight sections of road, occasional bends and narrow shoulders. The posted speed limit on SH6 adjacent to the application site is 100km/hr.

There are a number of intersections along SH6 within the Southern Corridor and these are shown below in Figure 21.

Figure 21: Location of existing main intersections along SH6 within the Southern Corridor

An internal spine road is also being created through the various residential subdivisions on the western side of SH6 through the Southern Corridor and will link all of the residential developments within the corridor from Park Ridge to Homestead Bay. This is shown in Figure 22 below and starts with the new roundabout that has been constructed at the entrance to the Park Ridge subdivision, linking into the adjoining Patterson land to the south. A subdivision of the Paterson land has been approved (RM220182) which includes a road to vest before 2028 that will connect Park Ridge to the Woolbrae residential development immediately to the south. The Woolbrae subdivision connects to Howden Drive within Hanley's Farm and the Hanley's Farm roading network provides one roading connection through to Māori Jack Road in Jacks Point and on to Homestead Bay Road.

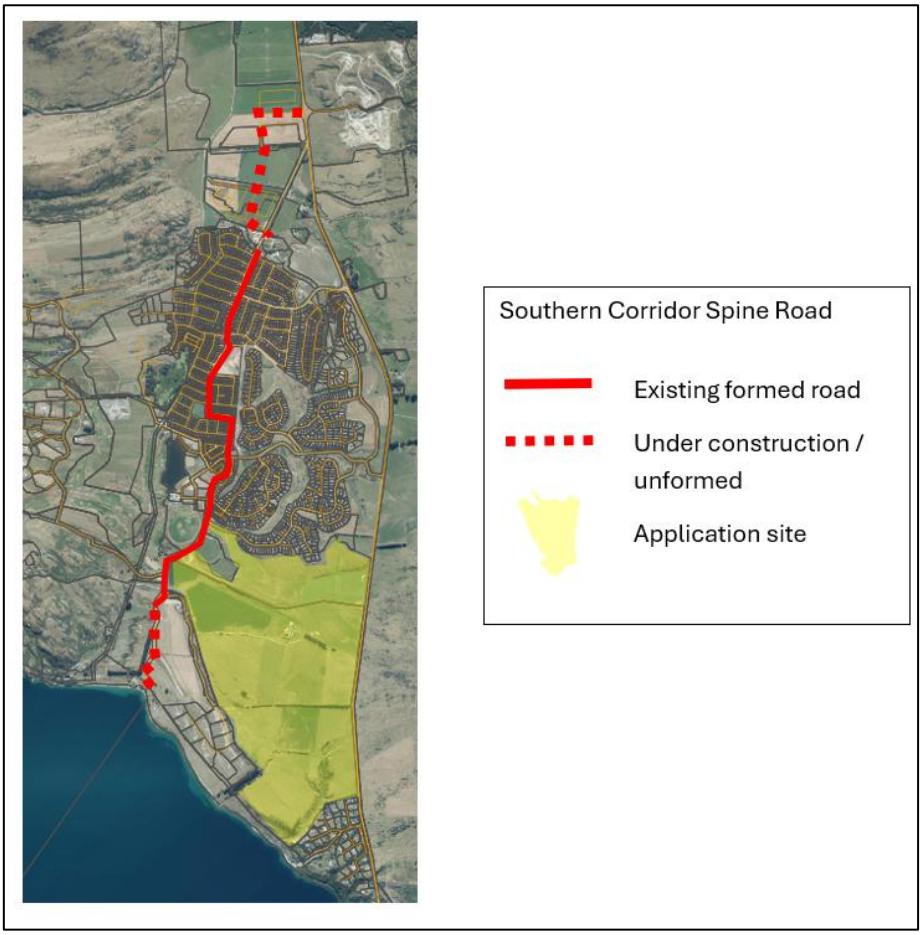

Figure 22: Illustration of consented / constructed spine road through the Southern Corridor

There is an existing public transport network within the Southern Corridor servicing Jacks Point and Hanley's Farm as shown in Figure 23 below. Currently the bus travels along SH6 and enters and exits the Jacks Point and Hanley's Farm subdivisions separately on a timed schedule.

Figure 23: Existing bus service routes in the Southern Corridor shown in orange

There is no current cycling-specific route between the Southern Corridor and Frankton, however there is a recreational trail linking Jacks Point to Kelvin Heights via the Jacks Point Trail and then on to Frankton via the Kelvin Peninsula Trail. This is an advanced grade trail (Grade 4) and takes between 2-3 hours to complete.

4 Zoning

Spatial Plan

The Queenstown Lakes Spatial Plan 2021 was developed by QLDC in partnership with Central Government, Aukaha and Te Ao Marama Inc. The application site is located within an area identified as a "future urban area" at the southern end of the Te Tapuae / Southern Corridor which is a "priority development area". A local centre is also identified for the Homestead Bay site.

Queenstown Lakes Proposed District Plan

The application site is identified as an "Indicative Future Expansion Area" in Chapter 4 – Urban Development of the PDP.

Lot 12 is entirely zoned Jacks Point Zone (indicated by dark yellow coloured zoning in Figure 24 below) and Lot 8 is split zoned Jacks Point Zone and Rural Zone (beige coloured zoning in Figure 24 below).

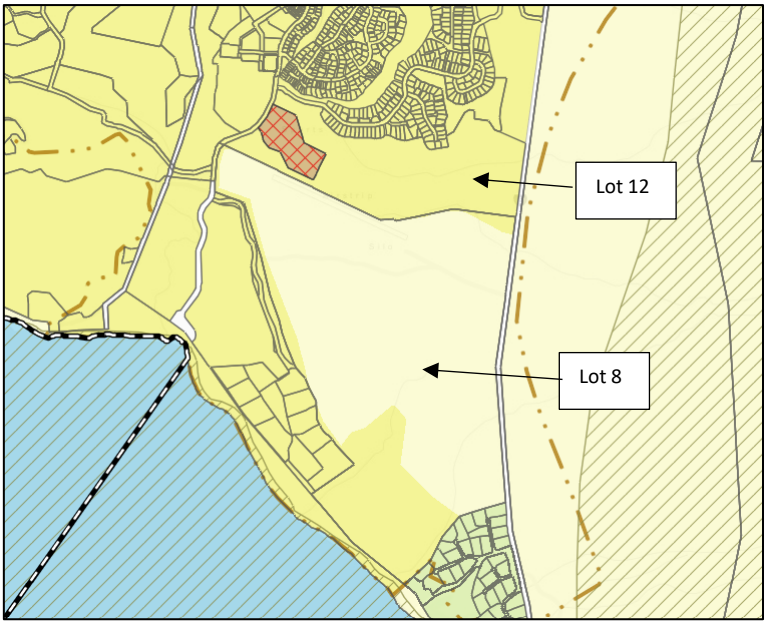

Figure 24: PDP zoning of the application site shown above

The Rural zoned portion of Lot 8 is outside of the Lake Wakatipu and Remarkables ONL's and therefore is classified as a Rural Character Landscape (**RCL**) in the PDP.

A Structure Plan applies to the Jacks Point zoned portion of Lot 8 and all of Lot 12 under the PDP. This identifies Lot 12 as being within an Open Space Golf (OSG) activity area.

The Southern Channel is located within the Open Space Foreshore (OSF) activity area and the remainder of the Jacks Point zoned portion of Lot 8 is within the Open Space Residential (South) (OSR) activity area. These areas are indicated in Figure 25 below.

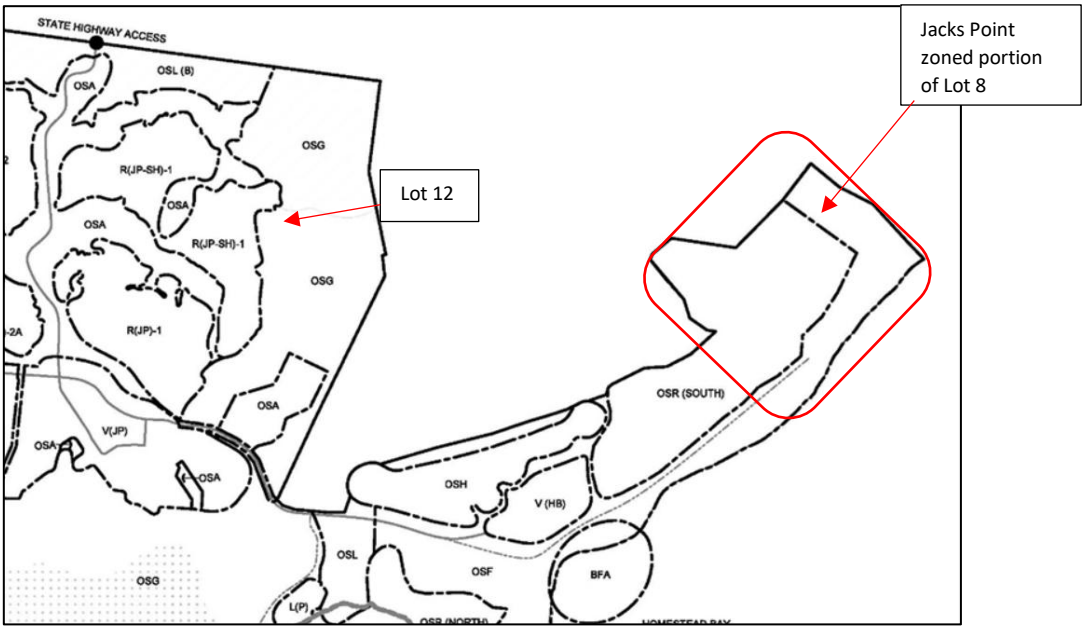

Figure 25: Areas of the site within the Jacks Point Zone shown on the Jacks Point Structure Plan

There is a designation over a small part of the western extent of Lot 12 as shown in Figure 26 below. Designation 567 was established via a Notice of Requirement in 2008 by Aurora, as Requiring Authority and was rolled over into the PDP in 2015. The purpose of the designation as outlined in the PDP is an 'Electricity Substation and Ancillary Purposes'. It does not appear that this infrastructure has been installed within the designation to date and the area is currently utilised as an outdoor storage and parking area as can be seen below in Figure 27.

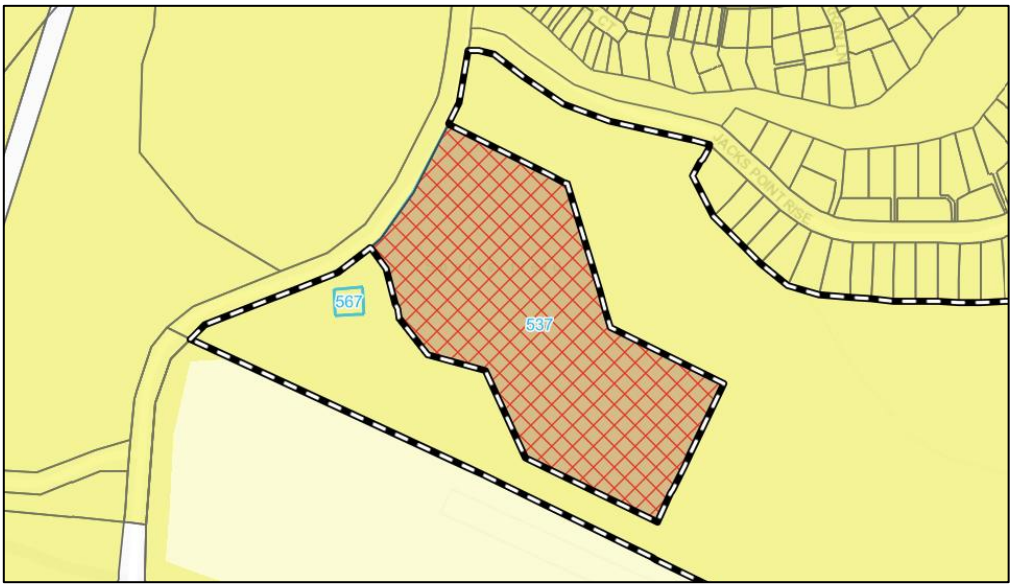

Figure 26: Location of Designation 567 on Lot 12

Figure 27: Approximate location of Designation 567 outlined on Lot 12

Queenstown Lakes Operative District Plan

There are no provisions of the Queenstown Lakes Operative District Plan that are of relevance to the assessment of the proposal, as all of the relevant provisions within the PDP now are given legal effect. Regardless, for completeness, the zoning of the application site under the Operative District Plan (**ODP**) is outlined below.

The vast majority of Lot 8 is zoned Rural General under the ODP. There are however a few anomalies with zoning around the boundaries, where there are small areas within the Resort Zone (Jacks Point).

Lot 12 is zoned Resort Zone. Under the ODP version of the Jacks Point Structure Plan, Lot 12 is within the Golf Course and Open Space (G) activity area adjacent to SH6 with a Highway Landscape Protection Area overlay across the area. The remainder of Lot 12 is within the Golf Course, Open Space and Recreational Facilities (G/F) activity area. The location of Lot 12 on the Structure Plan is shown in Figure 28 below.

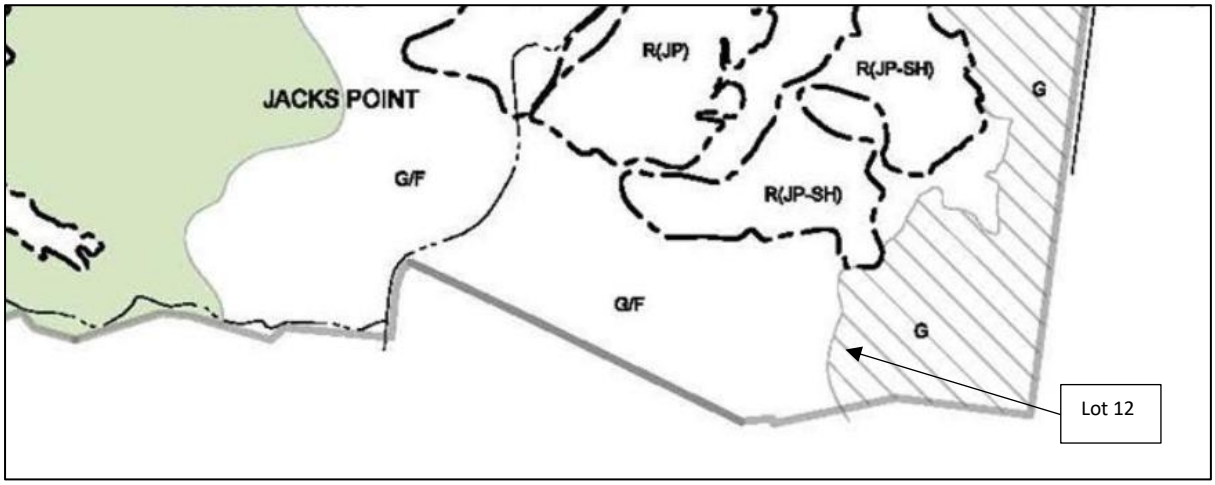

Figure 28: Lot 12 within the ODP Jacks Point Structure Plan

Regional Plan: Air for Otago

The application site is within Air Zone 3 and is not within an identified air shed.

5 Resource Management Background

The Homestead Bay project is a listed project in Schedule 2 of the FTAA.

The QLDC response under Section 30 of the FTAA is attached as **Appendix K**. In summary, this states that QLDC is not aware of any existing resource consents to which sections 124C(1)(c) and 165ZI of the RMA apply.

The ORC response under Section 30 is attached as **Appendix L**. This states that there are no existing resource consents to which Section 124C(1)(c) or 165ZI of the RMA would apply.

The following summary of the resource consent history of the application site is based upon the online records held by the QLDC and ORC.

Lot 8

Consent was granted by QLDC (RM040359) for the clearance of 85 hectares of indigenous vegetation at Remarkables Station. At this time, Lots 8 and 12 were both part of the Station.

Deposition of 30,000m²of cleanfill within the gully within the south-western corner of Lot 8 (QLDC RM160616) as shown below in Figure 29. Discussions with the former landowner / consent holder confirm that this consent was never exercised.

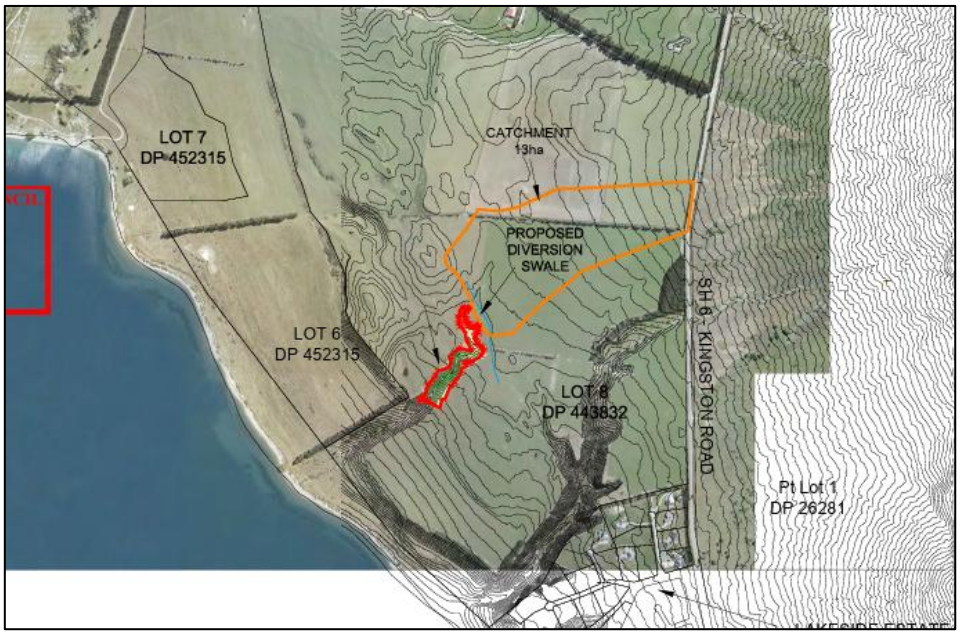

Figure 29: Location of approved cleanfill disposal area within Lot 8.

There are a number of consents associated with the NZone airfield and skydiving operation within the northern area of Lot 8. The skydiving activity was consented in 1997 (QLDC RM960447) for the operation of a commercial parachute and associated transport operation from an existing airstrip. The operation is limited to two aircraft at any one time and a maximum of 35 flights per day. Consent for the expansion of the skydiving operation was sought in 2014 but was refused by the Environment Court (Skydive Queenstown Limited [2014] NZEnvC108).

In addition, further consents have also been granted for the operation of a mobile coffee trailer (RM181401), the construction of the hangar (QLDC RM000663) and installation of an above ground fuel tank for jet fuel (QLDC RM020061). ORC consent has also been granted (ORC RM13.334.01) to discharge contaminants to land for the purpose of disposing treated stormwater from a refuelling pad.

The Applicant obtained consent last year for the construction of two bores for the purpose of accessing groundwater (ORC RM24.110.01). These bores (CC11/0151 and CC11/0151P) are operational. CC11/0151 is a well/bore used for domestic purposes with a depth of 94.38 m, drilled on 11 July 2024, while CC11/0151P is a piezometer for groundwater monitoring with a depth of 94.15 m, drilled on 18 June 2024. These bores have been constructed and are proposed to be utilised for the potable water supply for the proposed development.

Lot 12

The JPROA obtained approval from the ORC (ORC RM2004.793) allowing for the discharge of up to 844 m^3/d of wastewater to six defined areas of the Jacks Point residential subdivision, including areas within Lot 12. A variation to this permit (ORC RM2004.793_V1) was granted to reduce the maximum daily effluent volume discharged from the Jacks Point residential subdivision to 782 m^3/d and also revised the maximum volumes of effluent that was able to be generated.

A further discharge permit was approved by the ORC (RM2009.312) allowing the JPROA to combine the wastewater discharged from the Jacks Point Residential with the wastewater discharge from the future Jacks Point Village in one consent (allowing for the surrender of Discharge Permit 2004.793_V1). A 35 year term was approved, meaning that the discharge permit doesn't expire until 2045. The approved disposal areas on Lot 12 are shaded blue and pink in Figure 30 below. It is understood that the disposal areas shaded in pink have not been utilised to date as they are for disposal from the Jacks Point Village development (which has subsequently secured access to the QLDC reticulated network when it was extended to Hanley's Farm). These disposal areas across Lot 12 all have easements over them in favour of the JPROA.

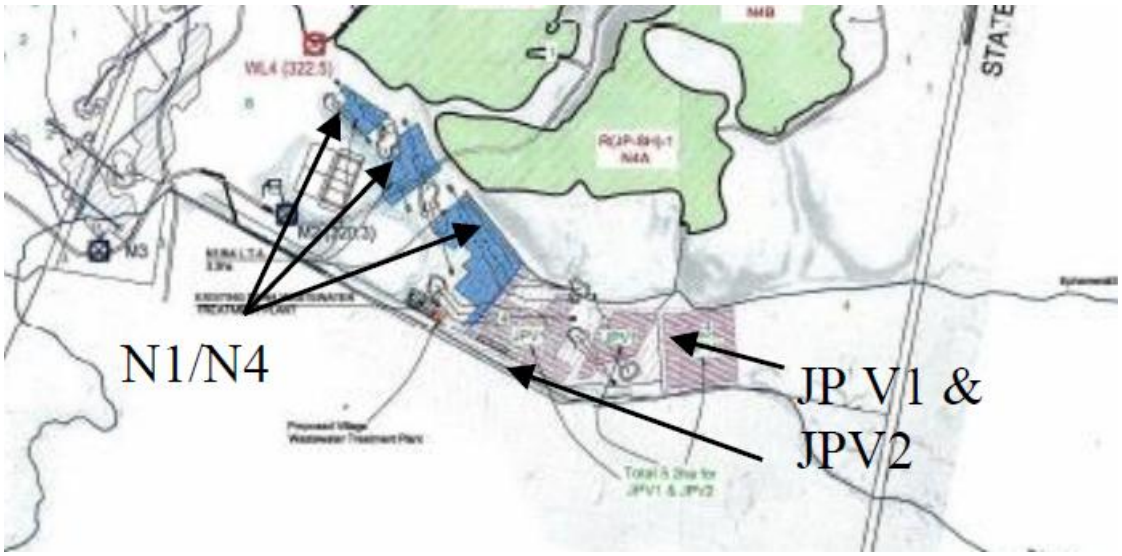

Figure 30: Location of approved disposal areas across Lot 12

A diversion permit was granted for the diversion of the two ephemeral streams within Lots 12 into a channel under ORC RM2005.447. This permit expires in 2041 and Jacks Point Development Limited are the consent holder.

Resource consent (QLDC RM140800 as varied by RM160491) was granted for the deposition of fill to create earth mounds within Lot 12. The approved location of the mound is shown in Figure 31 below.

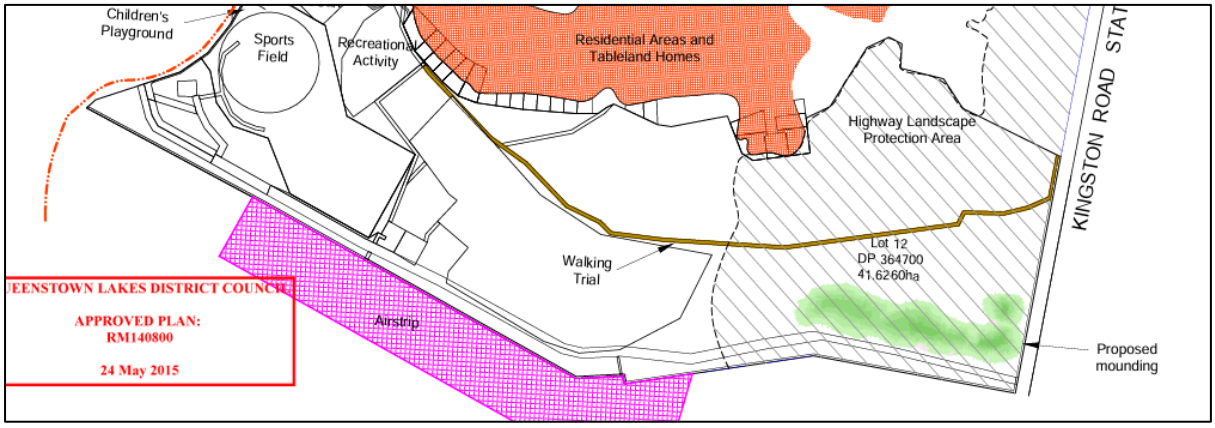

Figure 31: Location of the approved mound within Lot 12

A further resource consent was granted (QLDC RM181131) for the deposition of approximately 189,600m³ of cleanfill material within the south-eastern corner of Lot 12. These earthworks have been completed.

Land use consent (QLDC181192) for the construction of a utility building associated with the existing Jacks Point wastewater disposal system.

Subdivision consent (QLDC RM211262) was granted to enable the vesting of the small areas of encroachment of the recreation facilities within Jack Tewa Park that extend into Lot 12. The subdivision is yet to be completed.

District Plan review

In 2015, the QLDC commenced its staged District Plan review. Stage 1 included the Rural and Jacks Point Zones and therefore the application site.

The previous landowners of Lot 8 lodged a submission and evidence seeking that Lot 8 be rezoned Jacks Point Zone and advanced a Structure Plan which would have allowed for the development of the land for 284 residential units. The QLDC Independent Hearing Panel (**IHP**) recommended to Council that the rezoning of Lot 8 not proceed at that point, for the following reasons (summarised):

- The IHP considered that the Coneburn Valley (Southern Corridor) is suitable for urbanisation and would be a logical area of expansion of Queenstown long term given the land is easily developable due to its topography and roading access, has high amenity values and is not located within an ONL. However, the IHP did not consider that the land should be developed at that time, nor in the manner proposed in the evidence before them because there was a real possibility of under-utilising the valuable land resource. The development of the land needs to be considered the context of the growth needs of the District long term. The IHP accordingly recommended structure planning be undertaken to address the fundamentals of the large-scale land use change and development requiring a comprehensive, integrated proposal covering infrastructure provision, transport and roading, provision of community facilities and dwelling capacity, as well as management of natural hazard risk, protection of historic and natural heritage and other physical resources.

- The IHP also had questions in relation to infrastructure provision. Although on-site self-sufficiency in this regard was considered feasible, there was insufficient evidence in front of the IHP for them to determine the potential effects.

- Noise effects from the operation of the existing airstrip and how this was to be addressed in relation to residential amenity and potential reverse sensitivity effects.

- Transport and landscape effects, as well as natural hazards were also canvassed in the IHP decision, with the lack of information for the rezoning proposal being the main issue raised.

As a result of submissions lodged, rather than the full rezoning of Lot 8 to Jacks Point Zone as sought, a small area of Lot 8 (within the southern extent) was rezoned from Rural General to Jacks Point Zone – Open Space Residential. This area is shown in Figures 24 and 25 above.

An appeal of the QLDC's decision was lodged by the previous landowners of Lot 8 however this was withdrawn following the Applicant's purchase of the land.

Queenstown Lakes Spatial Plan and Southern Corridor Structure Plan

The Queenstown Lakes Spatial Plan was approved in 2021 under the *Local Government Act 2002*, and was developed by QLDC in partnership with Central Government, Aukaha and Te Ao Marama Inc.

The application site is located within an area identified as a "future urban area" at the southern end of the Te Tapuae / Southern Corridor which is a "priority development area". A local centre and park and ride are also identified on the Spatial Plan in the location of the application site.

The Spatial Plan identifies the need for the preparation of structure plans for the 'future urban areas' so to identify the *"infrastructure triggers needed to enable and sequence new growth areas"* and to "*ensure the development of future urban areas prioritise the delivery of affordable housing options"*.

The QLDC commenced preparation of a structure plan in 2022 / 2023 for the whole of the Southern Corridor, rather than just for the 'future urban area' as required by the Spatial Plan. This work is ongoing and QLDC have advised that this will lead to future plan changes or variations to implement the structure plan. The timing for the completion of the structure plan is currently unknown as is the likely timeframe for a change in zoning of the application site. This could take 5+ further years (taking into account appeals). This has led to the Applicant requesting inclusion on the FTAA list.

Proposed Urban Intensification Variation to the PDP

The QLDC on 24 August 2023 notified a variation to the PDP which proposes to enable increased building heights and densities in some zones and to rezone some areas close to commercial areas and public transport routes in Queenstown, Frankton and Wānaka to enable intensification of development. The proposed changes are to give effect to the National Policy Statement on Urban Development.

The submission and further submission periods have ended and hearings are set for mid-2025. A timeframe for decisions is not yet known and submitters are able to appeal the decisions.

The Applicant is participating in this variation as a submitter and intends to lodge a private plan change for the application site once the decisions on this variation are released utilising the existing PDP zonings and provisions as amended by this variation.

Previous applications

As detailed above, the proposal has not been the subject of a previous consent application (nor any similar proposal).

6 Description of the Proposal

This application seeks resource consents that would otherwise be applied for under the RMA and Wildlife Authority under the *Wildlife Act 1953*.

This section of the application is a summary of the key elements of the proposal provided in accordance with Clause 5(1), 8 and 10 of Schedule 5 and Clause 2(1) of Schedule 7 of the FTAA. More detailed descriptions on particular aspects of the proposal are set out in the supporting reports and drawings appended to the application.

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

- Resource consents under Section 42(4)(a); and
- A wildlife approval under Section 42(4)(h).

The proposal includes a master-planned subdivision providing for low, medium and high density residential lots, as well as the development of a local centre and associated reserves, landscaping, roading and servicing. Land use consent is also sought for the construction of future residential units, flats and accessory buildings on the single house lots created by the subdivision. This is further detailed below.

6.1 Subdivision layout and design

Subdivision consent is sought to create 1474 residential lots, three commercial lots as well as associated roading, reserve and utility lots. The subdivision plans prepared by Patersons are attached as **Appendix M**. It is noted that minor adjustments to the lot dimensions may occur as a result of further surveying and detailed design of roading.

Residential lots

A total of 1,474 residential lots are proposed across the site which are anticipated to result in the development of approximately 2,531 residential units across the application site. The residential lots can be broken down into:

- Single house lots
- Medium density superlots
- High density superlots

These are further described below.

Single house lots

The single house lots are shown in a light yellow colour in the subdivision plans attached as **Appendix M**.

There are 1438 single house lots. These are to range in size between 287m² and 3,685m² and the typical lot width is between 11 – 14m.

All of the proposed lots have frontage to at least one road, with the minor exception of four rear lots (Lots 587, 588, 591, 592) which front a reserve at the high point of the site. Laneway access is also provided to the rear of some of these lots, specifically those located in the north-east corner of the site along the main road (Road 001) to create rear loaded lots and remove the need for vehicle crossings along the main road into the development.

Building restriction areas are proposed on the rear portion of Lots 595 - 599 for landscape mitigation purposes.

The design controls attached in **Appendix N** are to apply to the development of these lots. The design controls are further explained below.

Medium density Superlots

Twenty-two medium density superlots are shown in blue on the subdivision plans in **Appendix M**. These lots range in size from 961m² to 7,805m² and will enable the creation of approximately 203 future residential units/lots once developed and subdivided (freehold or unit title) further.

All of the superlots are sized to allow for future duplex or terraced style housing development and indicative designs of these are detailed in the Urban Design Report prepared by UrbanShift in **Appendix O** and in the RMM Landscape Design Document in **Appendix P**.

The medium density super lots all have frontage to a road, with the majority of the lots having, or being anticipated to have, access via rear laneways (public or private). Some of these laneways are proposed to be created and vested at the time of subdivision, and others are to be consented and formed as part of the future development of the lots.

The majority of the medium density superlots are located within the northern part of Lot 8 close to the main road (Road 001) and the commercial lots. There are others however that are within the central part of Lot 8, which are in close proximity to the two potential primary school sites that have been identified.

Land use consent is not being sought for the development of these superlots as part of the current application given the location of the majority of these lots with regard to the existing NZone skydiving activity (leased until 2031) and the detailed design requirements for consenting multi-unit developments. Future, separate resource consents will be lodged for the development of these lots. There is nevertheless believed to be important benefits in approving the subdivision of these lots now, facilitating a comprehensive master planned approach and for infrastructure planning purposes.

High Density Superlots

The creation of fourteen high density superlots are proposed in the northwest corner of Lot 8, adjacent to the proposed local centre. These range in size from 0.53ha – 1.16ha and all are anticipated to be developed into apartments and terraced housing.

The lot sizes, configuration and dimensions are all as a result of urban design input and modelling. Some options for the future development of these superlots have been prepared by UrbanShift and these are attached in **Appendix O** and in the RMM Landscape Design Document in **Appendix P**. These represent an indication of one way that these could be developed and they include a range of different densities or housing typologies within each block, varied responses to provision of car parking and private communal open space area. The indicative densities range from 47 – 87 units per hectare depending upon building heights, unit sizes and typologies chosen. It is estimated that approximately 890 residential units could be constructed within the high density superlots.

As with the medium density superlots, land use consent is not being sought for the development of these superlots. Future, separate resource consents will be lodged for the development of these lots. Regardless, there is benefit in approving the subdivision of these lots now in terms of providing for a comprehensive master planned approach, and for infrastructure planning purposes.

One of the high density superlots is to contain the existing NZone hangar building. Once NZone leave the site (no later than 2031) the hangar building may be re-purposed in the short term to provide interim commercial services for the initial Homestead Bay community. Over time however it is anticipated that this lot will also be developed for further high-density residential development or possible park and ride or community activity. The Applicant sees benefit in retaining flexibility with the use of this site and is open to discussing the future use of this lot with the QLDC or other community organisations if there are identified needs for such uses.

Commercial Lots

There are three commercial super lots proposed ranging in size from 0.24ha – 1.79ha. Combined, these will form a local centre providing services and amenities for the future residents of the subdivision and surrounding area.

The proposed lots comprise approximately 2.5 hectares of commercial land and the anticipated commercial floor space is approximately 11,000m². This land and floor space area was determined as a result of an assessment undertaken by Property Economics (**Appendix Q**) into the scale and composition requirements for the centre.

The location, dimensions and sizing of these lots have been the result of urban design input and modelling, as well as coordination with transport engineers relating to vehicle circulation, including freight delivery requirements. Options for the future development of these commercial superlots, including the location of a future supermarket and associated car parking, have been prepared by UrbanShift and these are attached in **Appendices O and P**. These are only indicative. Land use consent is not being sought for the development of these superlots as part of the current application for a number of reasons including the location of the existing NZone lease area and the need for detailed

design and assessment of these future buildings and activities. Future, separate resource consents will be lodged for the development of these.

The commercial superlots all front the main road into the subdivision (Road 001), however they also allow for access and activation along a number of side streets also. This is likely to be of benefit to food and beverage activities who will wish to maximise northern and western sun exposure.

Recreation Reserve and Connection Lots

Nine Recreation Reserve lots are proposed within the proposed subdivision. These are proposed to be vested under the *Reserves Act 1977*. Two connection reserves are also proposed.

Three Community Parks and five Local Parks (as defined under the QLDC Future Parks and Reserves Provisions Plan 2021) are proposed. These are shown on the subdivision plans in **Appendix M** and in the plans showing the reserves to vest in **Appendix R**.

Indicative plans showing the potential uses, reserve improvements and landscaping have been prepared for each of these reserves by STR Landscapes and these are attached as **Appendix S**. These details are proposed to be finalised through the landscape plan approval process with the QLDC Parks and Reserves team prior to commencing each stage of the development. A condition to this effect is proposed in **Appendix T**.

Local Park Lot 9001

This reserve is to be a total of 1.36 hectares in size. Indicative plans show a flat kick around space, BBQ, lookout seating at the top of the reserve, as well as nature play area starting at the top of the slope and winding its way down the terrace face towards the Lake Wakatipu foreshore. This reserve is also proposed to include a trail link connection to the foreshore. Renders of how this reserve could be developed are attached in **Appendix U**.

It is proposed that this should be developed early within the project (staging plan indicates within the first two stages), thereby securing the public benefits of the viewing location and improved access to the lake early.

As this park is anticipated to be a destination given its scenic location and access to trails and the lake, a car parking area is proposed within the reserve as shown on the landscape plans in **Appendix S**. An underground stormwater pipe and associated easement is proposed adjacent to the proposed car park within this reserve lot.

Community Park Lot 9002

A Community Park is proposed along the top terrace within the south-western side of the site and is to be 1.22ha in size. This reserve lot has an unimpeded view out across Lake Wakatipu to the east, is of undulating topography and adjoins the Central Channel to the south.

The proposed reserve improvements indicatively shown include a BBQ, shelter, children's playground, seating, trail links and interpretation signage. This reserve is also to encompass an existing ephemeral wetland (Wetland 3 as noted in the Wetland Assessment in **Appendix C**).

An underground wastewater pipe and associated easement will be required adjacent to the northern boundary of this proposed reserve as shown on the subdivision plans in **Appendix M**.

The location of this proposed lot is encompassed within a no build covenant area as stipulated in the land covenant in easement (10441473.5). This covenant however does not prevent the vesting of the reserve land and would cease to apply at that point.

Community Park Lot 9003

This proposed Community Park is to be adjacent to the abovementioned Lot 9002 Community Park, however the two are to be separated by an area of proposed Local Purpose Reserve (Stormwater and Services). A trail connection between the two Community Park lots is proposed.

By itself, this Community Park is to have an area of 1.52 hectares and will also have unimpeded views of Lake Wakatipu and the mountains beyond. The land is undulating.

The proposed reserve improvements for this lot are a shelter, BBQ, playground and seating as well as a number of connecting trails. Given the scenic location and the size of the reserve, parking is likely to be needed.

This reserve lot is also within the same covenant area as outlined above for Community Park Lot 9002.

Local Park Lot 9004

This local park is 3,600m² in area and is located centrally within Lot 8. It has frontage to roads to the east and west and is predominantly surrounded by single house lots and some medium density superlots. The local park will be approximately flat and will be a kick around space.

An underground wastewater pipe and associated easement will be required adjacent to the southern boundary of this proposed reserve as shown on the subdivision plans in **Appendix M**.

Local Park Lot 9005

This lot encompasses a high point within the site and the proposed reserve lot is 1.36 hectares in area. The formation of the reserve is linear however this provides opportunities for various uses and also will provide a connection function with other trails and proposed connection reserves.

An area of this lot will be formed into a flat area for a 30m x 30m kick-around space for ball sports. Fitness stations through the cycling and pedestrian trail through the reserve area are also proposed, and there is the potential for a community orchard or garden to be developed within this space.

Local Park Lot 9006

This local park is 3,800m² in area and is to be located adjacent to the Southern Channel within the approximate southeast corner of Lot 8. The majority of this lot will be flat and it is indicatively proposed to contain a BBQ, shelter, 30 x 30m ball sports area and playground.

Access to this park will be provided via the adjoining road, as well as an anticipated public pedestrian and cycling trail connection from the Southern Channel.

Part of this reserve may not be suitable for buildings given the geotechnical constraints associated with the proximity to the Southern Channel, but this is not believed to compromise the overall utility of the reserve.

Local Park Lot 9007

This local park is 4,400m² in area and is located adjacent to the proposed Local Centre (commercial superlots) and high density residential superlots to the west and south and the proposed single house lots to the east. This local park will be approximately flat and is anticipated to contain a feature playground.

Community Park Lots 9008 and 9009

Two reserve lots are proposed as an extension to Jack Tewa Park. One is to be 1.57 hectares in area and located to the south of the existing park, and the other is to be 0.22ha, located to the north of the park. The vesting of these parcels will allow for a continuation, upgrade or extension of the existing facilities within the Jack Tewa Sportsground Park and/or will allow for additional sporting amenities to be established adjacent to the existing ones (cricket oval and tennis courts) within the park.

The indicative reserve improvements for Lot 9009 are the future development of a Community Hall / indoor courts, with associated car parking. Discussions have been had with QLDC about the possibility of coordinating efforts to develop community facilities at this site, for which it appears well suited (e.g. hall, indoor or aquatic sports).

This lot is currently encumbered by a number of easements and a designation in favour of Aurora for a future substation. The Applicant will liaise with both the servient tenements of the easements and Aurora to rationalise and potentially relocate / remove these encumbrances, as well as with the QLDC's Parks and Reserve team prior to the proposed vesting of this lot.

Connection Reserve Lot 9018

One Local Purpose (Connection) Reserve is proposed to improve connectivity within the subdivision, including between the various reserves. This lot is located between Roads 03 and 19 and is 302m² in area. It is proposed to form a footpath within the connection reserve at the time of subdivision.

Connection Reserve Lot 9030

This Local Purpose (Connection) Reserve is proposed to connect Road 22 with the Recreation and Local Purpose Reserves adjacent to Lake Wakatipu, including a recreational trail.

Utilities Reserves

A number of lots are proposed within the subdivision to contain the utilities required to service the development, as well as the channels and areas for the conveyance and detention of stormwater and the areas required for on-site wastewater disposal.

Pre-application consultation with the QLDC's Property and Infrastructure team have not determined whether QLDC would like these utilities (all or part) to be vested in the QLDC. Consequently, the proposed conditions of consent in **Appendix T** allow for these lots to either be vested in QLDC or for the infrastructure to be operated and maintained by an Incorporated Society (or equivalent legal body). Conditions 5 - 8 are proposed in **Appendix T** addressing how this is to be implemented.

Roading Lots

Roading lots are proposed to provide access and to service the subdivision. These are detailed on the subdivision plan in **Appendix M** and their width is addressed in the Integrated Transport Assessment (**ITA**) in **Appendix V**.

As above, pre-application consultation with the QLDC's Property and Infrastructure team identified that QLDC were not sure whether they want the proposed infrastructure within the development to be vested or not. Proposed conditions of consent in **Appendix T** allow for the roading lots to either be vested in QLDC, or to be operated and maintained by an infrastructure ownership entity (likely a body corporate or similar). However, it they are not to be vested, then public access easements are to be provided over all roads.

Potential School Locations

The Ministry of Education have previously flagged the likely need for a second primary school within the Southern Corridor of Queenstown. The provision of a school within the application site would be the subject of negotiations between the Applicant and the Ministry of Education and if a school is to proceed, it is expected that the Ministry would use their designation powers to secure the relevant approvals.

The Applicant has identified two approximately three hectare areas of Lot 8 which allow for the development of a primary school without wholescale changes to the remainder of the proposed subdivision plan. These are shown below in Figure 32 and in the plan attached as **Appendix W**. Three hectares is the size of the block that the ministry procured at Hanley's Farm.

Both of these locations are centrally located within the subdivision and border roads which are proposed to have primary and secondary cycle paths.

Should a school be provided within either of the above locations, there will be a reduction in the total number of residential lots being proposed. This equates to a loss of 55 – 59 single house lots and 2-3 Medium Density superlots.

It is possible that the Ministry will seek to locate a school site in a different part of the application site or seek a different sized block of land. Given this uncertainty, it is considered that the adopted approach of planning for optimal locations taking into account location and access is appropriate.

Figure 32: Options for the location of a future primary school site

6.2 Land use consents and design controls

Land use consent is sought for the future development of the single house lots.

As the existing zoning of Lot 8 (where the single house lots are located) is Rural and Jacks Point (OSR), under both of which resource consent is required under the PDP for the construction of a residential dwelling, a number of blanket consents are sought. These are to allow for the construction of future unidentified buildings on the single house lots, as well as for breaches of bulk and location controls as listed below.

Consent is sought for the construction of single and two storey residential units and flats on the single house lots subject to compliance with the design controls attached in **Appendix N.** The design controls are proposed to be registered as consent notice conditions on all of the single house lot titles as shown in the proposed conditions of consent in **Appendix T**.

It is noted that there is a successful precedent for this approach from Hanley's Farm. Due to zoning constraints, early subdivision consents in that development were coupled with blanket land use consents for houses. This has also been an approach utilised in the consents issued under the previous *Housing Accords and Special Housing Areas Act 2013*.

The proposed design controls are based upon the bulk and location standards included in PDP Chapter 41 – Jacks Point Zone for the Hanley's Farm residential activity areas, with a few amendments which are detailed below. The colours of buildings is also addressed in the design controls replicating the Chapter 41 standards.

The Hanley's Farm residential activity areas provide for low – medium density scale residential development. This has resulted in a predominance of single and two storey standalone 3 – 4 bedroom

houses with attached garages, many with ancillary residential flats. This design and scale of development is also anticipated within the single house lots at Homestead Bay and therefore the same bulk and location controls are considered to be suitable for the proposed development.

The proposed deviations from the PDP Chapter 41 – Jacks Point Zone in the proposed design controls in **Appendix N** are:

Recession planes

Specification of recession planes for lots smaller than 380m² - PDP Chapter 41 does not specify a recession plane standard for lots which are less than 380m² net area and instead a recession plane design control for these lots has been registered on the titles (via consent notices). The proposed recession plane requirement replicates the one that has been registered on the titles within Hanley's Farm.

Building height

Chapter 41 permits a maximum building height of 10m or three storeys (whichever is less) on lots of less than 380m². A two-storey building height however is proposed across all of the single residential lots.

Building coverage

PDP Chapter 41 permits a maximum building coverage of 50%, however a maximum building coverage of 60% is proposed for all lots less than 550m² net area. This maximum building coverage has been consented across all of the Hanley's Farm subdivision stages (via resource consent). The stormwater system has been designed to allow for this level of coverage.

Setbacks

There are no specified setback requirements in PDP Chapter 41 for lots smaller than 380m² net area. Instead, a setback design control for these lots has always been registered on the titles (via consent notices). The proposed setback requirement in **Appendix N** is a copy of the requirement registered on the small lots within Hanley's Farm. Furthermore, the proposed setback for garages from a road boundary are proposed to be 5m instead of the PDP Chapter 41 standard of 4.5m. This is to provide more space between the garage and the boundary for the parking of vehicles.

Building restriction areas

There are building restriction areas shown on the subdivision plans in **Appendix M** which will be registered on some of the single house lot titles to maintain landscape values. It is also anticipated that there will be some building restriction areas on lots adjacent to the gullies for geotechnical reasons. Conditions requiring this geotechnical assessment be undertaken and the corresponding consent notice conditions are included in **Appendix T** prohibiting buildings within identified building restriction areas.

In addition to the proposed design controls in **Appendix N**, the Applicant will prepare Design Guidelines which will be imposed upon the titles as private covenants for the Applicant (or successors

in titles) to implement and enforce. The Design Guidelines will be similar to those which the Applicant has developed for the Hanley's Farm subdivision: https://hanleysfarm.nz/building-at-hanleys-farm/ The Design Guidelines will require approval by a Design Review Board which will assess compliance of house plans for each lot with the adopted guidelines.

No land use consents are sought for Visitor Accommodation, Residential Visitor Accommodation or Homestay activities. If future landowners wish to undertake these activities they may need to apply for the applicable resource consents from the QLDC.

As noted above, no land use consents are sought for the construction of buildings on the medium and high density super lots or commercial lots. Notwithstanding, the masterplanning of the development has included consideration of the anticipated building typologies, heights and yield of the likely future development within the lots. Details of these are provided in **Appendices O and P**.

6.3 Access, transport and roading

The proposed access, transport and roading formation to, and within the proposed development is detailed in the ITA attached as **Appendix V**, with the main components summarised below.

State Highway Access

The proposed development is to be accessed via a new roundabout access off SH6 in the location shown below in Figure 33.

The proposed roundabout is to be an off-set three-leg roundabout control intersection which will be able to provide for the expected traffic demands. The off-setting will allow the roundabout to be constructed predominantly off-line so that traffic movement along SH6 during its construction is not unduly impeded.

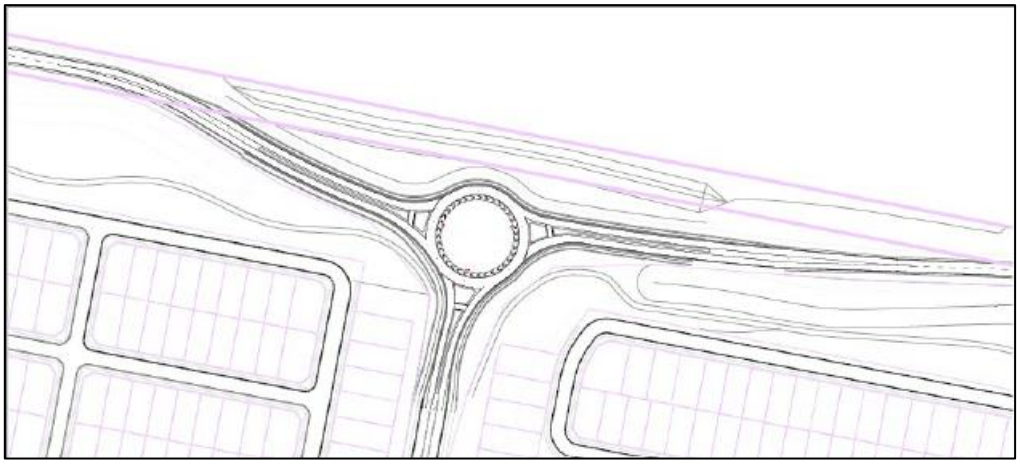

Figure 33: Proposed location and initial design of roundabout access into Homestead Bay from SH6

The design and construction of the SH6 roundabout is not included within the subject application as the Applicant will instead liaise with Waka Kotahi to utilise the existing SH6 designation (as occurred with the formation of the SH6 / Jack Hanley Drive intersection and the Park Ridge roundabout within the Southern Corridor). An alteration to the SH6 designation is anticipated to be necessary to enable

the construction of the roundabout. This application will also deal with the approval of the new crossing place along the limited access road. A condition of consent is proposed in **Appendix T** which requires the roundabout to be completed prior to Stage 1 of the development being completed.

Regardless, the location and design of the roundabout has been developed and assessed for its suitability by Stantec as detailed in the ITA in **Appendix V**. Consultation has been had with Waka Kotahi / NZTA, who raised no concerns.

The proposed roundabout is to be constructed within Lot 8 so not to unduly disturb traffic along SH6 during its construction, as traffic will still be able to utilise the existing SH6 alignment until the roundabout is 'tied-in' to the existing road alignment.

The proposed location of the roundabout is 1.2km and 1.3km from the existing SH6 intersections at Lakeshore Drive and Māori Jack Road as shown in Figure 34 below.

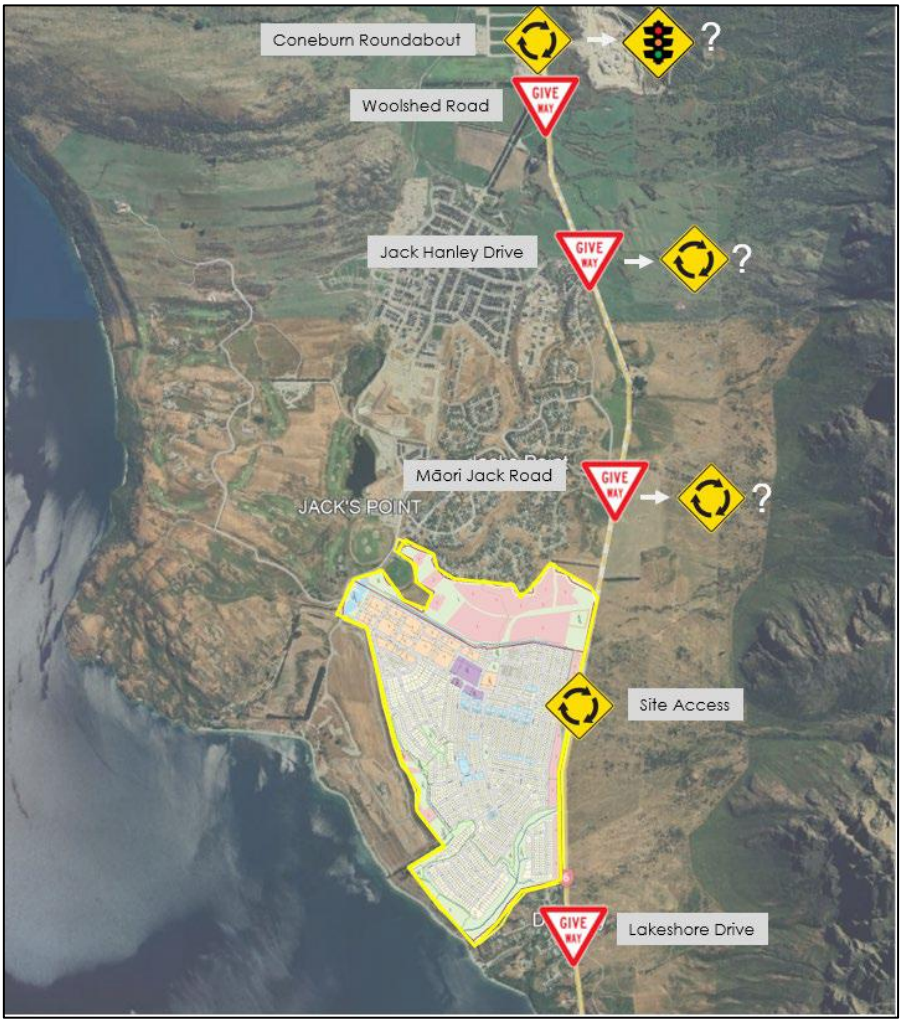

Figure 34: Existing SH6 intersection locations and the proposed site access

Internal transport network

As outlined in detail in the ITA in **Appendix V,** a multi-modal transport network has been incorporated into the subdivision planning for the application site. A summary of this is provided below:

- A pedestrian network is to be provided via footpaths and/or shared paths on both sides of almost all streets. A secondary pedestrian network along low volume shared use streets and lanes will also be provided, as well as a recreational trail network within open space areas.

- A neighbourhood cycle route through the site in the form of a shared path separated from parking and properties. This is to connect to a primary route along the northern side of Lot 8, enabling a direct connection to Homestead Bay Road without conflicts. This is further discussed in Section 6.4 below.

- A public transport loop is proposed within the development connecting to the Southern Corridor 'spine road' at Homestead Bay Road. This will support expansion of public transport into the application site. Bus stop locations have been identified in the ITA (as shown in Figure 35 below) and the bus stops would be incorporated into subdivision design. A bus layover area is also proposed adjacent to the proposed local centre.

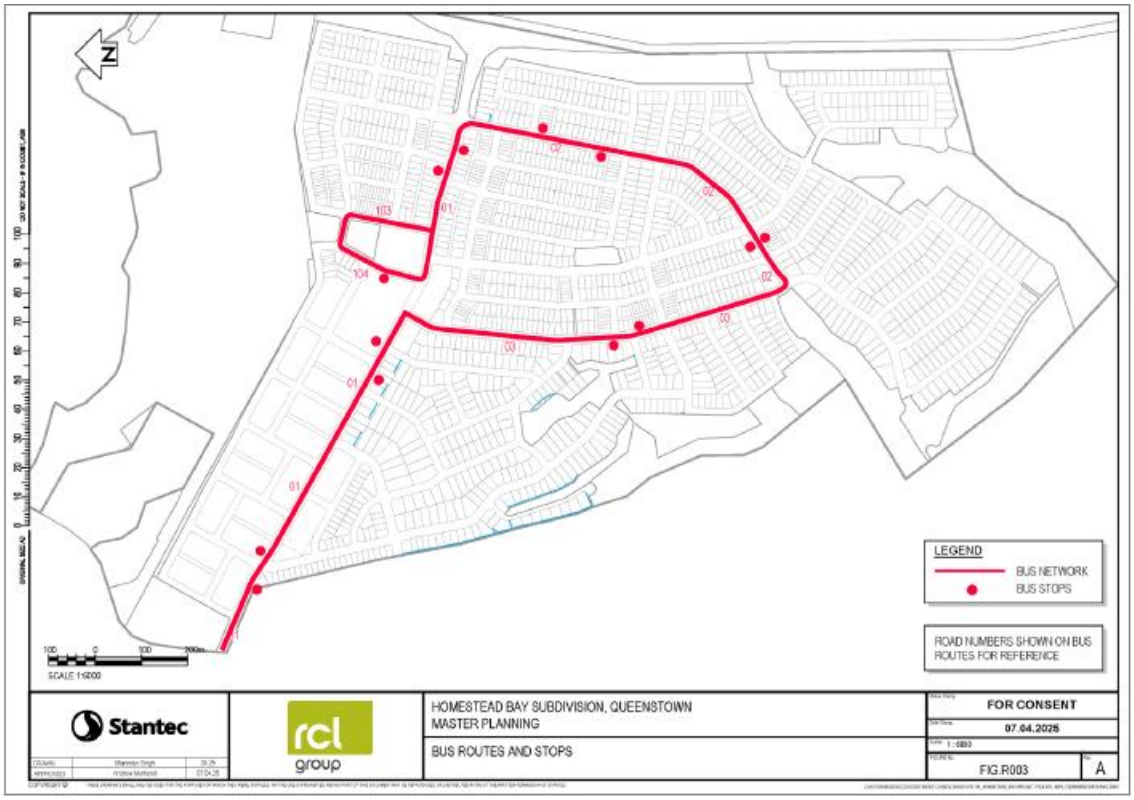

Figure 35: The proposed bus route and bus stop locations

- A hierarchy of road carriageways are proposed through the application site. These include:

  - A primary road network made up of a Spine Road and Loop Road (collector roads) as shown in Figure 36 below.
  - A secondary network of higher order local roads providing for two-way traffic movement.

- A tertiary network of local roads providing access to properties, with street parking and minimal through traffic.
- A lane network providing for site access, often with a shared use function.

Figure 36: Location of the primary road network and indicative expected traffic volumes

- The primary freight network will service the proposed local centre. As allowance for a mid-sized supermarket has been made, the transport network has been designed for occasional large truck and trailer and rigid trucks along the Spine Road, undertaking a loop adjacent to the local centre and returning to SH6.

- Recreational trails are proposed through the proposed reserves connecting to the roading and footpath networks which will provide further options for cycling and walking. These are further addressed below.

The roading design within the areas of the development catering for the single house lots will provide one on-street car park per residential lot, where practicable. This car parking ratio will not be achievable adjacent to the Medium and High Density Superlots, given the density of development proposed, however the roading design will provide on-street parking where practicable as required by the QLDC Code of Practice (**CoP**). Furthermore, all on-street parking will be designed to meet the requirements of the CoP.

All of the proposed residential lots will have vehicle access directly to a public road or a jointly owned access road linking to a road. These vehicle crossings will be provided to each of the residential lots at the time of subdivision. The location of vehicle crossings to each of the lots is yet to be set, however the density of development means that some potential non-compliances will occur with regard to the location of vehicle crossings in relation to intersections and sightlines. Consent is therefore sought for these potential non-compliances.

A culvert is proposed as part of the internal roading network to provide access over the top of the Southern Channel to form Road 181 and to access Stage 18. The preliminary design of the culvert is of a 3m x 3m box culvert which is sized to convey the 1 in 100 year flow (debris flow would overtop). Preliminary plans of this are attached in **Appendix B**.

A second crossing is proposed within Lot 12 for the construction of the reservoir access track. The preliminary design of this crossing is of eight, side-by-side DN750 culverts. These will provide for a 1 in 20 year flood event with any large flow overtopping.

The construction of the two abovementioned crossings will be undertaken during the summer months when the ephemeral streams are likely to be dry and to meet the requirements of Otago Water Plan permitted activity standard 13.5.1.1.

Connections to surrounding developments

In addition to the access on to SH6, a roading connection is proposed to Homestead Bay Road to the northwest. This will provide connectivity between the proposed development and the existing and future developments located to the west and provide for an extension to the public transport network.

A roading connection is also allowed for along the western boundary to provide for a future link to Chief Reko Road should this become a public road in the future. This connection would provide improved vehicular connectivity (including possibly a bus route) between the subject development and Lake Wakatipu, as well as the future Homestead Bay Village area identified in the PDP and potential future ferry service (and vice versa).

Roading improvements and works

As part of the proposal, the Applicant is proposing a number of improvements be undertaken along SH6 to improve efficiency and safety of the SH6.

A new single lane roundabout at the entrance to Hanley's Farm is proposed at the existing SH6 / Jack Hanley Drive intersection. This will make for a safer and more efficient intersection at a location where capacity problems are anticipated regardless of the Homestead Bay project. The Applicant will work with Waka Kotahi / NZTA to prepare an application for a Notice of Requirement to the SH6 designation. An initial design has been shared with Waka Kotahi who expressed support for the proposal. It is proposed that construction of this roundabout be completed prior to the issue of s224c for up to 600 residential lots.

A further roundabout is also proposed at the SH6 / Maori Jack Road intersection which provides access into Jacks Point. The Applicant does not control the land required for the development of this roundabout and consequently, it is proposed that either the roundabout is completed, or a contribution is made by the Applicant to NZTA to cover the cost of the works, prior to the issue of s224c for up to 1,400 residential lots. Again, this proposal has been shared with NZTA who raised no concerns in written correspondence.

As outlined above, the works proposed to be undertaken within the SH6 corridor will be consented separately in agreement with Waka Kotahi under the SH6 designation and conditions of consent are

included in **Appendix T** detailing the proposed timeframes for completion of each of these proposed improvements.

The staging of the proposed subdivision is planned in a south – north direction as a result of the operating constraints presented by the existing NZone skydiving operation, but also for the logical infrastructural planning of the development. Consequently, the connecting internal road (Road 01) linking SH6 to Homestead Bay in the northern area of the subdivision would ordinarily be constructed very late in the subdivision staging. However, the Applicant acknowledges the strategic importance of this road in providing travel options and resilience. Consequently, it is proposed that this connection be completed prior to the issue of s224c for up to 1200 residential lots.

6.4 Active transport and recreational trails

The master planning of the proposed development has included consideration of active and recreational transport routes within the site and connections to adjoining developments and areas.

The proposed cycle network is identified in Figure 37 below, with the orange route being the recreational trails. The green and purple routes represent the proposed primary and secondary paths with strong east-west and north-south orientations which will provide good connections within the development from the residential areas to the local centre, as well as to the proposed reserves, the potential school sites and to Homestead Bay.

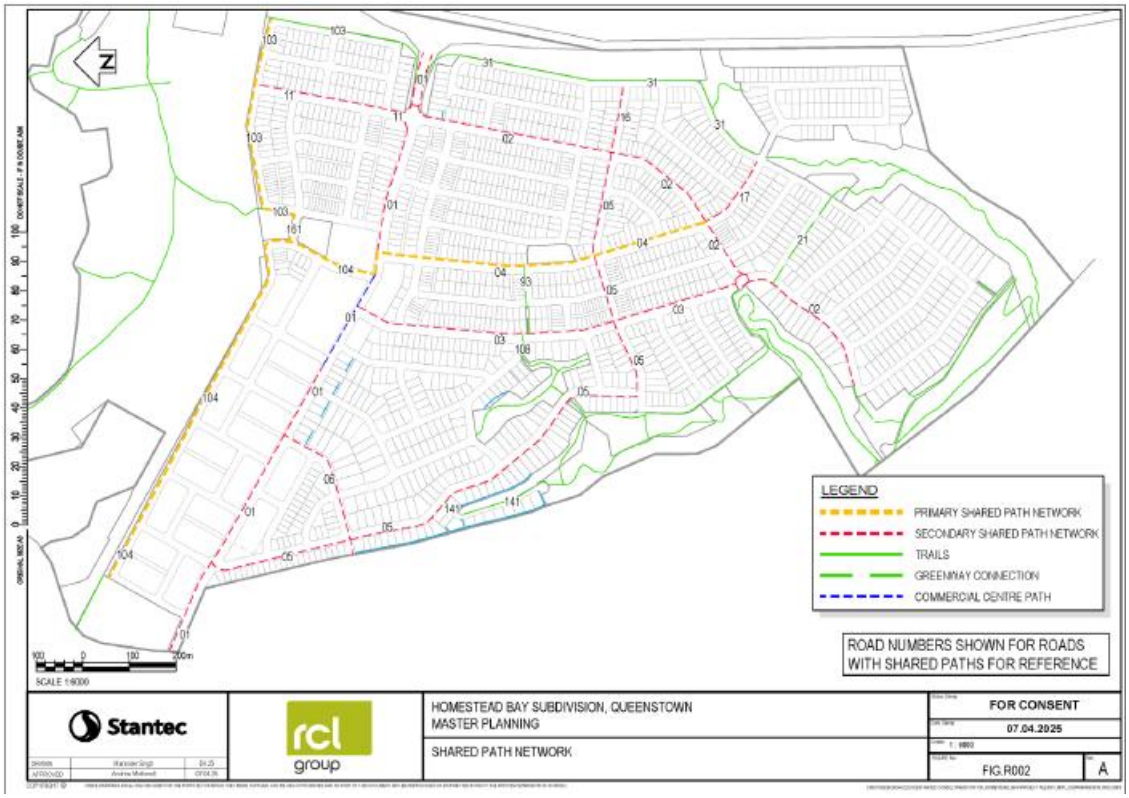

Figure 37: Proposed cycle network through the application site

The proposal includes on-street cycling provision through use of shared paths which are generally 3m in width. There are also some short sections of dual sided 2.5m wide shared paths proposed where there will be no conflicting driveways.

The majority of the proposed recreational trails are proposed to be formed to the Grade 2 standard of the QLDC Cycle Trail and Track Design Standards, however some deviations may be required where there are topographical constraints. A condition of consent is proposed in **Appendix T** requiring the detailed design of the trails to be submitted to QLDC's Parks and Reserves team for certification prior to works commencing on each stage containing a recreational trail.

The location of the proposed trails within Lot 8, include a trail along the SH6 frontage (on the western side of the proposed landscaped mound), as well as through the Southern and Central Gullies providing access to the Lake Wakatipu foreshore and existing trails in this location. Additional links through the reserves along the western boundary and up to the high point of Lot 8 are also proposed.

Pedestrian and cycle trails within Lot 12 linking to open space areas within Jacks Point as well as between SH6, Jacks Point Rise and Homestead Bay are proposed. The trail running east west through the lot will approximately follow the line of the existing right of way (walkway) easement that exists over the lot in favour of QLDC.

A pedestrian bridge is proposed across the Northern Channel in the vicinity of Lot 9011 to connect to the trail network proposed within Lot 12. The preliminary design and location of this is shown in **Appendix B**.

6.5 Servicing

The subdivision is to be serviced by new three waters infrastructure, as opposed to extending existing Council infrastructure. This is due to the distance from and constraints of the existing infrastructure within the Southern Corridor. Details of the proposed servicing for the development are included in the Stantec Engineering Feasibility Report in **Appendix B**. These details are summarised below.

As noted in Section 6.1 above, the Applicant's preference is for all of the infrastructure servicing the development to be vested in QLDC once it is constructed and commissioned. However, in pre-application consultation, QLDC's Property and Infrastructure representatives could not confirm if they want the infrastructure to be vested or not. It was however confirmed that QLDC would like to still undertake the Engineering Review and Acceptance, subdivision inspections and s224c approval processes. Accordingly, the proposed conditions in **Appendix T** provide for QLDC to undertake these processes and there is a condition proposed requiring the Applicant advise Council prior to commencing works to get agreement about whether all or part of the infrastructure is to be vested and the timing of this. If any or all of the infrastructure is not to be vested, the Applicant will set up an Incorporated Society (or equivalent legal body) for the ongoing operation and maintenance of the infrastructure. This may also apply to the roading. Discussions will continue with QLDC on this matter with the objective of reaching an agreement.

Water supply

It is proposed to service the proposed development with potable water via a new water scheme called the Homestead Bay Water Supply Scheme. This is to be via a new borefield, treatment system and storage, all within the application site.

Supply

A bore has already been created to service the development in the location shown in Figure 38 below. This can provide a sustainable yield of 44 litres per second. This is adequate to supply up to 1,900 residential dwellings. This will cover the creation and development of all of the single house lots (Lots 1 – 1438) for which subdivision and land use consent is sought.

An additional bore or alternative water supply will be required to supply the development beyond 1,900 dwellings. The location of a second feasible bore within the application site also shown in Figure 38, although it is possible that in due course an alternative location or supply could be selected.

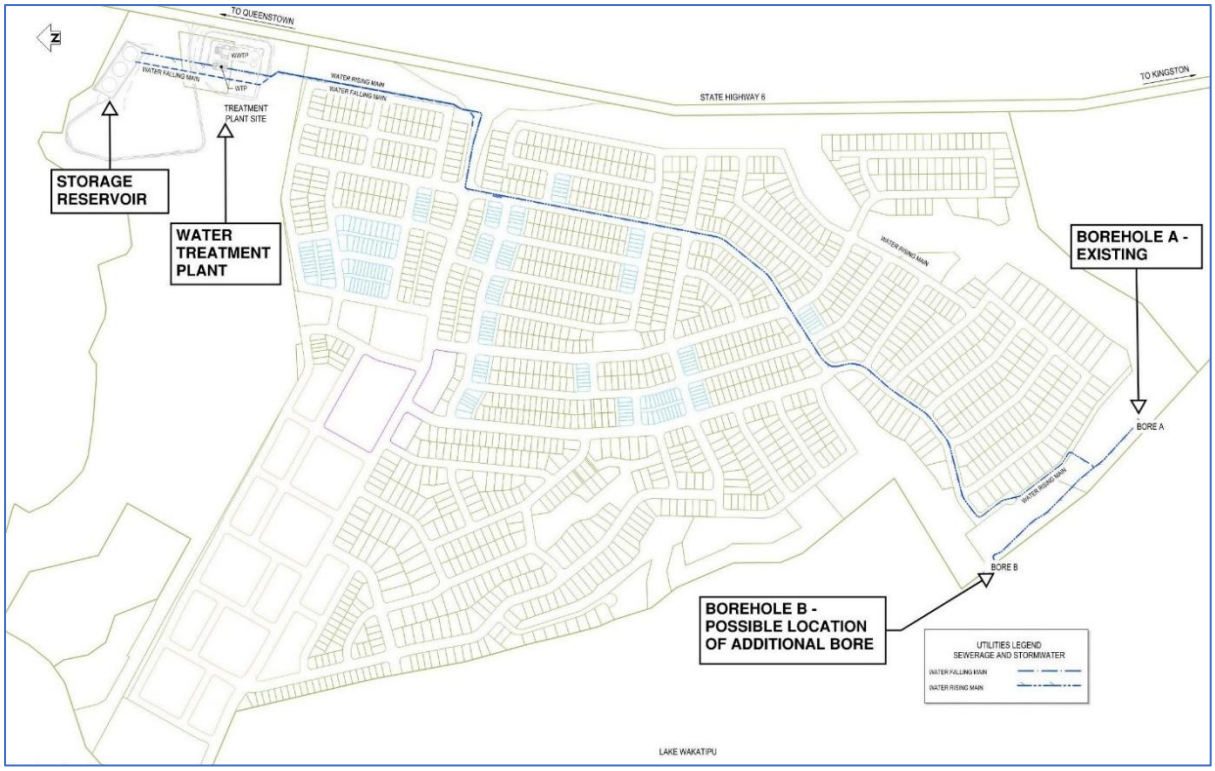

Figure 38: Location of the existing bore, water treatment plan and reservoirs

The borefield is to operate with a minimum of two bores installed on a duty/assist arrangement

The borehead, manifold and switchboard for each bore is to be contained within a utility building which is likely to be similar to the building shown in Figure 39 below. This will be located on top of the bore location. These borehead buildings will be a maximum of 4m x 6.5m and 3.5m in height. Ancillary electrical buildings beside the borehead buildings are also anticipated. These will include the transformer and generator and this is likely to be 7.5m x 5m x 3.5m in height. All buildings will be clad

in materials which have low light reflectivity. Conditions relating to these buildings are proposed in **Appendix T**.

Figure 39: Borehead, manifold and switchboard building

An access track for construction and ongoing maintenance of the bore is proposed down the terrace face through Lots 9001 and 9023 as can be seen in Figure 40 below. An alternative legal access will be discussed with Land Information New Zealand (LINZ) through the lakeshore reserve land. If this is able to be procured, the access road along the terrace face may not be constructed. An either/or consent condition to this effect is proposed in **Appendix T**.

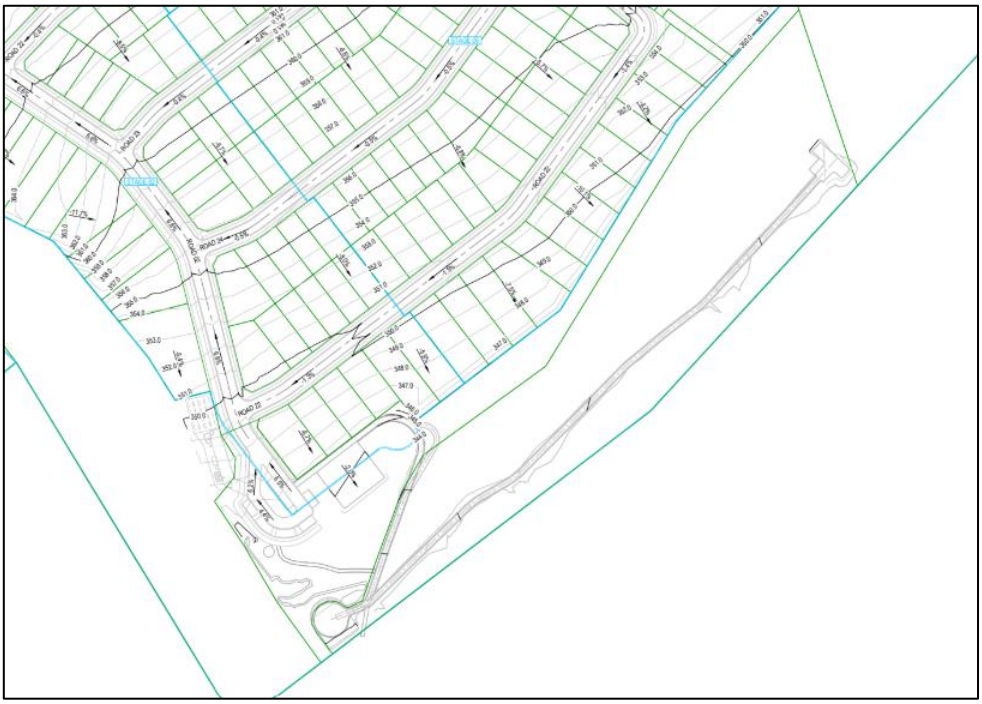

Figure 40: Proposed vehicle access track to the bore

Treatment

The location of the proposed Water Treatment Plant (**WTP**) is shown in Figure 38 above. It is to be co-located on the same site with the proposed Wastewater Treatment Plant (**WWTP**).

The WTP and WWTP buildings have not yet been designed, however they will both be located within a 100m x 60m platform area, resulting in a maximum combined building footprint of 600m². The buildings and ancillary tanks will have a maximum height above ground level of 6m. All buildings will be clad in materials of low light reflectance value and this is included as a proposed condition of consent.

A bund is proposed along the eastern side and part of the northern and southern sides of the WTP and WWTP buildings providing screening of the plant from the direction of SH6 as shown in the plans in **Appendix B**. This bund will be planted with native species as shown in **Appendix S**.

The WTP is to be accessed via the existing SH6 entrance to Lot 12 which will also service the proposed WWTP and reservoirs.

The WTP process that is proposed includes the following based on current available raw water quality testing:

- Pre-oxidation using chlorine (e.g., sodium hypochlorite or chlorine gas) to oxidise both iron and manganese to enable their removal.
- Greensand filtration (or similar) to remove turbidity, iron, and manganese.
- UV disinfection to provide a 4-log protozoal treatment barrier.
- Finished water chlorination to achieve bacterial compliance.
- pH adjustment and alkalinity control to enable bacterial compliance and produce a chemically stable drinking water.
  - Dosing of both an acid (e.g., hydrochloric acid or carbon dioxide) and base (e.g., soda ash) are required.
- Treated Water Reservoirs provide chlorine contact time (C.t) and enable bacterial compliance.
- Backwash Waste Tank with Supernatant Recycle.
  - The tank provides time for the backwash waste solids to settle. The clarified water, or supernatant, at the top of the tank can then be recycled to the start of the treatment process. This increases the production yield of the plant and reduces the volume of waste that is directed to the Wastewater Treatment Plant.

The construction of the full WTP is to be staged as the development progresses. Furthermore, the WTP is to be of modular design and will allow for additional capacity to be provided for, should QLDC or an adjacent landowner want to increase the capacity of the WTP to service additional development areas.

The water treatment will require storage of hazardous substances and this on-site storage will be required to meet the requirements of the *Health and Safety at Work (Hazardous Substances) Regulations 2017.*

Storage

Two reservoirs are proposed to be installed at the highest part of the application site in Lot 12 as shown in Figure 38 above.

Prior to construction, a benched platform is to be formed for the installation of the two reservoirs as can be seen in Figure 41 below, with sufficient space within the platform for a third future reservoir, should this be required by others.

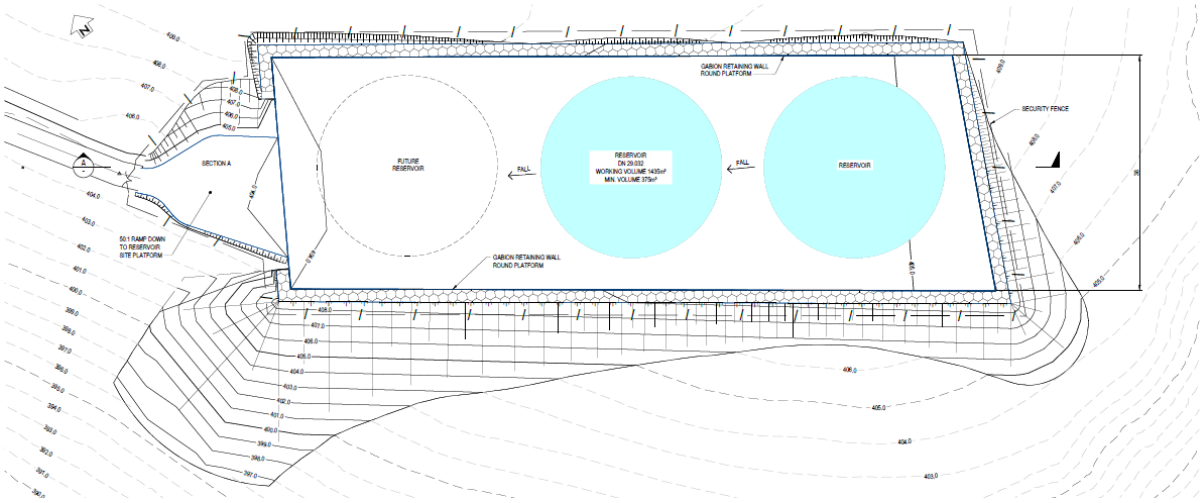

Figure 41: Concept layout of reservoir platform

The reservoirs are to be constructed using a steel modular system which has a total height of 5.38m above ground level and an internal diameter of approximately 29m. The colour of the exterior of the reservoirs will be of low light reflectance value as proposed in the corresponding condition of consent in **Appendix T**.

The two reservoirs will have a gross storage volume of 2,860m³ to cater for the development including seasonal peaks and an allowance to achieve the required chlorine contact time. These are of sufficient size to provide adequate service during peak periods, adequate storage for firefighting purposes and sufficient volume for emergency works.

A calamity basin with a minimum volume of 1,430m³ is to be formed around the reservoir platform area to provide emergency storage in the event of reservoir failure. This will also form a bund along the northern, eastern, southern and part of the western sides of the platform. The bund is to be formed through installation of a gabion retaining wall at the outer edge of the platform and placement of fill to form a naturalistic slope (maximum of 1V:3H batter) on the outer edge which is to be planted.

An access road to the reservoirs is to be formed in the location detailed in Figure 38 above and the reservoirs will be accessed via the existing SH6 access to Lot 12.

Conveyance

The water from the bore is to be pumped, via booster pumps from the borefield to the WTP. A preliminary bore pump assessment indicates that it is feasible to pump from the borefield to the WTP, however if in detailed design this is determined as impractical, a booster pump could be utilised.

A rising main connecting the infrastructure is also anticipated, along with surge anticipating devices and ancillary equipment including air valves, scour points and isolation values. Furthermore, a transfer main is required from the reservoirs to the reticulated network.

The proposed reticulation system has been modelled to ensure that it can comply with the QLDC's CoP. The reticulation will then occur via gravity to some areas and via pumping to others as shown below in Figure 42 to achieve requisite pressures in some parts of the site.

The water conveyance through the site will require installation of water pipes under the bed of the Northern Creek for flow to and from the borefield, the WTP and the reservoirs and to the future lots. Installation of water pipes under the top of the Central gully are also required for water conveyance. These will be installed via trenching through the bed of the ephemeral streams during times when the bed is dry.

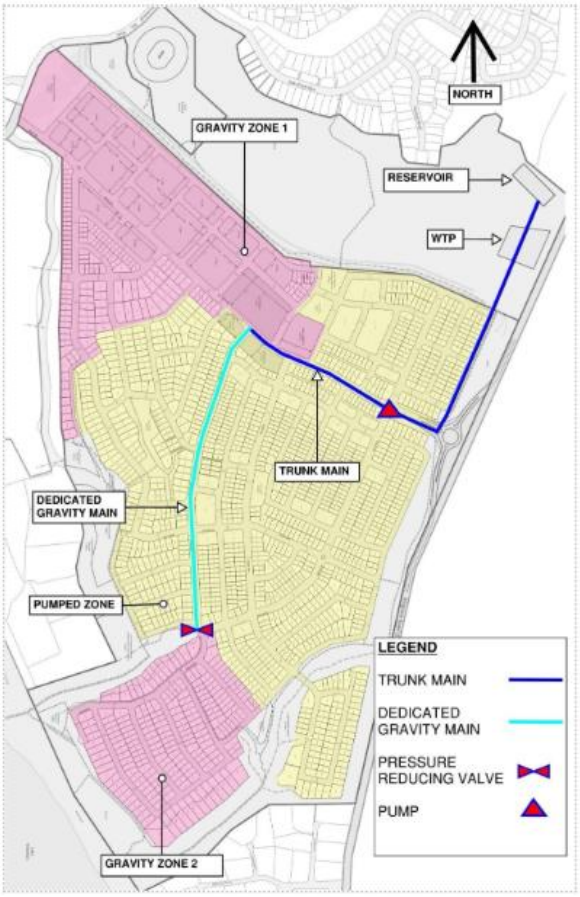

Figure 42: Layout of the proposed water conveyance network

Staging

Staging of the water infrastructure will occur logically as the subdivision progresses. The infrastructure initially required as part of Stage 1 will be the completion of Borefield A, the construction of the WTP (sized for the early stages), installation of the first reservoir with associated distribution pipework, mains, pumps etc. Headworks and bulk conveyance infrastructure will be stages where practicable to suit lower demands in the early phases so to keep the equipment within acceptable performance envelopes.

Wastewater

The construction and operation of a new on-site wastewater treatment and disposal is proposed to service the proposed development. This proposal has been developed in collaboration between Lowe Environmental Incorporated (**LEI**) and Stantec. The LEI design report is included as an attachment in the Engineering Feasibility Report in **Appendix B**.

The wastewater treatment and disposal has been sized for discharge from between 2,500 and 2,600 dwelling equivalents. Wastewater generation at this site will be from residential toilets, showers, laundry and kitchen facilities however, there will also be wastewater sourced from some commercial areas such as cafes in the latter stages of the subdivision, which will create a stronger waste, similar to blackwater. Non-residential buildings will require installation of a grease trap under the Building Code.

In summary, a network of gravity pipes falling to two pump stations at low points on the site are to collect the wastewater from the development and pump this to a proposed WWTP that is to be constructed within the eastern area of Lot 12 (as seen in Figure 38 above). An activated sludge-type treatment system is proposed with the final type to be determined through detailed design. The WWTP type and supplier are likely to be determined following confirmation of the consented treatment standard. Concept work has targeted treatment to produce an effluent with a low total nitrogen and low total phosphorus to match the annual application rate of up to 220g Nitrogen per hectare per year and a maximum average application depth of 8mm per day. This is a high standard of treatment when compared to other schemes in the District, but which are also understood to be practically achievable.

The treated effluent is to be disposed via sub-surface drip irrigation within a number of identified Land Treatment Areas (**LTA's**) across Lots 8 and 12 at an average Design Irrigation Rate of 7.1mm per day across the LTA's. The dripper lines will be installed at approximately 200 to 300mm depth below ground to prevent freezing. This will also prevent odour.

The proposed LTA's are shown coloured in Figure 43 below. These areas are indicative only as over time, some areas may not be needed (particularly if discharge rates are not observed in earlier stages are not as high as has been designed for, which is understood to be a distinct possibility) and there may be some reconfiguring or the size and locations of the LTAs through detailed design and working in with neighbouring disposal schemes.

There is an LTA area on Lot 12 which already has consent from the ORC to be an LTA for the Jacks Point Village, however as detailed in Section 3.4 above, the Jacks Point Village has received approval to connect to Council's reticulated wastewater network. As this area is likely to be surplus to Jacks Point's

requirements, this area is shown as an indicative LTA for the proposed development (overlapping the existing Jacks Point Village LTA easement area). The ability to utilise this LTA area will be resolved with Jacks Point prior to lodging for Engineering Review and Acceptance for that area and this is included as a proposed condition of consent.

The below plan identifies 28.4ha, however upon survey, there is 29.7ha of land available for LTA. These surveyed areas are shown in **Appendix R**.

It is proposed that the LTA's will be managed by a combination of cut and carry system, cut and leave system, light sheep grazing and native vegetation plantation to allow for nutrient management. These management methods will be determined as part of detailed design and will be confirmed as part of the Engineering Review and Acceptance process.

Figure 43: Proposed Land Treatment Areas

The total proposed dry weather wastewater flow is 2,005 cubic metres per day. However, the capacity of the WWTP will be designed for flows of up to 3,974 cubic metres per day to account for wet weather. This allows for slightly more wastewater disposal than is estimated to be needed using Council CoP parameters, and potentially more if the actual per lot wastewater generation rates are shown to be lower through monitoring. Regardless, it is thought to be prudent to maintain this extra capacity margin, as it may allow additional development to connect such as from neighbouring sites or Council community facilities.

The LTA's are to be located a minimum of 10m from the three waterbodies that extend through the site and 60m from the wetland within Lot 9002. There will be no direct discharge of wastewater

(treated or untreated) to water, including into any drain, water race or to groundwater. The LTA's will also be located greater than 50m from any bores (approximately 620m from the Ōraka bore and approximately 800m from the Homestead Bay Trustees bore), including the one which has been implemented within the application site as shown in Figure 44 below.

Figure 44: Proposed Land Treatment Areas in relation to existing bores and surface water takes

The LTAs will discharge water treated at a level safe for recreational contact. For example, unfenced LTAs are currently located within open space within Jacks Point. LTAs can also coincide successfully with native planting, as is the intent in Homestead Bay.

As detailed in the LEI report in **Appendix B**, the development and operation of the various LTA's will be staged as the development progresses and wastewater flows increase.

Stage 1 of the development of the WWTP (sufficient to service multiple stages of the subdivision) will accommodate a much lighter loading and there are complexities of operating an extensive, activated sludge treatment system with less than 50% design capacity compared to its final expected load. Accordingly, Stage 1 has options for higher Biochemical Oxygen Demand (BOD) and Nitrogen outputs up to 500 lots, while future stages will have a lower concentration.

Given the technical nature of the wastewater land disposal analysis, and the recognised importance of preventing downstream environmental effects, the Applicant commissioned an independent peer review of the LEI reports on this matter. A summary of the peer review, and confirmation from the peer reviewer that the application had been satisfactorily completed, is contained in **Appendix B.**

Conditions of consent are proposed to ensure that the wastewater disposal measures meet the requirements outlined in the LEI reporting including robust monitoring requirements. These are detailed in **Appendix T**. To allow for the groundwater monitoring, four new piezometers are proposed to be drilled in the location shown in **Appendix CC**.

The water conveyance of wastewater through the site will require installation of wastewater pipes under the bed of the Northern Creek for flows to the WWTP from the future lots. Installation of wastewater pipes under the top of the Central gully are also required. These underground pipes will be installed via trenching through the bed of the ephemeral streams during times when the bed is dry.

The wastewater treatment within the proposed WWTP will require storage of hazardous substances and this on-site storage will be required to meet the requirements of the *Health and Safety at Work (Hazardous Substances) Regulations 2017*.

Stormwater

Assessment of stormwater flows has been undertaken in collaboration between Geosolve and Stantec. The Geosolve report is attached as an attachment in **Appendix B**.

The Remarkables are located upstream of the application site and there are three existing surface drainage channels that issue from the Remarkables towards the application site. These are shown as the Northern, Middle and Southern Creeks in Figure 45 below. As these are part of a fan (or combined fans as described by Geosolve), these creeks have been identified as having the ability to change their alignment during/after large rainfall events. Consequently, the proposed development has been designed to cater for stormwater entering the application site at any point along the SH6 boundary.

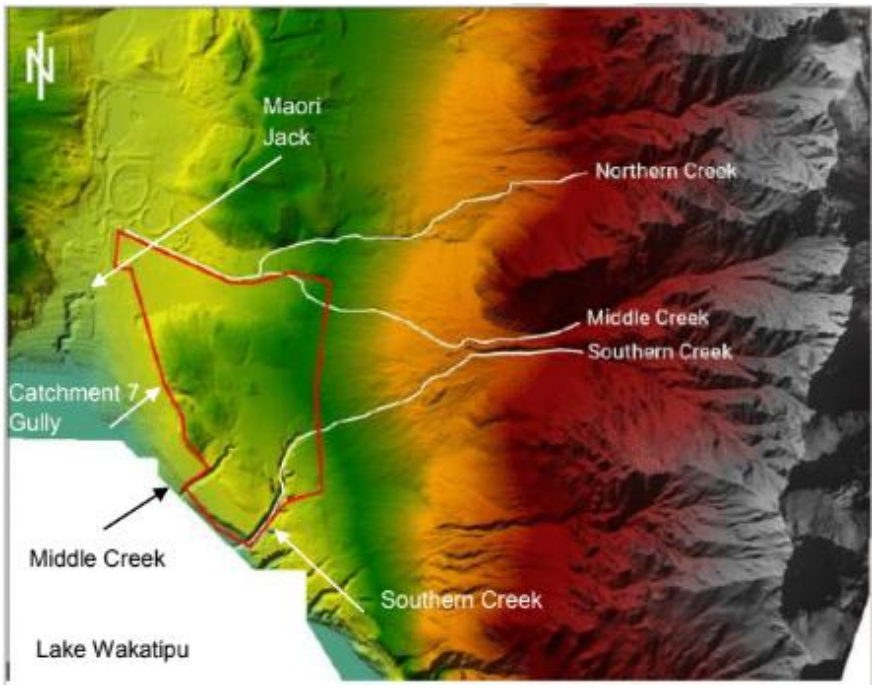

Figure 45: Location of the creeks to the east of the application site which discharge towards the subject site (Lot 8 shown outlined in red)

Flood protection diversion channels / bunds are proposed along the SH6 boundary of the application site. These are proposed for the full length of the boundary to manage the flows from the abovementioned Northern, Middle and Southern Creeks. The exception is the location of the proposed roundabout entry point into the application site. This is located at a high point of the SH6 frontage and splits the channel into northern and southern sections as shown in Figures 46 and 47 below. The diversion channels / bunds to the south of the proposed roundabout will divert flows into the Southern Channel or along the southern boundary. The diversion channel / bund to the north of the roundabout will divert flows into the Northern Channel.

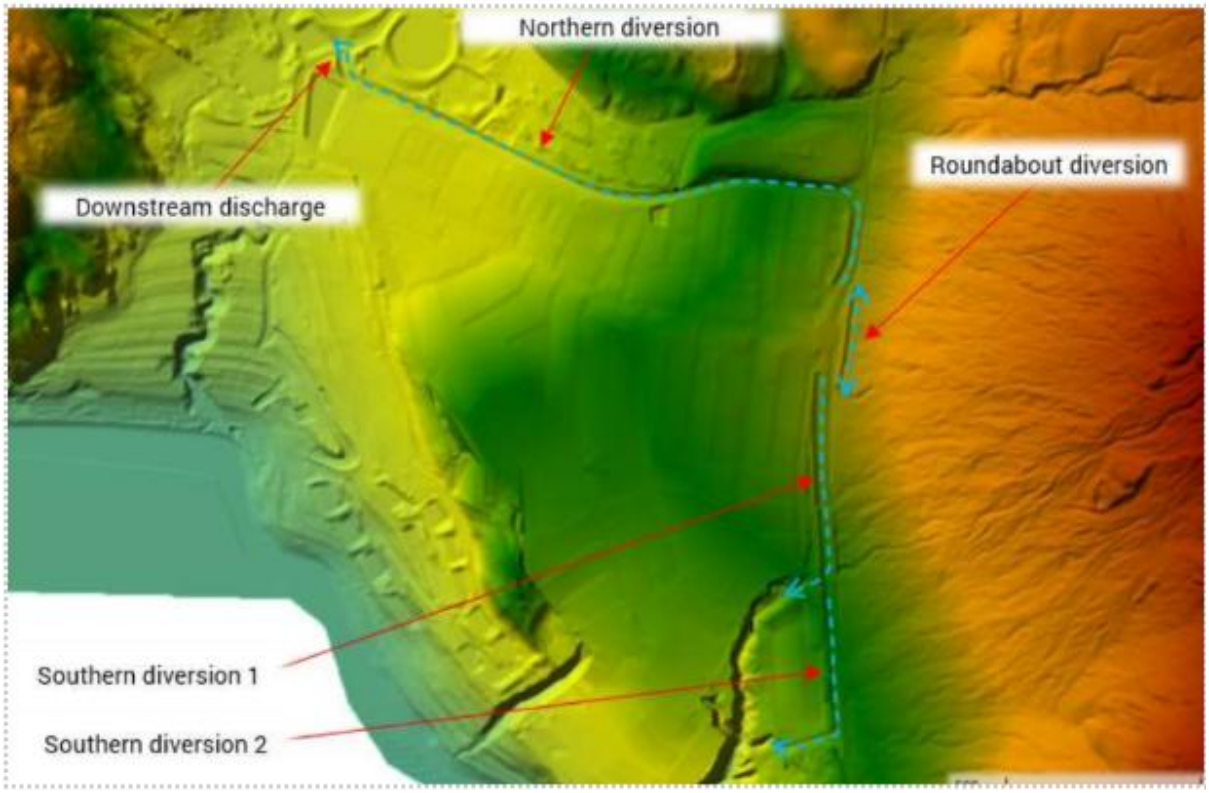

Figure 46: Proposed diversions along the SH6 frontage of the site

The stormwater flows will continue to flow into Lake Wakatipu as currently occurs, with the stormwater being diverted north into the Northern Channel being carried westward through the channel and the existing 4m x 1m box culvert under Homestead Bay Road to join Māori Jack Stream and then Lake Wakatipu. The stormwater flows being diverted south will enter the Southern Gully and then enter Lake Wakatipu.

The Northern Channel is to be modified to increase its capacity to allow for the increased flows as detailed in the Stantec report in **Appendix B**. As noted in the Draft Environmental Management Plan and Erosion and Sediment Control Plan in **Appendix X**, the upgrades to this channel will be undertaken in stages, ideally when it is dry, over the summer months. It may be necessary to temporarily divert low flows during works however.

Accordingly, the strategy for addressing stormwater originating from outside of the application site is to divert the flows to the north or south around the margins of the proposed development into the

existing gully along the southern portion of Lot 8 and the existing channel along the southern boundary of Lot 12.

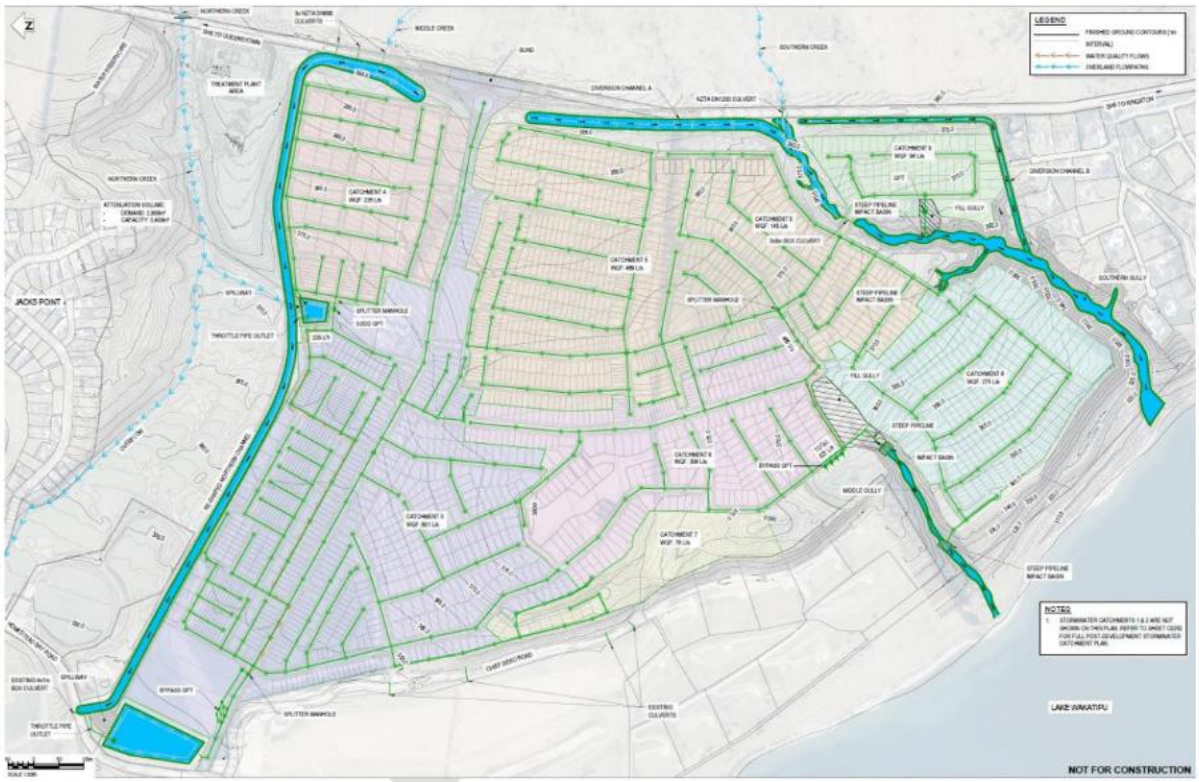

Figure 47: Proposed internal stormwater drainage scheme

The proposed diversion channels / bunds along the SH6 frontage are to be a vegetation lined, triangular cross-section with side slopes 1V:5H and 1.5m deep, and will be shaped and planted to be naturalistic in appearance. A typical cross-section of the diversion channel / bund is shown in Figure 48 below.

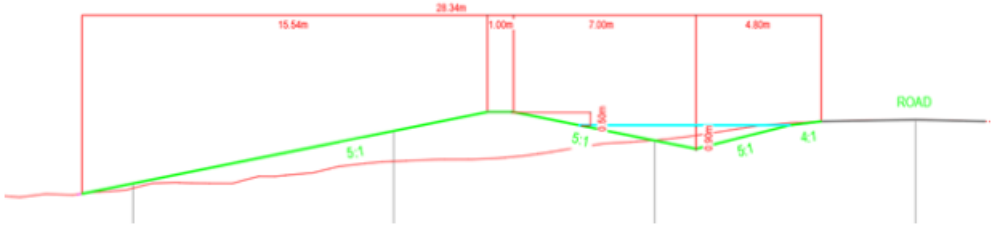

Figure 48: Engineering cross-section of diversion channel / bund along SH6 frontage

Due to the technical nature of hazard modelling, the Applicant has commissioned two independent peer reviews, covering the flood and debris flow risks (see **Appendix B**).

Internally, for catchment runoff originating from within the proposed development footprint, provision is to be made within the pipe and road networks in line with the QLDC CoP standards. There will be an extensive primary stormwater network as well as a secondary flow path system within the large road network.

On-site treatment is proposed prior to the stormwater being discharged from the site as detailed in the Stantec report in **Appendix B**. All catchments are to have road side catchpits to trap heavy grits, solid rubbish and leaf litter. Gross pollutant traps are to be installed at all six catchment outlets to trap floating plastics, hydrocarbons and suspended sediments. These are likely to be proprietary manhole devices under the surface of the road.

Two stormwater outlets are proposed into the Northern Channel. These outlets will have gross pollutant traps and two attenuation storage basins are proposed which will provide additional treatment through soil infiltration to ground and slow overland flow through vegetation. The two stormwater attenuation basins will include a spillway as well as a throttle pipe outlet back into the Northern Channel.

Four stormwater outlets are proposed into the Southern and Central Gullies. These will also contain gross pollutant traps. Shallow depth flows will pass through vegetation and natural roughness on the gully floors. Additional treatment through the highly permeable gullies will also occur. Furthermore, additional stormwater treatment mitigation is proposed through the prohibition of the use of zinc and non-aluminium roofing materials through the subdivision. These requirements are included in the proposed consent notice conditions.

The catchments within the southern part of the site will drain into the existing gullies (Central and Southern Gullies) and do not need attenuated flow. However, they will require erosion control at the discharge points. As detailed in the Stantec report in **Appendix B**, steep pipelines down the gully walls to the gully floor are proposed along with impact basins to remove the energy from the flow. These measures, as well as rock aprons and other rock placements to form check dams and armouring along the gully floors will together control higher storm discharges from eroding the gully floor.

There are also five minor pre-development catchments that run-off to Chief Reko Road to the south of the site. For each of these minor catchments, the catchment areas will be reduced compared to the pre-development catchment area through earthworks and a new primary and secondary stormwater system inside the application site resulting in decreased runoff.

The on-site stormwater reticulation is designed to ensure that there is no increase in post-development flows leaving the application site.

Power

A power connection is to be provided to the boundary of each of the proposed lots. The ability to increase capacity to service the development has been confirmed by both Powernet and Aurora (**Appendix B** shows written correspondence from Powernet).

Telecommunications

A telecommunications connection is to be provided to the boundary of each of the proposed lots. Capacity has been confirmed by Chorus in **Appendix B**.

Street lighting

Reticulated street lighting is proposed throughout the subdivision in accordance with the QLDC CoP. The QLDC CoP includes the Southern Lakes Light Strategy, which in general terms seeks to protect night skies by promoting the minimum amount of well-directed lighting necessary to ensure safe and functional urban environments. The locations and details of the street lighting will be provided as part of the QLDC Engineering Review and Acceptance process following detailed design and will ensure that there are no conflicts with underground services, intersections or driveways, street trees and other infrastructure.

6.6 Landscaping and reserve design

As noted above, formation of a mound and swale is proposed along the SH6 boundary for stormwater diversion purposes, however this will have a landscape mitigation function also. The bund is to be formed with a generally 5H:1V ratio and its formation is to be naturalistic in appearance. The majority of the eastern side of the SH6 setback area is to be grassed and the western side is to be planted in native shrubland planting with clusters of native tree planting.

Street trees are proposed along each of the roads within the subdivision. Plans have not yet been prepared showing the location or species of trees, these plans are proposed to be submitted to QLDC's Parks and Reserves team for certification under the QLDC CoP prior to works commencing in each stage of the subdivision. An indicative list of street trees, known to be wind and drought tolerant and of suitable size and formation has been included within **Appendix P.** The street tree planting will be undertaken in accordance with the QLDC's CoP and will generally allow for one street tree per lot frontage as practicable, unless there is a conflict with a streetlight or intersection sightline.

Concept level landscape plans have been prepared for the proposed recreation reserve areas and some of the local purpose reserve lots. These are attached as **Appendix S**. As detailed above, each of the recreation reserves includes reserve improvements, with some including ball sports areas, playgrounds, seating, shelters and equipment. Landscaping is also proposed within the recreation and local purpose reserves, including tree planting and low-level planting along slopes that exceed 1:5 and are not suitable for mowing. A predominance of native planting is proposed to supplement existing native planting within those reserves.

Native restoration of the two stormwater gullies is proposed with a combination of low-level riparian planting along the base of the gullies with Red and Mountain Beach trees along the sides and shrubland species along the upper slopes. The planting within the gullies will provide additional and enhanced habitat for lizards which are to be relocated to these areas from elsewhere on the site.

The beech trees planted within the Southern Gully are not to be planted higher than 10m below the escarpment edge, so not to unduly obstruct views from Ōraka properties towards the lake.

Information signage may also be installed at key locations within the reserves. The acceptability of the location and content of this signage will be discussed with QLDC's Parks and Reserves team at the time of detailed design of each reserve.

Reserve parking is proposed in Lot 9001 as this is anticipated to be a key destination for people accessing the lakefront reserve, the proposed trail network and the reserve which also be a scenic lookout point.

The proposed earthworks and subdivision works will require 0.9 hectares of indigenous vegetation clearance in the locations identified in the Ecological Effects Assessment in **Appendix Y**. The native planting within other areas of the site, amounting to over 19 hectares in area, is proposed to mitigate the ecological effects of the loss of these plants.

Weed and pest control is proposed within the Southern and Central gullies to ensure that the proposed native planting and fauna is able to thrive in these locations. Conditions of consent are proposed to require the submission of a Pest and Weed Management Plan prepared by an Ecologist for these areas for approval prior to commencement of works. The approved plan is then to be implemented in these areas prior to s224c and then maintained under a Maintenance Agreement for a minimum 3 year period following issue of s224c.

Enhancement and maintenance of the existing ecological values of the ephemeral wetland within Lot 9002 is proposed through the development and implementation of a Wetland Management Plan which is to be developed in accordance with the proposed condition of consent in **Appendix T**.

6.7 Earthworks

Earthworks associated with the construction of the subdivision are proposed. Earthworks cut and fill plans for the subdivision are attached in **Appendix B**. These earthworks require consent from both QLDC and ORC with there being a number of matters that overlap between the two Councils.

Initial earthworks design has estimated a total cut volume of 1,239,400m³ and a total fill volume of 1,052,500m³ creating an excess cut of 186,900m³. This is believed to be a reasonable balance for a project of this scale, minimising the need to cart material to or from the site. The earthworks are to occur over a total area of 1,540,000m², however the earthworks area open at any one time will be limited through the staging of the subdivision and the measures outlined in the attached Environmental Management Plan (**EMP**) and Erosion and Sediment Control Plan (**ESCP**).

The maximum depth of fill is anticipated to be 8.74m and this relates to isolated depressions on the site. The maximum cut height is 8.22m in the approximate centre of the site to flatten out the central area of Lot 8 to the south of the existing NZone hangar building to enable suitable roading and lot gradients for ease of building.

Earthworks are also shown on the cut and fill plans in **Appendix B** within the SH6 road reserve. These are associated with the roundabout construction and include potential bunding as well as the realignment of SH6 following tie in of the new roundabout. These earthworks are not sought to be consented under this application as they will be included in the future NOR / Alteration to the SH6 designation application for the roundabout.

The Applicant's experience in civil construction is that it is inevitable that earthworks will give rise to a portion of excess soil and fill that is not suitable for re-use in buildable areas (e.g. earth that is structurally weak or mixed with organic material). It is proposed to minimise the effects and costs of carting this material off site by creating a "cleanfill" site within the future local purpose reserve lot

(Lot 9027), allowing the deposition of approximately 40,700m³ in this location (including the abovementioned excess cut m³). This is expected to occur over successive stages of development. An added benefit of the design is to reduce the level change from adjacent lots to the reserve area.

The subdivision earthworks will be staged in line with the proposed subdivision staging shown in **Appendix Z**. A draft/template Environmental Management Plan and Construction Management Plan (**CMP**) has been prepared by Stantec and are attached as **Appendix X**. Numerous standard conditions of consent are proposed requiring submission of an updated EMP and Erosion and Sediment Control Plan (**ESCP**) to the QLDC and ORC for approval prior to commencement of earthworks within each stage of the subdivision. These Plans will take into account any recommendations within the Geotechnical report in **Appendix B** and will incorporate the recommendations of the Detailed Site Investigation (DSI) once received.

Six natural inland wetlands have been identified by Wildland Consulting (see **Appendix C**) across the application site, five of these will be removed by the proposed subdivision earthworks and consent is sought for these earthworks within, and within proximity of the wetlands. One wetland (Wetland 3 identified in the Wildland Consulting report in **Appendix C**) is to be retained and enhanced, however earthworks are still proposed within 100m of this wetland for installation of infrastructure, construction of roading and general levelling of areas of the site.

With regard to the finished level of the single house lots, it has been identified through the Hanley's Farm subdivision that the majority of house builders seek to flatten out any lots that are sloping through retaining along the boundaries. This has resulted in a large number of individual resource consents being required for earthworks and retaining in proximity to boundaries (with associated costs) and also a number of disputes between neighbouring properties. The QLDC has previously requested at Hanley's Farm that greater consideration of future retaining or benching on sites be given at the time of subdivision.

Consequently, in order to reduce some of the need for future resource consents for retaining walls, a blanket land use consent is sought to allow the future owners to fill and retain up to 1m in height along the boundaries of the property. This approach is consistent with the approach consented through the DP2, DP8 and DP11 stage subdivision consents for Hanley's Farm. Conditions of consent are proposed in **Appendix T** addressing the construction of the retaining walls by future lot owners.

6.8 Cancellation of consent notices

Approval is sought under Section 42(4)(a) of the FTAA, which would otherwise be sought under Section 221 of the RMA, to cancel the following three consent notices, one which applies to Lot 8 and two that apply to Lot 12.

Consent Notice 5572493.1

Consent Notice 5572493.1 is registered on the title for Lot 8 and a copy is attached as **Appendix F**. This consent notice was registered as part of subdivision consent RM990447 and has one condition which was registered against the title for Lot 1 Deposited Plan 300502. This lot previously encompassed the land shaded in red in Figure 49 below, which is a portion of Lot 8 of the application site, as well as some of the adjoining rural residential properties to the west (Homestead Bay Peaks).

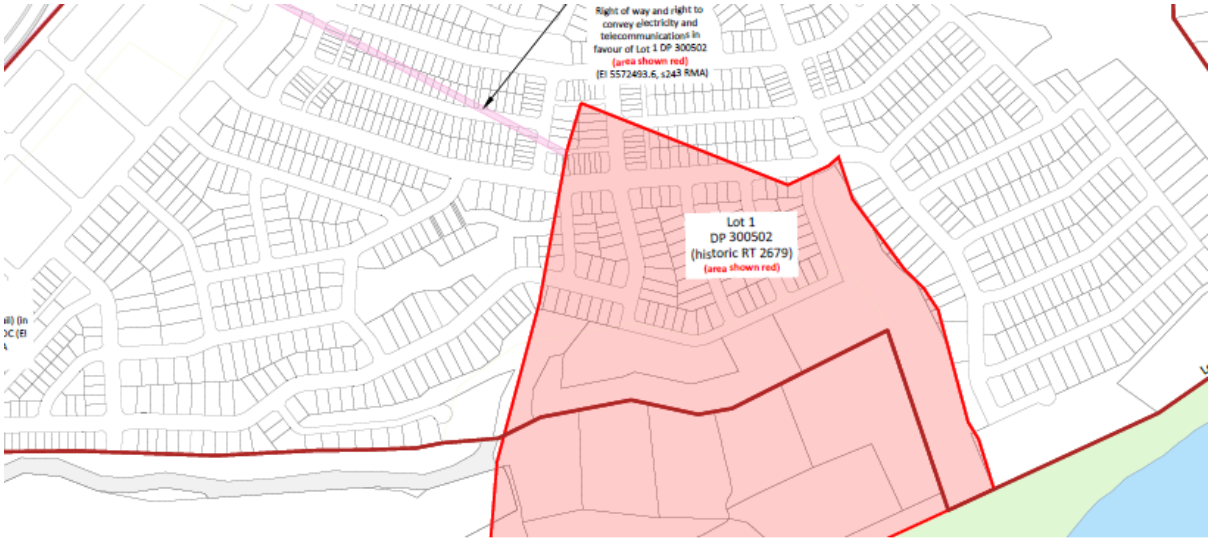

Figure 49: Location and extent of previous title Lot 1 DP 300502

The consent notice contains only one condition which states:

a) *The Lot owner shall be responsible for renewing the easement for the right to convey water over Section 6 S.O. 22367 (C.T.12B/155) identified as J on D.P.300502, or provide a suitable alternative approved water supply.*

The area identified as 'J' on Deposited Plan 300502 is contained within the land located across SH6 to the east (QEII land) at the foothills of the Remarkables, within Section 6 Block V Coneburn SD (shaded in blue in Figure 50 below).

Figure 50: Location of Section 6 Block V Coneburn SD and Area J is shaded in blue

The water supply to the Homestead Bay Peaks subdivision is via an existing bore take (F42/0150) and the development within Lot 8 is proposed to be serviced via another bore, consequently, suitable alternative water supplies to 'J' have been found. It is therefore proposed to cancel this consent notice from Lot 8.

Consent Notice 6863718.6

Consent Notice 6863718.6 (see **Appendix F**) is registered on the title for Lot 12 and was created as a result of subdivision consent RM050573 in which Lot 12 was included within a balance lot (Lot 40). The following condition of the consent notice applies to Lot 40:

a. *The use of the lots created by this subdivision shall be used for no other purpose than that defined by the Outline Development Plan approved by Council.*

The Outline Development Plan identifies Lot 12 as being for Golf Course activities.

Since this time, Jacks Point has installed wastewater disposal fields and associated infrastructure (which are secured via easements over Lot 12) within the western and central areas of Lot 12. The location and current design of these do not easily allow for the ability for the majority of Lot 12 to be utilised for golf course activities. Furthermore, Lot 12 is no longer in the ownership of Jacks Point. Some years ago the Applicant did discuss with QLDC the possibility of developing a public golf course at this location, but was advised that this was not a favoured location. A viable golf course business model is considered unlikely for the site.

Furthermore, the original Jacks Point Outline Development Plan is no longer relied upon, with the Jacks Point Structure Plan and associated rules and standards within the PDP applying instead. As addressed in this report, consents are sought under the PDP for the proposed activities and development within Lot 12. Consequently, it is sought to cancel this consent notice as it applies to Lot 12.

It is noted also that this consent notice has been varied (6990995.13) but the varied conditions are not of relevance to Lot 12.

Consent Notice 6929597.12

Consent Notice 6929597.12 (see **Appendix F**) is included on the Lot 12 title and this consent notice was also registered as part of subdivision consent RM050573 and applies to Lot 12 as it is now created. The only condition of relevance to Lot 12 is the same as for Consent Notice 6863718.6 above relating to compliance with the Outline Development Plan. For the same reasons as listed above, it is proposed that this consent notice also be cancelled from the Lot 12 title.

6.9 Lizard salvage, destruction and habitat enhancement

A lizard survey of the application site has been undertaken by Wildlands Consultants and 42 McCann's skinks (Not Threatened) were observed on the application site. As a result, the proposed subdivision requires a Wildlife Act Authority under the *Wildlife Act 1953*. This Authority is covered by the FTAA and is sought as part of the proposal for the potential destruction of habitat, the killing of lizards and the catch and release of lizards.

As outlined in the Lizard Management Plan in **Appendix AA**, the proposed subdivision works will avoid most of the high-quality lizard habitat present within the site and the proposed native planting within the reserve areas will provide high quality lizard habitat which will increase the carrying capacity for lizards in those areas and expand the habitat available across the site. Salvage and transfer of lizards from areas of the site where the lizards have been identified is proposed as mitigation, and the gully areas have been identified as suitable release sites.

6.10 Commencement and staging of development

The subdivision is proposed to be undertaken in stages for a number of reasons, including funding limits and requirements, logical infrastructure development, contractor limitations and the need to limit earth-worked areas for environmental management purposes. An indicative staging plan for the subdivision works is attached as **Appendix Z**. Flexibility as to the staging is sought (as is commonly allowed in the Queenstown Lakes) so that the extent of stages or their timing can be altered depending upon any of the above matters and detailed design.

Confirmation of the extent of each stage will be confirmed with the QLDC and ORC prior to works commencing on that stage through the Engineering Approval application process with QLDC and the submission of the Environmental Management Plan for each stage with the QLDC and ORC.

Following receipt of the fast-track approval, the Applicant aims to commence the Stage 1 works in the last quarter of this year (2025) depending upon when the approval is issued. Generally, it would be expected that each stage of the subdivision will be completed within approximately 18 months. However, this depends upon contractor availability, weather conditions and complexity of the works within that stage. It is anticipated that the subdivision will be completed within 10-15 years.

There are a number of specific controls with regard to staging detailed below. These are addressed within the proposed conditions of consent in **Appendix T**.

- Stage 1 will include a number of enabling works for the commencement of the subdivision, including the completion of the SH6 roundabout, formation of the southern section of the SH6 bund / diversion channel from the roundabout to the Southern Gully, construction of the initial phase Water treatment Plant (**WTP**) and Wastewater Treatment Plant (**WWTP**) and reservoirs and the associated conveyance infrastructure.

- As per QLDC's usual requirement for residential subdivisions, a recreation reserve will be included within the first stage of the subdivision with the proposed vesting of Lot 9008 adjacent to Jack Tewa Park. A recreation reserve is also proposed to be included in the second stage of the subdivision in Lot 9001. The vesting of the remainder of the Recreation Reserve lots will follow.

- Whilst the NZone sky diving activity is still operating from Lot 8, there will be no residential lots created within the 55 dB contour of the activity. The 55 dB contour is overlaid over the subdivision plan in **Appendix BB**.

- Prior to s224(c) for any stage that contains a HAIL site identified within the PSI in **Appendix E**, the recommendations of the DSI and any Remediation Action Plan (**RAP**) for that HAIL site are to be implemented in full prior to s224c for that stage and a Site Validation Report submitted demonstrating that the site is suitable for residential or commercial land use (as applicable).

Once each stage of the subdivision is completed and titles are issued, the single house lots will be passed on to the purchasers to build the residential units and a blanket land use consent for the development of these lots is sought through this application. The Applicant will apply a private covenant requiring the purchasers of lots to build within 3 years of the title being issued to reduce market speculation.

As noted above, the QLDC is embarking on a structure planning process for the Southern Corridor and following this, it is understood that QLDC will initiate a plan change to give effect to the structure plan. If QLDC does not proceed with the plan change, the Applicant intends to make an application for a private plan change following the completion of QLDC's proposed Urban Intensification plan variation. This plan variation is currently seeking to amend many of the provisions relating to the Medium and High Density Residential zones to remove the potential development impediments within the zone that may be restricting density and housing choice. Hearings on this variation are scheduled for mid 2025. While it is unlikely there would be any complexity in rezoning the application site once a resource consent under the FTAA has been granted, an alternative exists to pursue a further approval for these areas under the existing zoning pursuant via the FTAA.

Consequently, the future land use consents for the proposed commercial, medium and high density residential superlots are anticipated to be sought under the standard RMA process once the underlying zoning of the land has been changed. Based on the Applicant's current indicative staging plan, the subdivision works for the stages comprising the majority of the medium and high density and commercial superlots are 5+ years away from being commenced and therefore there is time to allow the land to be rezoned.

7 Approvals Relating to the Resource Management Act 1991

The following sections outline the approvals that would be required under the RMA for the proposal and are sought pursuant to Section 42(4)(a) of the FTAA. The proposal does not include any prohibited activities.

7.1 Queenstown Lakes Proposed District Plan

The reasons for consent under the Queenstown Lakes PDP in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA are as follows:

Subdivision

- A discretionary activity consent pursuant to Rule 27.5.12 for subdivision within the Rural Zone.

- A discretionary activity consent pursuant to Rule 27.5.6 for subdivision within the Jacks Point Zone that complies with the minimum lot areas and the zone and location specific rules in Part 27.7.

- A non-complying activity consent pursuant to Rule 27.7.36 as none of the proposed residential lots in the Rural Zone contain a building platform as required by Rule 27.7.34.

- A non-complying activity consent pursuant to Rule 27.5.28 which relates to subdivision which do not comply with the standards relating to servicing and infrastructure in Rule 27.7.39. As the subdivision is being staged, there will be temporary balance lots created which will not be serviced until they are further developed.

Lapse Date

A 15 year lapse date, unless an extension of time is granted under s125 of the RMA, is proposed for the subdivision consent to allow the subdivision to be completed in stages.

Land Use

Buildings and Reservoirs

- A discretionary activity consent pursuant to Rule 21.4.9 for the use of buildings for residential activity in the Rural Zone. Consent is sought to enable residential activity to occur on the single house lots located within the Rural zoned portion of the site.

- A discretionary activity consent pursuant to Rule 21.4.11 for the construction of buildings including ancillary roading, access, lighting and earthworks in the Rural Zone. Consent is sought to construct residential buildings including associated works on the single house lots located within the Rural zoned portion of the site.

- A restricted discretionary consent pursuant to Standard 21.5.1 relating to the 15m minimum setback from internal boundaries in the Rural Zone. The internal setbacks are proposed to be a minimum of 1m as detailed in the proposed design controls in **Appendix N**.

- A restricted discretionary consent pursuant to Standard 21.5.2 relating to the 20m minimum setback from roads in the Rural Zone. The proposed minimum road setback for buildings is 3m with a minimum 5m setback for garages as detailed in the proposed design controls in **Appendix N**.

- A restricted discretionary consent pursuant to Standard 21.7.1 relating to structures greater than 5m in length and between 1-2m in height being required to be setback a minimum distance of 10m from a road boundary in the Rural Zone. The proposed minimum road setback is 3m and fencing of up to 2m in height is proposed along the boundaries behind the front setback distance.

- A restricted discretionary consent pursuant to Standard 21.7.2 relating to the colour of exterior surfaces for buildings in the Rural Zone. The proposed external cladding controls for the single house lots are detailed in the proposed design controls in **Appendix N** and these replicate the materials and colour controls for the Jacks Point Zone which are slightly less onerous than the controls for the Rural Zone.

- A discretionary activity consent pursuant to Rule 41.4.4.3 for the installation of the proposed reservoirs within the OSG activity area of the Jacks Point Zone.

- A discretionary activity consent pursuant to Rule 41.4.4.13 for more than 39 residential units within the Residential OSR South Activity Area of the Jacks Point Structure Plan. There are 12 residential lots approved on the adjoining land (Homestead Bay Peaks) to the southwest and there are 203 lots proposed within the OSR South Activity Area (either fully or partially within the activity area) under this application resulting in a total of 215 residential lots.

- A discretionary activity consent pursuant to Standard 41.5.4.2 for the location of a building within the open space area created by the proposed subdivision. The proposed reservoirs, WTP and WWTP are all to be located within the OSG Activity Area.

- A non-complying activity consent pursuant to Standard 41.5.4.9(b) to exceed the 4m building height in the OSR activity area of the Jacks Point Zone for the construction of future residential buildings up to a maximum height of 8m and for the installation of the reservoirs, WTP and WWTP within Lot 12 within the OSG activity area which are to have a maximum height of 5.38m for the reservoirs and 6m for the WTP and WWTP buildings and tanks.

- A non-complying activity consent pursuant to Standard 41.5.4.10 which requires that no residential units be constructed in the OSR activity area of the Jacks Point Zone until 80% of the freehold land within the Open Space Foreshore (OSF) Activity Area has been planted with native endemic species. The majority of the OSF Activity Area is not owned by the Applicant and the Applicant does not have a right of access to implement planting outside of the site boundaries. Of the area of the application site which is within the OSF activity area, approximately 73% is to be planted in native endemic species.

- A discretionary activity consent pursuant to Standard 41.5.5.1 requiring development to be in general accordance with the Jacks Point Structure Plan. The proposed residential lots within the OSR South activity area and the utilities within the OSG activity area are a variance to the Structure Plan.

- A restricted discretionary activity consent pursuant to Standard 41.5.5.3 for an additional intersection on to SH6 to provide access for the development within the Jacks Point Zone.

Utilities

- A controlled activity pursuant to Rule 30.5.1.10 for stormwater detention/retention ponds.

- A controlled activity pursuant to Rule 30.5.1.11 for the construction of buildings (associated with a utility) greater than 10m² in footprint or 3m in height associated with a utility.

- A discretionary activity consent pursuant to Rule 30.5.1.14 for structures and earthworks for the protection of the community from natural hazards.

- A discretionary activity consent pursuant to Rule 30.5.1.14 for structures, facilities, plant, equipment and associated works including earthworks for the protection of the community from natural hazards.

- A discretionary activity consent pursuant to Rule 30.5.1.16 for flood protection works.

- A discretionary activity consent pursuant to Rule 30.5.1.18 for water and wastewater treatment facilities.

- A discretionary activity consent pursuant to Rule 30.5.2.1 for the setback of utility buildings from internal and road boundary setbacks. The internal setback requirement in the Rural Zone is 15m and the road setback requirement is 20m. There are no specified internal or road setbacks for the applicable activity areas in the Jacks Point Zone. The proposed setback for boundaries for the future buildings within the Single House Lots is shown in **Appendix N**. The future WWTP and WTP buildings and reservoirs may also not comply with these setbacks from the boundaries of proposed Lots 9025 and 9026.

- A discretionary activity consent pursuant to Rule 30.5.2.3 to exceed the maximum height limit in the underlying zone for utility buildings. The maximum height in the Rural Zone is 8m and the maximum height for buildings in the applicable activity areas in Jacks Point is 4m. The reservoirs are to have a maximum height of 5.38m and the WTP and WWTP and associated tanks are to have a maximum height of 6m above ground level.

Earthworks

Earthworks associated with subdivision are exempt from the rules relating to maximum volume, cut and fill standards and the limit on cleanfill transported by road. The following consents are however required:

- A restricted discretionary activity consent pursuant to Standard 25.5.11 for earthworks across slopes that exceed 10 degrees that are greater than 2,500m² in area and across slopes that are less than 10 degrees that will be greater than 10,000m² in area.

- A restricted discretionary activity consent pursuant to Standard 25.5.18 for subdivision earthworks greater than 0.5m in height or depth along the boundary. Furthermore, a blanket land use consent is sought to allow for the filling and associated construction of retaining walls supporting fill up to 1m in height on / along the boundaries of the proposed single house lots.

- A restricted discretionary activity consent pursuant to Standard 25.5.19.1 for earthworks within 10m of the bed of a water body that exceeds 5m³ within a 12 month period. Earthworks are proposed within 10m of the three water bodies that extend through the site, including within the bed of waterbodies for the installation of underground pipes, culverts/crossings and stormwater infrastructure.

Transport

- A restricted discretionary activity consent pursuant to Rule 29.4.9 for public transport facilities.

- A restricted discretionary activity consent pursuant to Rule 29.4.11 for a high traffic generating activity in the Rural Zone.

- A restricted discretionary activity consent pursuant to Rule 29.4.12 for a high traffic generating activity in the Jacks Point Zone.

- A restricted discretionary activity consent pursuant to Rule 29.5.13(a) relating to vehicle access being in accordance with the QLDC CoP. The new road designs incorporate alternative design solutions to those shown in the CoP.

- A restricted discretionary activity consent pursuant to Rule 29.5.13(c) which states that no private way, private shared access or shared access shall serve sites with a potential to accommodate more than 12 units on the site and adjoining sites. There are three medium density superlots which will potentially have a shared access servicing more than 12 units. Furthermore, it QLDC do not agree to the vesting of all or any of the roading lots, consent would also be required for this.

- A restricted discretionary activity consent pursuant to Rule 29.5.17(a) relating to minimum site distances. Sightlines will not be satisfied at some lots due to proximity to intersections.

- A restricted discretionary activity consent pursuant to Rule 29.5.21(a) where no part of any vehicle crossing shall be located closer to the intersection of any roads than 25m. The vehicle crossings where this breach may occur are shown in Appendix F of the ITA.

Indigenous Vegetation Biodiversity

- A controlled activity consent pursuant to Rule 33.4.3 for indigenous vegetation clearance of trees that are greater than 4m in height for the construction of trails up to 1.5m in width.

- A discretionary activity consent pursuant to Rule 33.4.7 for the clearance of vegetation within 20m of the bed of a waterbody including ephemeral or seepage wetland. Clearance of exotic and weed species will be undertaken in these areas and some limited indigenous vegetation clearance may be necessary for the formation of the recreational trails and stormwater infrastructure in the Southern and Central gullies.

- A restricted discretionary activity consent pursuant to Standard 33.5.2 for the clearance of indigenous vegetation exceeding 500m² in a continuous period of 5 years in land environments with less than 20% remaining indigenous vegetation cover. The majority of the site has less than 10% with the remainder between 10-20%. Removal of 0.9ha of indigenous vegetation is proposed.

- A restricted discretionary activity consent pursuant to Standard 33.5.3 for the clearance of more than 50m² of matagouri within a 5 year period which has a canopy of 1.5m in height or greater. Small remnant areas of matagouri are to be removed in in the central-western area of Lot 8 and on the terrace face where required for the formation of trails, installation of infrastructure and earthworks.

Lapse date

A 25 year lapse date is proposed for the land use consents listed above in relation to the construction of residential units and retaining walls on Lots 1 – 1438 (unless an extension of time is approved under s125 of the RMA), to allow for all of the proposed subdivision stages to be completed and residential units constructed within Lots 1 – 1438.

A 15 year lapse date is proposed for all of the remaining land use consents to align with the proposed lapse date for the subdivision works.

7.2 Water Plan: Otago

The reasons for consent under the Water Plan: Otago in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA are as follows:

- A discretionary activity consent pursuant to Rule 12.2.4.1(i) for the taking and use of groundwater as the proposal does not comply with permitted activity Rule 12.2.2.4 for a take that exceeds the maximum litres per day and for a take within 100m of Lake Wakatipu.

- A discretionary activity consent pursuant to Rule 12.3.4.1 for the diversion of water that does not meet permitted activity Rule 12.3.2.1 as the upstream catchment is more than 50 hectares. Diversion of stormwater from the upstream catchment is proposed via swales and bunds along the SH6 boundary and part of the southern boundary. A temporary diversion may be required to enable the works to increase the capacity of the Northern Channel.

- A discretionary activity consent pursuant to Rule 12.A.2.1 for the discharge of human sewage onto land in circumstances where it may enter water as the proposal does not meet permitted activity Rule 12.A.1.4 because the average flows will be 2,005 litres per day and the minimum setback of the LTA's will be 10m setback from streams. While the rule is technically breached, advice supporting this application does not anticipate human sewage entering water prior to soakage through land and would follow a high level of treatment.

- A restricted discretionary activity consent pursuant to Rule 13.2.2.1 for the placement of a culvert crossing within the Southern Channel which does not meeting the permitted activity requirements in Rule 13.2.1.7B as the top of the crossing will be higher than 2m above the lowest part of the bed.

- A discretionary activity consent pursuant to Rule 13.5.3.1 for the alteration of the bed of a river where the permitted activity Rule 13.5.1.1 cannot be met. The Northern Channel is proposed to be modified to increase its flow capacity and the standards in Rule 13.5.1.1 relating to the works within the bed being no more than 10 hours in duration cannot be met.

- A restricted discretionary activity consent pursuant to Rule 14.2.3.1 for the drilling of land, other than for the purpose of creating a bore and other than on the bed of any lake or river. Four groundwater monitoring piezometers are proposed to be drilled as shown in the plan attached as **Appendix CC**.

- A discretionary activity consent pursuant to Rule 14.3.2.1 for the erection of a defence against water. The proposed bund along the SH6 boundary of the application site will act as a defence against water and divert stormwater flows towards the Southern and Northern Channels.

- A restricted discretionary activity consent pursuant to Rule 14.5.2.1 for residential earthworks that will exceed 2,500m² in area within a 12 month period and within 10m of a waterbody.

Consent duration

A 35 year consent duration is sought for all of the above consents relating to taking of groundwater, diversion of stormwater, discharge of human sewage and wastewater and the defence against water. These durations are sought to give assurance for the high level of infrastructure investment needed to occur.

A 15 year timeframe is sought for the approvals for the culvert crossing and residential earthworks to allow for all of the proposed subdivision stages to be completed (including additional contingency time).

7.3 Regional Plan: Air for Otago

The reasons for consent under the Regional Plan: Air for Otago in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA are as follows:

- A discretionary activity consent pursuant to Rule 16.3.7.3 for the discharge of contaminants into air from land application of treated effluent as the proposed land application does not meet the permitted activity standard in 16.3.7.1 due to the LTA proximity to residential dwellings, formed public roads and public amenity areas. The proposed wastewater discharge is to be via sub-surface dripper lines and therefore no discharge to air is anticipated.

Consent duration

A 35 year consent duration is sought for all of the above consent to align with the consent sought for the discharge of wastewater and human sewage.

7.4 Regional Plan: Waste

The reasons for consent under the Regional Plan: Waste in accordance with Clause 5(1)(f) of Schedule 5 of the FTAA are as follows:

- A discretionary activity consent pursuant to Rule 5.6.1(1) of the Waste Plan for earthworks to occur on contaminated land (areas identified as having had HAIL activities occur).

Consent duration

A 15 year timeframe is sought for the approval to allow for all of the proposed subdivision stages to be completed (including additional contingency time).

7.5 Resource Management Act

Approval is sought under Section 42(4)(a) to cancel three consent notices that have been applied under the RMA. This is a discretionary activity pursuant to Section 87B in accordance with Section 221 of the RMA. The proposed cancellation is of the following consent notices:

a. Consent Notice 5572493.1 which relating to the renewing of the easement for the right to convey water over Section 6 SO 22367, or to provide a suitable alternative approved water supply. This pertains to Area "J" which is located on the other side of SH6 from Lot 8.

b. Consent Notices 6863718.6 and 6929597.12 that require compliance with the approved Jacks Point Development Plan for Lot 12 which is shown as being for Golf Course Activities.

7.6 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

The following consents are required under this NES-CS:

- A discretionary activity consent pursuant to Regulation 11 of the NES-CS as the PSI identifies that a HAIL activity has been undertaken and there is no DSI for the proposed subdivision and change of use.

7.7 National Environmental Standard for Freshwater

A number of the consenting requirements in this NES-FW relate to whether works within, or in the vicinity of a wetland are for the purpose of constructing 'urban development'.

The *Urban Development Act 2020* defines 'urban development' as including:

(a) development of housing, including public housing and community housing, affordable housing, homes for first-home buyers, and market housing:
(b) development and renewal of urban environments, whether or not this includes housing development:
(c) development of related commercial, industrial, community, or other amenities, infrastructure, facilities, services, or works.

The National Policy Statement on Urban Development 2020 includes a definition of 'urban environment' as:

any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:
(a) is, or is intended to be, predominantly urban in character; and
(b) is, or is intended to be, part of a housing and labour market of at least 10,000 people

The proposal includes the development of housing and related commercial development, infrastructure works and amenities and once constructed, will result in a development of

predominantly urban characteristics (density of residential development, roading, reticulated services) and will be part of both the Southern Corridor and wider Queenstown Lakes housing and labour market of more than 10,000 people. The proposal is therefore considered to constitute an 'urban development'.

The following consents are required for the proposal under the NES-FW:

- A restricted discretionary activity consent pursuant to Clause 45C(1) relating to vegetation clearance within, or within a 10m setback from a natural inland wetland for the purpose of constructing urban development. The vegetation within, or within 10m of five of the six identified wetlands is to be removed.

- A restricted discretionary activity consent pursuant to Clause 45C(2) relating to earthworks or land disturbance within, or within a 10m setback from a natural inland wetland for the purpose of constructing urban development. Earthworks are proposed within (and within 10m) of five of the six identified wetlands within the site. These wetlands will no longer exist following completion of earthworks.

- A restricted discretionary activity consent pursuant to Clause 45C(3) relating to earthworks or land disturbance outside a 10m, but within a 100m setback from a natural inland wetland where it is for the purpose of constructing urban development and will result in, or is likely to result in, the complete or partial drainage of all of part of the wetland. Earthworks are proposed between 10m and 100m of five of the six identified wetlands within the site as these wetlands will no longer exist following completion of earthworks.

- A discretionary activity consent under Clause 71 for the placement, use of a culvert on and over the bed of a river. Culverts are proposed within the Southern Channel and within Lot 12 under the access track to the reservoir which require this consent.

7.8 Activity Status

Overall, this application is for a non-complying activity.

8 Approvals relating to the Wildlife Act 1953

Wildlife Authority approval is sought under Section 53 of the Wildlife Act for the catch and handling of wildlife on the site, potential killing of wildlife and destruction of habitat.

Consent duration

A 10 year timeframe is sought for the approval in line with DoC's usual approval timeframes. It is acknowledged that if the subdivision is not completed in this timeframe that an additional Authority will be required.

9 Approvals by Others

The approval of the construction of the SH6 roundabout access into the application site is not included within the current application. Should the fast-track approval be granted, the Applicant will liaise with NZTA / Waka Kotahi to consent this under an alteration to the existing SH6 designation or a new Notice of Requirement. Notwithstanding, a condition of consent is proposed requiring the completion of the roundabout prior to s224c for any of the residential lots.

The Applicant is also proposing improvements along SH6, including the construction of new roundabouts at the SH6 / Jack Hanley Drive (or Woolshed Road) and SH6 / Māori Jack Road intersections. The consenting of these upgrades are also not included within the application as the Applicant will also liaise with NZTA / Waka Kotahi to utilise the existing SH6 designation. Conditions of consent are also proposed in relation to the timing of these.

10 Pre-Lodgement Consultation

Prior to the announcement of the Fast Track Approvals Bill, the Applicant had been liaising with the QLDC, ORC, iwi agencies and various government agencies with the intention of advancing a plan change or variation to rezone the application site to enable the proposed development. A draft plan variation was prepared and sent to the QLDC at the end of 2023 to assist this process, however this was not advanced any further.

When the Fast Track Approvals Bill was announced, the Applicant turned their mind to that process while still engaging with the QLDC with regard to their Southern Corridor Structure Plan process, through sharing of reports and information. Since the Homestead Bay project became a listed project under the FTAA, pre-application consultation with the persons and groups referred to in Section 11 of the FTAA has been undertaken as required by Section 29 of the FTAA. This has built upon the earlier consultation that was undertaken.

A record of the above consultation undertaken is attached as **Appendix DD** including details of how this consultation has informed the final design of the project, including the development of proposed conditions.

11 Permitted Activities

Utilities

Under PDP Rule 30.5.1.1, buildings associated with a utility[1] are a permitted activity provided that any building, cabinet or structure is less than 10m² in total footprint or 3m or less in height. Utility cabinets and transformers are anticipated within the development with their location and design currently not determined. Notwithstanding, their size typically complies with these requirements and this PDP rule and will be relied upon.

[1] Except for masts for navigation or meteorology, poles, antennas and associated cabinets for telecommunication and radio communication or lines and support structures

Furthermore, water, wastewater and stormwater pump stations are permitted activities under PDP Rule 30.5.1.9.

Underground pipes, earthworks and bed disturbance

The installation of underground pipes and incidental structures for the supply and drainage of water and wastewater or for the conveyance of stormwater are permitted activities under PDP Rules 30.5.1.4 and 30.5.1.8. There are however no permitted activity rules under the PDP with regard to earthworks associated with the installation of the pipes within 10m of waterbodies and consent is sought for this.

The placement of a pipe, line or cable under the bed of a river is a permitted activity under Rule 13.2.1.2 of the Water Plan providing the pipe, line or cable does not impede the flow of water or debris, or is installed and maintained so it results in no flooding, erosion or sedimentation, the pipe, line or cable is identified by markers on the riverbanks and is maintained in good repair. Water and wastewater pipes are proposed to be installed under the bed of the Northern Channel and Central gully and these will be able to meet these permitted activity standards.

Rule 13.5.1 of the Water Plan: Otago is also relevant to the installation of the pipes under the Northern Channel and Central gully, as well as the bed disturbance associated with the installation of stormwater infrastructure within the Southern and Central gullies and Northern Channel and installation of the culverts in the Southern gully and Lot 12 (under the reservoir access track). This permitted activity rule allows for the disturbance of any river, and any resulting discharge or deposition of bed material associated with the erection of any structure fixed in, on, under or over the bed of a river where DoC and the Fish and Game Council are notified if work is to be undertaken between 1 May and 30 September, the bed disturbance is limited to the extent necessary to undertake the works, it will not cause any flooding or erosion, the works do not exceed 10 hours in duration, all reasonable steps are taken to minimise the release of sediment and there is no conspicuous change in the colour or visual clarity beyond 200m downstream, no lawful take is disturbed and the site is left tidy. Given that all of the streams within the application site ephemeral, these works will be able to be undertaken in the summer months when the bed of the streams are dry and the permitted activity standards can be complied with.

Culverts / Crossings

Rule 13.2.1.7B of the Water Plan for Otago permits the placement of a crossing in or on the bed of a river where it will not cause flooding, erosion or property damage, the top of the crossing is no higher than 2m above the lowest part of the bed were it is located, there is no more than 24m of crossing on any 250m stretch of the river with a minimum separation distance of 12m. there is no reduction in flood conveyance, the crossing is stable under flood conditions, fish passage is retained, bed material is not impeded and public access is maintained. This permitted activity standard is not met for the culvert within the Southern Channel however it is met for the proposed culvert in Lot 12 for the access track to the reservoir. Once approved, the use of the structure would be permitted under Rule 13.1.1.1 provided the structure is maintained in good repair.

The NES for Freshwater allows for culverts as permitted activities where provision for the same level of fish passage is provided, the culvert is laid parallel to the slope of the bed, the mean cross-sectional water velocity is no greater than immediately adjoining, the culvert width and the width of the bed

meet certain measurements, the culvert is open-bottomed or it's invert placed to be below the bed, the bed substrate is present over the full length of the culverts and continuity of geomorphic process is provided for. The proposed culvert for the access track in Lot 12 cannot comply with the above however the culvert within the Southern Channel can be designed to comply.

Stormwater

Rule 12.B.1.8 of the Water Plan: Otago permits the discharge of stormwater from a reticulated stormwater system to water, or onto or into land in circumstances where it may enter water providing the discharge is not to any Regionally Significant Wetland and provision is made for the interception and removal of any contaminant, the discharge does not contain any human sewage, the discharge does not cause flooding of any other person's property, erosion, land instability, sedimentation or property damage, and the stormwater discharged, after reasonable mixing does not give rise to the production of any conspicuous oil or grease films etc, will not cause any conspicuous change in the colour or visual clarity, will emit an objectionable odour, is not suitable for drinking water for farm animals or results in significant adverse effects on aquatic life. The treatment of stormwater prior to discharge from the proposed development will meet these requirements as detailed in the Stantec Engineering Feasibility Report in **Appendix B**.

Furthermore, the discharge of stormwater from any road not connected to a reticulated stormwater system to water or onto land is a permitted activity under Rule 12.B.1.9 providing the discharge does not cause flooding, erosion, land instability, sedimentation or property damage of any other person's property and where there is interception of any contaminant, after reasonable mixing will not give rise to the production of any conspicuous oil or grease films etc, will not cause any conspicuous change in the colour or visual clarity, will emit an objectionable odour, is not suitable for drinking water for farm animals or results in significant adverse effects on aquatic life. The treatment of stormwater prior to discharge from the roading network within the proposed development will meet these requirements as detailed in the Stantec Engineering Feasibility Report in **Appendix B**.

Planting

Rule 13.6.2.1 of the Water Plan: Otago permits the introduction or planting of any plant to or on the bed of a river for the purpose of restoring or enhancing habitat provided that Crack Willow is not introduced into an areas where is does not currently exist, the plant is not a pest plant, all reasonable steps are taken to minimise the release of sediment during the planting and there is no conspicuous change in colour or visual clarity beyond 100m downstream, the planting will not cause any flooding or erosion and the site is left tidy. This permitted activity is of relevance to the proposed native planting within the ephemeral streams within the Southern and Central Channels. The permitted activity standards will be met.

Indigenous revegetation is a permitted activity in the Open Space Golf Activity Area of the Jacks Point Zone under the PDP Rule 41.4.4.1. The regeneration of native endemic species and retention of open space within the Open Space Foreshore Activity Area of the Jacks Point Zone is also a permitted activity under PDP Rule 41.4.4.23. This is of relevance to the proposed plantings within the Southern Gully and on the terrace within the southern part of the site.

Wetlands

Vegetation clearance and earthworks, within, or within 10m of a natural inland wetland are permitted activities under Regulation 38 of the NES for Freshwater where it is for the purpose of natural inland wetland restoration, wetland maintenance or biodiversity and a number of conditions are adhered to. These conditions include provision of information regarding the activity to the ORC, no discharge of contaminants into the wetland, no increase to flooding, no alteration to the natural movement of the water into, within, or from a wetland, does not involve taking or discharging water to or from the wetland and debris and sediment is not placed within a 10m setback or in a location that it may enter the wetland. The vegetation clearance, earthworks or land disturbance must not occur over more than 500m² or 10% of the area of the wetland unless it is for planting for restoration or wetland maintenance purposes, for clearance of exotic vegetation or for biosecurity purposes.

The taking, use damming or discharge of water within, or within a 100m setback from a natural inland wetland is a permitted activity under Regulation of the NES for Freshwater where it is for the purpose of natural inland wetland restoration, wetland maintenance or biodiversity, there is a hydrological connection and the taking, use, damming, diversion or discharge will change, or is likely to change the water level range or hydrological function of the wetland and a number of conditions are adhered to.

Air Discharge

Discharge of contaminants to air from the storage, transfer, treatment or disposal (including land application) of liquid-borne municipal waste where the influent liquid waste does not exceed a Biochemical Oxygen Demand (BOD_5) of 850kg per day is a permitted activity under the Regional Air Plan where land application does not occur within 150m from any residential dwelling or commercial building used for employment on a neighbouring property; 20m from a formed public road and 150m from any public amenity area or place of public assembly; and any discharge of odour, particulate matter, droplets or gases is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. As outlined in Section 6.5 above, the proposed land treatment component of the wastewater process requires resource consent as the abovementioned setback distances are not met. The location of the proposed WWTP however can meet the permitted activity requirements. The treatment units and building will be connected to a ventilation duct system with discharge into an odour treatment system. This will ensure that odour is not offensive or objectionable at or beyond the boundary of the application site.

Noise

Under Chapter 36 – Noise of the PDP, the sound from emergency and back up generators operating for emergency purposes or for operating and testing and maintenance for less than 60 minutes each month (during a weekday between 9am and 5pm) is a permitted activity. This is of relevance to the emergency generator that is anticipated to be required for the WTP, WWTP and reservoirs.

Based upon the ground conditions outlined in the Geotechnical Report in **Appendix B**, and discussions with contractors and engineering consultants experienced in the civil construction and compliance requirements at Hanley's Farm, the noise from construction activities are expected to comply with PDP Rule 36.5.13 at any point within any other site.

Recreation

In the Rural Zone, Recreation and Recreation Activities are permitted activities under PDP Rule 21.4.25.

12 Statutory Considerations

Purpose of the Act

The purpose of the FTAA is to *'facilitate the delivery of infrastructure and development projects with significant regional or national benefits'*.

Listed Project

The Homestead Bay project is a Listed Project in Schedule 2 of the FTAA and the application relates solely to the listed project.

Ineligible activities not included

Ineligible activities under the FTAA are listed in Section 5. The proposal does not include any ineligible activities as the activity will not occur on identified Māori land (including Māori customary land or land set apart as a Māori reservation), or within a customary marine title area, or in a customary rights area. The proposal is not an aquaculture activity, nor an activity that requires an access arrangement. The activity is not prevented under Sections 165J, 165M, 165Q, 165ZC or 165ZDB of the RMA. The proposal is not on land listed in Schedule 4 of the FTAA and has not been the subject of a determination under Section 24 of that Act. It will not occur on national reserve or on any reserve land held under the Reserves Act 1977. The activity is not within a coastal marine area to which the ineligible activities in Section 5(1)(l) and (m) apply and the activity is not an offshore renewable energy project.

Requirements for Substantive Application

This application has been prepared in accordance with the requirements listed in Sections 42, 43 and 44 of the Act and the applicable schedules of the FTAA. The information within this application as well as the supporting plans and reports are in sufficient detail to satisfy the purpose for which it is required, the assessment of the proposal.

13 Assessment of Effects on the Environment

The proposal will result in a number of actual and potential effects upon the environment.

As will be addressed below, the proposal will result in regional-level positive benefits due to the significant increase in housing supply that will be facilitated as well as housing choice providing for a well-functioning urban environment. Other positive benefits include the alignment of the proposal with strategic planning documents, provision of additional commercial and community activities within the Southern Corridor including employment, recreational benefits, improved biodiversity and

integration of the development with other landholdings. Self-sufficiency of infrastructure provision is also seen as a positive benefit of the proposal.

The potential effects upon the environment as a result of the proposal are identified as being those relating to the change to the existing landscape character and visual amenity values of the application site, transportation effects within the wider network, ecological effects and potential reverse sensitivity effects. The design of the proposal, along with the proposed mitigation measures and conditions of consent, including monitoring, are considered to suitably avoid or mitigate these potential adverse effects. These potential adverse effects are assessed in detail below.

13.1 Positive Effects

In July 2021, QLDC in partnership with Aukaha, Te Ao Marama Inc and Central Government adopted the Grow Well Whaiora – Queenstown Lakes Spatial Plan setting out a vision and framework for how and where the District should grow, out to 2050. The Spatial Plan was developed in accordance with the National Policy Statement on Urban Development 2020 (**NPS-UD**).

The Spatial Plan was prepared due to the significant population and visitor growth, which whilst providing some positive benefits, also has caused some challenges with regard to infrastructure investment, housing demand outpacing supply, housing affordability and congestion.

The Spatial Plan has three overriding principles:

> *Hauora / Wellbeing – Decisions about growth recognise social, economic, environmental and cultural considerations.*
> *Aumangea / Resilience – Ensuring communities and visitors are resilient to shocks of the future, including adapting to climate change.*
> *Whakauku / Sustainability - Programmes and activities are delivered according to sustainable development principles and work towards zero emissions.*

The outcomes and strategies of the Spatial Plan are illustrated below:

	CONSOLIDATED APPROACH AND SPATIAL ELEMENTS: Illustrate how and where the area will grow				
OUTCOMES	Consolidated growth and more housing choice	Public transport, walking and cycling is the preferred option for daily travel	A sustainable tourism system	Well-designed neighbourhoods that provide for everyday needs	A diverse economy where everyone can thrive
STRATEGIES	1. Increase density in appropriate locations 2. Deliver responsive and cost-effective infrastructure 3. Improve housing diversity and choice 4. Provide more affordable housing options	5. Ensure land use is concentrated, mixed and integrated with transport 6. Coordinate a programme of travel demand initiatives 7. Prioritise investment in public transport and active mode networks	8. Improve coordination across the tourism system 9. Ensure infrastructure supports a great visitor experience 10. Promote a car free destination	11. Create well-connected neighbourhoods for healthy communities 12. Design to grow well 13. Enhance and protect the Blue-Green Network	14. Diversify the economy 15. Make spaces for business success 16. Establish efficient and resilient connections

Figure 51: Extract from Spatial Plan (Page 5)

The proposal aligns with the relevant outcomes and strategies listed above as will be outlined below. The application site is identified within the Spatial Plan as being part of a 'Future Urban' area (indicated by the yellow shading in Figure 52 below), as well as the location for a new Local Centre (indicated by orange circle in Figure 52). The Spatial Plan also identified the application site as being part of a future frequent public transport link extending north-south through the Southern Corridor.

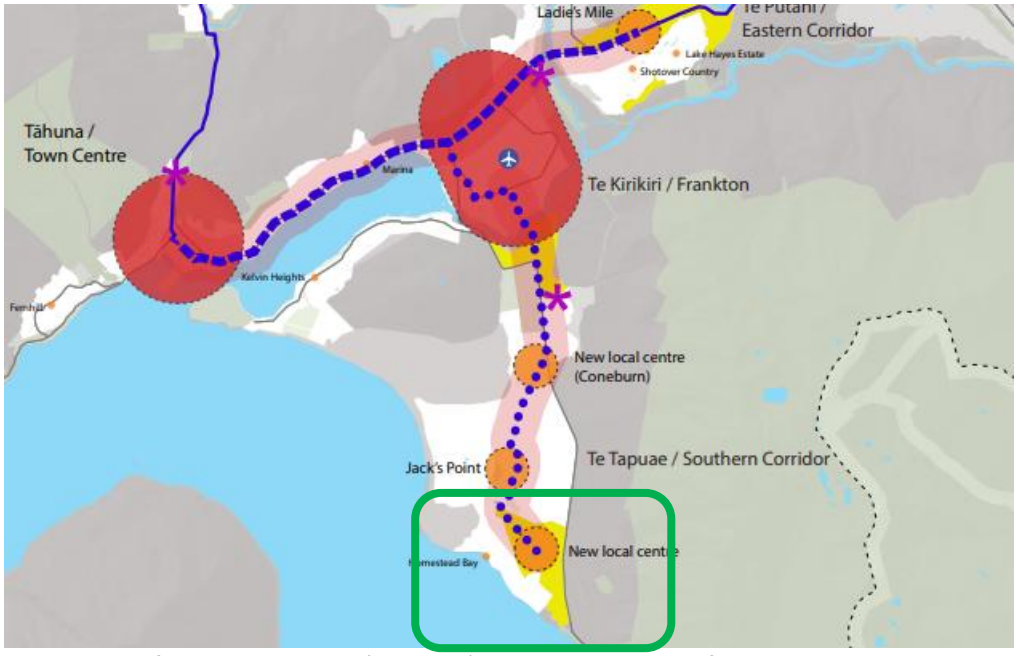

Figure 52: Extract from Spatial Plan (Page 59) with the location of the subject site circled in green

The proposed development has been designed to be wholly consistent with the Spatial Plan's intentions for the application site, being an urban area providing for housing choice and affordability, containing a local centre that will service the residents within the development and surrounds with transport connections to form a key part of the bus network through the Southern Corridor.

The development represents an extension and consolidation of the development within the Southern Corridor as anticipated by the Spatial Plan and will provide a significant level of housing supply for the District within a strategic location identified as being suitable, adjacent to existing urban development, infrastructure and amenities. The development of the application site represents a logical extension of the urban form, whilst also preserving the natural landscape and rural character of the surrounding ONL's.

Under Section 3.2(1) of the NPS-UD, the Queenstown Lakes District is a tier 2 authority and QLDC is required to provide "*at least sufficient development capacity in its district to meet expected demand for housing:*

(a) In existing and new urban areas; and
(b) For both standalone dwellings and attached dwellings; and
(c) In the short term, medium term, and long term."

It is acknowledged that the application of Section 3.2(1) is intended to refer to the entire District, however it is also considered to be relevant for the assessment of the suitability of new greenfield development areas. Applying the above Section at a site level, Homestead Bay constitutes a new urban area in (a), adjacent to existing urban areas.

The proposed development also includes both standalone dwellings and attached dwellings as required by (b). The mix of housing included in the application includes 1438 single house lots to supply the market in the short to medium term (1-10 years), with increasing proportions of medium density housing over that same period being anticipated. The high density superblocks would be developed toward the latter part of the project in the medium – long term as defined by the NPS-UD.

Based upon RCL's development of the nearby Hanley's Farm subdivision, the development of this level of housing supply is feasible, as RCL has since 2018 delivered between 125 and 304 sections/houses per year in that subdivision. This can continue at Homestead Bay, providing for a significant level of Queenstown's housing supply in the short to medium term. Furthermore, RCL have advised that their feasibility modelling for Homestead Bay shows, subject to market conditions remaining strong, a continuation of development of similar rate at Homestead Bay, with the anticipated creation of around 250 houses/lots per year on average. Urban Economics (**Appendix EE**) have calculated that this could constitute around 40% of all new greenfield dwellings and around 30% of new total housing supply in the Wakatipu over the next decade.

The delivery of sections at Homestead Bay is considered likely to translate into housing supply (as opposed to land banking and speculation) as purchasers of lots will be obliged through RCL's private covenant requirements to build within three years. RCL also currently as a large database of potential purchasers (6,000 people +) for Hanley's Farm which has now been completely sold.

Housing choice is one of the key outcomes sought by the Spatial Plan and it is identified that more medium and high density housing will be required in appropriate locations – predominantly around Metropolitan, Town and Local Centres and frequent public transport corridors. The application site is to contain a Local Centre and is planned to be serviced by a frequent public bus service in the future, consequently, medium and high density housing is promoted by the Spatial Plan as being appropriate for the development of the site.

The proposal includes a number of Medium and High Density Superblocks within the northern part of Lot 8, adjacent to the Local Centre and apartments, walk-up apartments, terrace housing, duplex/semi-detached and standalone housing options are all anticipated within these areas. As part of the design of the proposed subdivision, the block layout and proportions of the High Density Superlots (and Local Centre), as well as the roading layout has been the subject of master-planning work across the wider consultant team to ensure that these lots will provide the opportunity for quality and flexible urban form. Urbanshift have also undertaken built form modelling to present one possible development outcome for the High Density Superlots (see **Appendices O and P**) and a density range of 47 – 87 units per hectare is indicated.

Land use consent for the development of the Medium and High Density Superlots is not sought as part of the current application due to the development of those lots being some time off, given their location on and near the NZone leased land. Furthermore, these consents are also not sought at this stage given the complexity of approving specific medium and high density building designs through the fast-track approvals process, given the more fine grained architectural, urban design and traffic related assessments that are required for these types of consent applications. It is also a preference to undertake this process for the commercial superlots once one or two of the anchor tenants are known.

To ensure that these lots are able to be developed for their intended medium and high density uses, following the release of decisions on the QLDC's proposed Urban Intensification plan variation, the Applicant will seek a private plan change to rezone the application site (or part of) to allow for the submission of future land use consents for the development of the Medium and High Density Superlots (if QLDC have not already initiated a plan change or variation for the Southern Corridor) in accordance with the PDP Medium and High Density Residential Zones.

As noted above, the proposed subdivision roading design has taken into account the future medium and high density uses of the superlots and the potential residential unit yield of these lots has been incorporated into the infrastructure feasibility and design of the overall development. It is also noted that the location of medium and high density housing in close proximity of frequent public transport provides an attractive alternative to the private vehicle (signalling mode shift and reduced emissions) and promotes the viability of the service.

"Enabling a greater mix of housing types in more locations will improve affordability and help match the housing stock to match the population's needs" is a statement included in Strategy 3 – Improve housing diversity and choice in the Spatial Plan. It also identifies that smaller dwellings, such as townhouses, terrace housing and apartments, are generally more affordable and that the supply of affordable housing is one of the most pressing issues for the Queenstown Lakes. The proposed subdivision will provide for this housing choice and will also increase land supply which promotes competition in the housing market so that house and land prices are moderated.

A greater diversity of housing typologies are being advanced for the future development of the Medium and High Density Superlots will cater for the needs of a wider range of the population including smaller family sizes and aging in place. The provision of larger lot sizes also allows for flexibility in design to allow for the development of residential units and flats for multi-generational living or co-living.

The application also provides for the future development of a Local Centre as signalled by the Spatial Plan which includes a main street area and space for a mid-sized supermarket. This has also been the subject of cross-disciplinary master-planning to ensure factors such as location, lot sizing, orientation, roading design, parking and commercial desirability have all been taken into consideration. One option for the development of the Local Centre has been developed by Urbanshift and this is attached as **Appendices O and P**.

The Local Centre is to be located on the main collector road into the subdivision and will be supported by the surrounding medium and high density lots as well as being located along the public transport and active transport routes. There is currently a lack of commercial and community activities within the Southern Corridor, and the Local Centre will be able to provide for the day-to-day needs of residents as well as providing some employment opportunities within the corridor. This will reduce the number and/or length of potential trips along SH6 into Frankton and Queenstown for access to services, amenities and employment.

Whilst land use consent is not being sought for the Local Centre as part of this application, for the same reasons as outlined above for the High and Medium Density Superlots, as well as the difficulty of designing commercial buildings without having specific tenants involved, there has been a significant level of forward planning into the future development of this area.

The NZone operation has a lease over part of Lot 8 until 2031, however it is also possible that they may leave the site earlier. Once NZone vacate the site, there is an opportunity for the existing hangar building to be re-purposed to provide for interim commercial and/or community activities to service the residents within the subdivision prior to the development of the Local Centre. This initial plan for the hangar could service the smaller resident base within the subdivision earlier on than what would usually be economically viable. Whilst this cannot be guaranteed through the consent, it is something that the Applicant is seeking to investigate depending upon NZone's requirements and the ability for the building to be re-purposed.

The development of the proposal allows for the provision of an additional primary school within the Southern Corridor should the Ministry of Education require it. There is already one primary school in the corridor (Te Kura Whakatipu o Kawarau) in Hanley's Farm, however further growth within the corridor is likely to see the need for additional capacity at the existing school or an additional school. Two, three-hectare sites have been identified within the proposed subdivision as being potentially suitable for a primary school as these are located centrally within the subdivision, are of relatively flat topography and will be well serviced by roading and active travel routes. It is anticipated that should the Ministry seek a school in the future that they will utilise their designation powers to consent it.

Another positive effect of the proposal is the integration that the development provides with the surrounding landholdings. A roading link is provided from SH6 through to Homestead Bay Road which will provide a legal access for the other properties at Homestead Bay and will allow for an extension of the existing public transport route through the corridor. The number of units and density of

development at Homestead Bay will improve the viability of the service becoming a high frequency service.

Another possible roading link to Chief Reko Road (servicing Homestead Bay Peaks) is shown on the plans should this road ever be vested. This will allow an additional connection to the future Homestead Bay Village, as provided for in the PDP and vice versa, as well as to the lake.

An active travel and recreational travel network within the application site connecting to existing links within surrounding land (Lake Wakatipu foreshore and Jacks Point) is proposed which will provide a recreational benefit to Homestead Bay residents as well as other occupants within the Southern Corridor and the public. These linkages include those along the blue-green networks within the site providing access and connections to watercourses and waterbodies.

The proposal also provides opportunities for integration of infrastructure for future developments on adjacent landholdings. The WTP and WWTP will be developed to allow for ease of upgrades in the future should additional water or wastewater treatment capacity be required. Furthermore, the reservoir platform will be developed with additional space for a third reservoir should this be required for future development. The Applicant is also seeking to work with existing consent holders in relation to existing bore water supplies and wastewater discharges to see if there can be integration of these existing systems (or new services) in the future.

Another attribute of the Homestead Bay proposal which aligns with the NPS-UD is that the required infrastructure to service the subdivision is being constructed by the Applicant at the time of subdivision to enable it to proceed. This is a favourable situation compared to some other areas of Queenstown that are reliant on infrastructure upgrades to be carried out by the QLDC or Central Government (which, for example, is the case of much of Ladies Mile for the currently unfunded highway works).

A network of reserve spaces are proposed within the development which will allow for a mixture of active and passive recreational experiences. Some will contain playgrounds, kick-about spaces, BBQ's and seating whilst others are planned to be more passive spaces for walking, sitting, looking at the view etc. Plans and designs for these spaces will be worked through with the QLDC Parks and Reserves team and as discussed with Aukaha and Te Ao Marama Inc representatives, there is an opportunity to work together with regard to the reserve design, improvements, landscaping, reserve naming to represent Kāi Tahu's relationship with the surrounding area, values and narratives. Many of these reserves will have spectacular views and have the potential to be destinations for residents and visitors. The reserves and trails will also open up additional access routes to the lake foreshore.

A significant level of native planting (approximately 19ha) is proposed around the application site, particularly in the areas of land that are proposed to be vested as Recreation and Local Purpose Reserves. Pest and weed maintenance are also proposed within the gullies and terrace areas to ensure that the existing and proposed plantings are able to thrive and lizard habitat is well established in these areas. The majority of the existing indigenous vegetation, including significant areas of mature matagouri, located within the gullies and on terrace landforms will be maintained by the proposal given these areas are to form part of the network of reserves through the site. These measures will significantly improve the indigenous biodiversity and habitat restoration through the site.

In terms of economic report, the Urban Economics report (Appendix x) calculates significant regional economic benefits, including:

- The construction of the proposal would contribute approximately $720.3 million to GDP and support 4,420 FTE jobs;
- a total of $160 million of to primary sector GDP and supporting 980 FTE jobs;
- Once constructed, future residents would contribute $67.6 million and support 679 FTE jobs; and
- The operation of the proposed retail centre would contribute $21.7 million and support approximately 223 FTE jobs.

Overall, there are significant positive environmental and social benefits to the proposal, particularly with regard to consolidation of the urban form, housing supply, provision of future commercial and community activities, creation of public places, integration with public and active transport networks and biodiversity as well as economic benefits to the community. The proposal is closely aligned with the aspirations sought by the Queenstown Lakes Spatial Plan.

13.2 Subdivision and Urban Design

The above Section 13.1 details the alignment of the proposal with the Queenstown Lakes Spatial Plan which is the key document in setting out the vision and framework for where Queenstown is to grow. This was a key consideration in the Applicant purchasing the application site.

As detailed in the Landscape Design Document in **Appendix P,** the development of the design of the proposal has been the subject of a number of years work by a multi-disciplinary team. This has ensured that the proposed subdivision design responds to the site and surrounds as well as the site's opportunities and constraints. An Urban Design Assessment has also been completed by Urbanshift for the proposal. This is attached as **Appendix O** and is adopted for the purpose of this report and is summarised below.

The proposed development is located within a multi-functional 'green frame' which allows the proposed development to fit into the landscape, enhancing the significant features within the site, mitigating adverse effects on neighbours and Lake Wakatipu, allowing for stormwater and wastewater treatment, hazard protection and providing ecological and recreational benefits.

The proposal will provide vehicle, active transport and public transport connections to the surrounding areas but will also better connect the neighbourhoods within the Southern Corridor through providing sufficient scale and population to stimulate planning and investment in public transport within the corridor.

The anticipated population within Homestead Bay will also support a local centre which will also provide additional commercial and community activities to cater for the day-to-day needs of the residents within the corridor, providing an important social connection.

The development will be a compact and well-designed urban form with a core of high density and commercial land along the proposed public transport route. The lower density development is located on the more visually sensitive terraces, close to adjacent subdivisions and on land sloping towards the lake.

The proposed development will provide for a significant increase in residential density within the Southern Corridor, compared to existing, as a result of the future built form proposed for the Medium and High Density superlots. This aligns with the outcomes sought within the Queenstown Lakes Spatial Plan and PDP, both in terms of providing increased densities within well-designed residential development that are in close proximity to town centres and public transport routes but also through providing a variety of housing typologies to aid affordability and the provision of smaller housing to address an identified shortfall of these types of housing.

The proposed single house lots (1 – 1438) are all of sufficient size, width and len to allow for their effective development for one single or two storey residential unit. On the smaller lots, two storey development may be preferred by the future purchasers, and this is allowed for by the proposed design controls in **Appendix N**.

The minimum proposed widths of the single house lots take into account the dimensions required for on-street parking relative to vehicle crossing widths. The proposed minimum widths will allow for the provision of a single vehicle crossings to each lot with an on-street parking bay in between in most instances (where there are no pedestrian crossing, build outs etc).

Urbanshift have developed an Indicative Masterplan (see **Appendices O and P**) which identifies one way that the Medium, High and Commercial superlots could be developed in the future. It is this work that has set the proposed lot sizes and configuration to ensure that there is maximum flexibility in the design of these lots for their future anticipated uses.

The proposal has been assessed by Urbanshift as being consistent with the QLDC Subdivision Design Guidelines in that the proposal responses to the opportunities and constraints of the site and integrates with surrounding neighbourhoods where possible. The design responds to local landforms and provides for recreational opportunities wherever possible.

The proposal has also been assessed as meeting the objectives of the Queenstown Lakes Spatial Plan for a well-designed residential neighbourhood with a new local centre and provision for an effective public transport corridor, consolidating the urban form within the Southern Corridor. Homestead Bay will also contribute to a well-designed and compact urban form such that it would be a desirable and healthy place to live.

It is noted that there are a number of existing easements that cross the application site and some of these are registered under s243 of the RMA. All of the existing easements which affect the proposed subdivision will be moved or surrendered with the approval of the parties that the easements are in favour of.

Taking into account the above, the application is assessed as creating a well-designed and well-functioning urban environment which will provide a range of housing options which are well connected to transport links, open spaces and commercial and community activities, whilst also providing integration with the surrounding landholdings.

13.3 Residential Amenity and Built Form

The proposed lot sizes and configurations are considered to be suitable for their intended future development. The residential lots are all of sizes suitable for the intended future housing typologies and the proposed widths of the single house lots also take into account the dimensions required for on-street parking relative to vehicle crossing widths.

The development on the single house lots for which blanket resource consent is sought will be subject to the built form standards in **Appendix N** as well as design guidelines which will be administered by the Applicant. The built form standards are based upon the location and built form standards in Chapter 41 – Jacks Point Zone of the PDP and will ensure that the existing character and amenity achieved elsewhere in the corridor is maintained through development in Homestead Bay.

The proposed deviations to the Chapter 41 provisions are detailed in Section 6 above and are all based upon the built form allowed for by blanket consents through the Hanley's Farm subdivision. These deviations are assessed below.

Recession planes

Chapter 41 does not prescribe any recession plane standards for lots smaller than 380m², instead relying upon the need for a land use consent for the construction of buildings on the lots to assess the appropriateness of the built form. For the consenting of lots less than 380m² in Hanley's Farm, blanket consents have been issued which apply the recession plane requirements specified in **Appendix N**. These recession plane angles take into account the narrower lot sizes of these smaller lots, whilst still providing reasonable access to sunlight for adjoining properties and not unduly affecting the adjoining properties' amenity or access to views.

Building height

Chapter 41 permits a maximum permitted building height of 10m or three storeys (whichever is less) on lots less than 380m², however a two storey / 8m height limit is proposed across all of the single house lots within Homestead Bay. This limit is proposed as a result of the single house character that is being sought for these areas of the proposed development, as well as managing potential adverse effects upon adjoining properties and sensitive areas of the site.

Building coverage

A maximum building coverage of 60% is proposed for all lots less than 550m² net area, with 50% maximum building coverage proposed on all other lots. This is to provide flexibility in design of the future buildings within the single house lots as well as to allow the construction of flats (home and income) and to allow for a building footprint that is sought by the market for these types of lots. This proposal may reduce the pervious surface area on the lots, however the reticulated stormwater system has been designed taking this proposal into account. In terms of on-site amenity, a 60% coverage still provides 40% of the site area for parking, outdoor living spaces, landscaping and utility areas. The 60% maximum coverage is not believed to have a meaningful effect on the amenity for adjoining property owners, with proposed setbacks and recession planes being more relevant.

Setbacks

As with recession planes, PDP Chapter 41 does not specify permitted setback requirements for lots smaller than 380m² net area relying upon the land use consent requirement for all buildings in this zone. At Hanley's Farm, a blanket consenting approach at the time of subdivision has been applied, with a consent notice condition imposing the required minimum setback distances for these smaller lots. This approach is also proposed here, and the same setbacks are being proposed. The proposed minimum setback distances include one 3m setback from the road (garages setback a minimum of 5m), one 3m internal setback and all other setbacks of 1m. These will allow outdoor living space as well and landscaping space within the road setback area providing both internal and external amenity.

In addition to the above, design controls that are proposed to be included as consent notice conditions on the single house lots, the Applicant will develop and register design guidelines for the development of these lots. The Applicant has experience through the Hanley's Farm development, in administering design guidelines to control the built form outcomes within the development to ensure that the neighbourhood character and amenity is maintained. These design guidelines will be prepared and registered as an encumbrance at the time of issue of titles. The Applicant will engage suitably qualified people to review all new builds prior to commencement of construction to ensure that they meet the requirements of the guidelines.

No built form standards have been prepared for the future development of the Medium and High Density Residential or Commercial superlots to date. As outlined above, the development of these lots will be subject to future consenting under the RMA and these will be sought following the rezoning of the application site. The zoning of the land will inform the built form outcomes that can be achieved within the lots i.e building heights, setbacks, building coverage.

Overall, the proposed subdivision design and design controls for the future built form within the single house lots are anticipated to enable the creation of a well-designed neighbourhood with a character and amenity that is consistent with, and compatible with the existing developments within the Southern Corridor.

13.4 Landscape and Visual Effects

A Landscape Assessment report has been prepared by RMM and this is attached as **Appendix FF**. This assessment is adopted for the purposes of this report. The outcomes of this assessment are summarised below, along with additional comments.

The Rural zoned part of the site is categorised by the PDP as a Rural Character Landscape (**RCL**) however an assessment of the landscape character, visual amenity values or its landscape capacity (as a Landscape Priority Area) has not yet been undertaken and RMM anticipate that this work will not be undertaken in any event given that the Queenstown Lakes Spatial Plan and PDP identifies the land as being suitable as a 'future urban' area. Consequently, maintenance of the rural character, whilst being what the PDP seeks in the Rural zoning and RCL classification across the majority of Lot 8 is at odds with the identified future urban intention of the land. Regardless, the potential landscape and visual effects have been undertaken.

RMM identify that there is a highly legible pattern of development within the Southern Corridor consisting of urban / residential development on the flatter topography within the central valley with

the hillslopes and mountainsides remaining free of development. The application site and the land at the north of the corridor present as open rural paddocks and are perceived as the last remaining areas of land within the receiving environment that can accommodate future residential development.

An assessment of the extent of visibility and the scale of visual effects has been undertaken from a number of viewpoints which are summarised below:

- From the viewpoints on Lake Wakatipu, the application site is seen with the backdrop of the Remarkables. Whilst the proposal will result in a notable change, the visual amenity values associated with the Remarkables and Lake Wakatipu ONL are unlikely to be compromised given the well-considered development approach that is proposed. This includes the proposed native revegetation of the scarp face, the property setbacks from the scarp edge and the internal hummock remaining free of development, given it is proposed to be in a reserve.

- From the Remarkables ski field access road the view of the site is only a very small part of the larger view. The proposed vegetation along the top of the scarp will ensure that the development does not visually dominate the localised landscape features of the lake margin. Furthermore, the development will appear as a logical extension of the existing residential development within the corridor.

- From the Ōraka residential development further south from the application site, roadside vegetation limits the visibility of the site except for a few locations. The lake and mountains are the dominant features in this view and the development will be viewed in conjunction with the existing Ōraka residential development. The proposed development however will appear well contained to the flatter terrace landform.

- Along SH6 views are somewhat contained due to existing landform and planting in areas however the amenity experienced along the road is derived primarily from the surrounding mountain setting as well as the simplicity of the open pasture of the site, with some short views including Lake Wakatipu beyond. Viewed from SH6 there will be a distinct change in the setting from the current pastoral appearance as shown in the renders attached in **Appendix MM**. The effects of this visual change are mitigated through the approximately 60m wide landscape strip adjoining the SH6 boundary incorporating mounding and a swale which are to be vegetated with grey shrubland species and mountain beech. This landscaped edge will be consistent with the SH6 treatments along the Jacks Point, Hanley's Farm and Ōraka boundaries. From the landscape strip, the land descends away from the road surface level, which will result in only the upper parts of future dwellings being visible and the tree planting within the SH6 landscape strip will assist in ensuring that these are not visually dominant. The utilities are to be screened through mounding and planting along the sides facing SH6.

- There are a number of properties along the southern edge of Jacks Point which have views across the application site. These are broken down in the RMM report into properties located on the upper terrace area and those on the mid and lower terraces. The upper terrace properties are orientated to take advantage of the views towards Lake Wakatipu and the mountains beyond. Views from the mid-terrace are dominated by the mountain backdrop with limited views of the lake due to the existing shelterbelt planting within the application site. Views from the lower terrace are of open pasture and parts of Jack Tewa Park. The fore and mid-ground views from these Jacks Point properties will change as a result of the removal

of the existing shelterbelt plantings and the introduction of built form, particularly on Lot 8. Immediately adjacent to the Jacks Point properties, the land is to be planted extensively and public trails extended through Lot 12 with Lot 12 being largely maintained without any new built form. Beyond this, the future development of the high density superlots along the northern edge of Lot 8 will be prominent, however the intervening open space (measuring approximately 300 – 400m) assists in providing separation and mitigating the effects on visual amenity. Furthermore, the existing views to the lake and mountains beyond will be maintained from the more elevated properties.

- There are also properties within the Jacks Point Preserve area of Jacks Point which can obtain a direct view to the northern half of the application site. These views also include the southern part of the Jacks Point residential area and some also have limited views of Lake Wakatipu over the application site. From these properties, the proposed development will appear as an expansion to the residential development within the Southern Corridor and will not detract from the views of the Remarkables given the higher elevation of the properties.

- The views from the other properties within Homestead Bay, accessed off Homestead Bay Road or Chief Reko Road to the west of the proposed development have also been assessed by RMM. There will be a clear change in the views from some of these properties, as there will be future built form in the foreground of the Remarkables view from these properties as opposed to the current pastoral foreground. Views however will be mitigated through the space provided through the location of the stormwater detention basin adjoining Homestead Bay Road and the change in elevation between the application site and the Homestead Bay Peaks properties. Furthermore, the Homestead Bay Peaks properties are designed to be predominantly orientated for views of Lake Wakatipu and the mountains beyond.

- The majority of the properties within Ōraka to the south of the application site have been orientated towards views of Lake Wakatipu, however there are a few which obtain views northward across the application site. For the properties at 7 and 8 Scenic Drive, there will be a notable change in view as planting is proposed which will visibly screen the majority of the development from these properties. The western views from these properties however will be maintained. The remaining properties along the northern boundary will also have a notable change in their views, a change from pastoral to urban views that will be partly visible beyond the native planting proposed within the application site. However, this will form a relatively small part of the overall scene, with the most valuable views towards the lake and mountains across the water being retained, as well as the views towards the Remarkables.

Overall, the visual effects of the proposed development range from very low to low-moderate as assessed by RMM.

In terms of effects upon landscape character, the proposed development will change the current rural character of the site and therefore there will be a high degree of adverse effects in this regard. The Queenstown Lakes Spatial Plan has however identified the site as being suitable for 'future urban' development having a high ability to absorb urban development given its location within the Southern Corridor adjacent to existing urban development. The proposed development will appear as an extension of contiguous corridor of urban development on the flat and gently undulating topography west of SH6 located between the Kawarau River and Lake Wakatipu.

The proposed development is located entirely outside of any ONFs / ONLs and is not on any hillsides. The gullies within the site are to remain free of built form and will be revegetated. Native vegetation will also frame the development and views of the surrounding mountains and the lake will be maintained. The internal hummocks will also be maintained and free of built form and encompassed within reserve land.

Initial advice from Te Ao Marama Inc in relation to incorporating Ngāi Tahu values into the development within the Southern Corridor were to seek to achieve the following Ki Uta Ki Tai actions:

- *Retain connections and linkages between development areas and non-development areas to improve and retain the mauri of the immediate and wider landscape; to facilitate the movement of people and species between areas*
- *Mahinga kai access and opportunities*
- *Biodiversity protection, enhancement and availability for continued intergenerational use*
- *Maintenance of the health of the waterways*
- *Sustainable wastewater and stormwater management and disposal*

These align with Strategy 13 in the Queenstown Lakes Spatial Plan with regard to enhancing and protecting the Blue-Green network. This aims to provide a connected open space network - parks, open spaces, streets and accessible waterways. The Blue-Green Network plan is being prepared by QLDC but has not yet been released for public consultation.

Connections are being retained between the mountains and the lake through the retention and enhancement of the Southern gully of the site. This, and the native restoration of the Central gully and the proposed plantings and trail connectivity within the reserve network will provide biodiversity and access linkages through the site and to Lake Wakatipu. The proposed native planting is also anticipated to assist in maintaining the health of the waterways.

Overall, RMM's assessment of the combined physical, perceptual and associative values of the receiving environment is that there will be a low to moderate degree of effects on overall landscape values. This level of potential effects are anticipated where development is occurring on greenfield land adjacent to established residential properties. However, as outlined above, the identification of the site within a 'future urban' area within the Spatial Plan has signalled the suitability of the application site for urban development and the potential adverse effects of this change are sought to be mitigated predominantly through the large area of open space between Jacks Point and the built form within the application site and the proposed native planting surrounding and within the application site.

13.5 Recreation Values

A number of recreation reserves are proposed to be vested as part of the proposed subdivision. These include both local and community parks as defined by the QLDC's Future Parks and Reserves Provisions Plan 2021 and their location, development and use is intended to be consistent with the QLDC's Parks and Open Spaces Strategy 2021.

Each of the proposed Local Parks are greater than 0.3ha in area and are easily accessible, being within a walkable catchment as shown in **Appendix P**. These spaces are proposed to contain play equipment, flat kick around spaces, areas for socialising (BBQ's, shelters, seating) as well as landscaping.

The Community Parks are larger parks of greater than 1ha in area which are strategically located within the development to incorporate the high amenity areas within the western part of the site that provide great views out across Lake Wakatipu and the land beyond. These spaces are intended to contain trails, informal kick around spaces, seating, BBQs, shelters, information panels and landscaping. The other Community Park is located adjacent to the existing Jack Tewa Park and is also in a strategic location to allow for the consolidation, extension or upgrade of the existing sporting facilities within the park.

Indicative reserve designs have been prepared by STR Landscapes and are attached as **Appendix S**. These represent one way that each of the reserves could be developed to meet the recreational needs and wants of the future Homestead Bay (and surrounds) community. Post approval of the application, the Applicant will work with the QLDC Parks and Reserves team to develop these designs further. Inclusion of mana whenua narratives into reserve and landscaping design, signage, artwork, information panels is something that the Applicant has expressed an openness to, subject to further engagement with mana whenua.

The proposed Community Park adjacent to Jack Tewa Park also has a number of easements across it and a designation in favour of Aurora for the development of a future substation. The location of these would have an implication on how the site could be utilised for recreation purposes, although the site may have value to support the development of the park regardless. The Applicant aims to explore realigning, removing or consolidating these prior to vesting of the lot. The Applicant will continue discussions with the QLDC Parks and Reserves team in this regard post approval of the application.

The proposed recreation reserves in conjunction with the proposed local purpose reserves through the site will be consistent with the intentions of the blue green network through being well-designed and high-functioning spaces that provide connections and linkages between development and non-development areas to facilitate movement of species and people. The gullies and their connections to other reserves within the application site will provide biodiversity corridors and recreational networks through the site linking to the lakeshore.

The proposed landscaping design of all of the reserves is to be predominantly native and once the planting is implemented within each reserve it will be maintained for a minimum of 3 years as per the QLDC CoP, or otherwise as agreed with the QLDC's Parks and Reserves team. Standard conditions of consent are proposed to cover this as well as conditions relating to fencing restrictions along the boundaries of reserves.

The underground wastewater and stormwater pipes and associated easements within the proposed reserve Lots 9001, 9002 and 9004 will not affect the functioning of the reserves for recreational purposes due to the infrastructure being below ground. Furthermore, the majority of the reserves will be unencumbered which will allow for flexibility in the future development of the reserve as required.

No esplanade reserves are proposed and none are required given the waterbodies within the site are ephemeral and less than 3m in width. Notwithstanding, the entirety of the Southern and Central Gullies are proposed to be vested as Local Purpose Reserves (should QLDC accept them) due to their stormwater function. The gully spaces will be consistent with the purpose of esplanade reserves in contributing to the protection of conservation values (through increased native planting), mitigating

natural hazards (as enhanced stormwater management areas), enabling public access to the lake (via the proposed recreational trail network) and recreational use.

The Lake Wakatipu foreshore land which adjoins the application site is owned by the Crown and is administered by Land Information New Zealand (LINZ). This area is shaded blue in Figure 53 below.

Figure 53: Extent of Crown land adjoining the subject site and Lake Wakatipu

This area is utilised by the public as informal recreation space and it is characterised by a number of informal trails and tracks along the length of the waterfront with a predominance of exotic shrubs.

The Homestead Bay foreshore is becoming an important strategic recreation location given the increasing population within the Southern Corridor as this is the closest location to access Lake Wakatipu. The proposed development will add to this demand. Furthermore, the existing PDP zoning of the land to the west of the application site (owned by Jardine's and Homestead Bay Trustees) allows for further urban development including the development of Homestead Bay Village and a Boating Facilities Area which adds to the strategic importance of the foreshore.

The proposal provides recreational linkages towards this foreshore land and the Applicant is interested in working with LINZ, QLDC and iwi with regard to the future vision of this foreshore space, outside of this consenting process.

Overall, the proposal is considered to result in positive recreational benefits for the future residents of the subdivision as well as for the wider community.

13.6 Transportation Effects

An ITA has been prepared for the proposed development by Stantec. This is attached as **Appendix V** and it provides a broad assessment of the masterplan level considerations for the site, assessing integration with the adjoining traffic network and the subdivision transport design. The wider traffic environment and potential traffic effects of the proposal upon the broader environment has been outlined and assessed by WSP. This assessment is attached in **Appendix GG**. Both of these reports are adopted for the purposes of this assessment and the outcomes are summarised below.

Alignment with Strategic Planning

The Queenstown Lakes Spatial Plan recognises that the transport system has not been able to keep up with the growth in businesses, residents and visitors to Queenstown. The transport modelling within the Spatial Plan states that traditional transport strategies and responses to growth will no longer work in Queenstown and that substantial change in behaviour towards public transport, walking and cycling is required. Accordingly, the Spatial Plan includes a number of spatial elements and outcomes which are transport related. These include a more consolidated approach to growth and urban form (such as within the Southern Corridor), for local centres to be provided amongst the growth areas and for public and active travel and connectivity to be prioritised.

The Spatial Plan also includes details of visionary and planned transport networks within the Southern Corridor as can be seen in Figure 54 below. This identifies a vision for frequent public transport services through the centre of the Southern Corridor linking to Frankton across a new second bridge crossing of the Kawarau River. It also shows a planned active travel route linking the corridor to Frankton and Kelvin Heights, with another (third) crossing of the Kawarau River. A park and ride location is also shown on the application site.

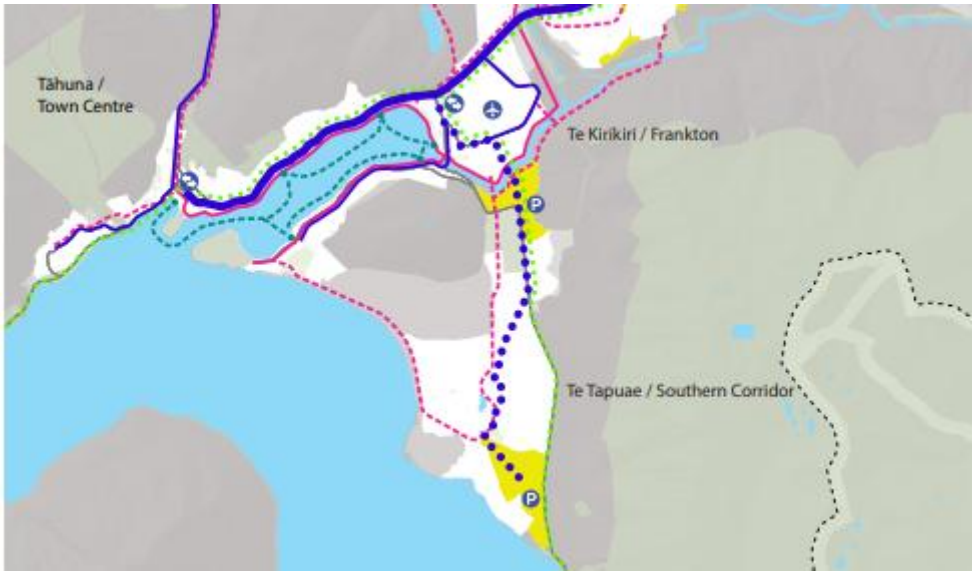

Figure 54: Extract from the Spatial Plan showing the location of frequent public transport services (blue dots) through the Southern Corridor as well as an active travel route (pink dots)

The ITA also summarises a number of business cases that have been prepared which include consideration of the Southern Corridor in terms of integrated transport, public transport and active

transport, as well as the QLDC Southern Corridor Network Operating Framework and the ORC Public Transport Plan. Essentially all of these documents present similar proposals – to promote public transport networks and services as well as active transport networks to achieve modal change in behaviours. Alignment with these outcomes is sought by the proposed development through:

- Connection to, and extension of, the public transport route into the Homestead Bay site. The density and master planned approach of the Homestead Bay development will support future viability and investment in this network. Bus stops are proposed to be installed as part of the subdivision works.

- Promotion of active travel through the site with a network of connected shared paths providing ease of movement within and out of the application site as well as a network of recreational trails connecting to links within Jacks Point and the lakeshore.

- Roading improvements along SH6 to provide for safety and efficiency of the network including for public transport utilising SH6.

Regardless of the above, it is identified by WSP in **Appendix GG** that further investment and planning needs to occur within the wider SH6 and local roading networks to cater for the existing planned and consented growth as well as the demands that will arise from the proposed development.

WSP has undertaken testing of a number of scenarios concentrating on the operation of the network at the longer-term forecast of 2053 and the likely infrastructure requirements needed to accommodate trips within the network. From this analysis, a scenario incorporating the below components was assessed by WSP as representing the optimal balance between land use development, public transport service improvements and highway infrastructure improvements for the Southern Corridor:

- *"Around 7,500 residential units in the Southern Corridor, plus other commercial, educational, recreational and retail land use to maximise the potential for internal trips within the Southern Corridor itself (and therefore reduce trips to/from Frankton Flats for all trip-purposes).*

- *A forecast PT share close to 30%, which is high in the context of the existing situation, but achievable through providing PT capacity by bus – which is easier to incrementally improve as demand increases.*

- *A second Kawarau River (all modes) crossing providing a second route to/from Frankton Flats, which in the most part serves a different set of origins and destinations within Frankton Flats and beyond (compared to the existing SH6 Kawarau Falls Bridge).*

- *Requires more modest improvements on the SH6 section through Peninsula Road and along Kawarau Road towards the SH6/SH6A intersection….*

- *Requires dualling of SH6 between the (new) Boyd Road intersection through to the Jack Hanley Drive intersection….*

- *Requires intersection improvements/upgrades to connect the second bridge route to the internal Frankton Flats road network (particularly Hawthorne Drive), the scale of which requires further investigation.*

- *Further sensitivity tests have shown that up to around 8,000 residential units could be accommodated with the same infrastructure improvements. Beyond this level, the more modest improvements at the SH6 Peninsula Road and Humphrey Street intersections result in these sites operating in an over-saturated state – unless other trip reduction elements increase so as to reduce forecast traffic levels through this section (such as a higher PT mode share, higher internal trip reduction rates, increased use of the second Kawarau River crossing, etc)".*

From here, WSP has detailed a programme of works that aims to ensure that the transport network continues to function as development comes online across the Southern Corridor and the recommended improvements within the Southern Corridor are shown in Figure 55 below, including the proposed new SH6 access into the application site. It is noted that the roading connection between Jacks Point and Hanley's Farm is now open.

The programme of works recommended by WSP also extend beyond the Southern Corridor as detailed above, including the construction of a second bridge across the Kawarau River, intersection upgrades at Humphrey Street, Peninsula Road and Boyd Road and provision of bus lanes.

It is important to note that the works identified by WSP to the roading network are not brought about only as a result of the proposed Homestead Bay development. The effects are as a result of a combination in the growth of traffic generation from the south, the anticipated traffic generation from the already consented and plan enabled capacity of the PDP as well as the Homestead Bay traffic generation.

The Applicant is proposing a package of transport related works as mitigation of the effects of the proposal. This represents a contribution to mitigate the impact of the proposal but is not a complete remedy to the larger transportation issues within the network. These go beyond the effects of the proposed development, are in many case, longer term requirements, and would be unable to be solved by one developer alone given their scale and expense.

WSP have identified in Section 6.2 of their report, the funding arrangements that can be implemented for the remainder of the required works to the network. The Applicant is open to assisting any further work of QLDC, ORC and NZTA toward making this case.

The transportation measures proposed by the Applicant are:

	TRANSPORT INVESTMENT	PROPOSED TRIGGER
1	New roundabout provided on SH6 at new access road	Prior to any titles
2	Conversion of SH6/Jack Hanley Drive to single-lane roundabout;	Occurs before 600 titled lots
3	Connecting internal road between Homestead Bay Road and the Plan Change zone	Occurs before 1,200 titled lots
4	Conversion of SH6/Māori Jack Road to single-lane roundabout	Occurs before 1,400 titled lots
5	Bus stops added within site, in line with future bus routes	At locations shown on plans and/or as further agreed with QLDC/ORC

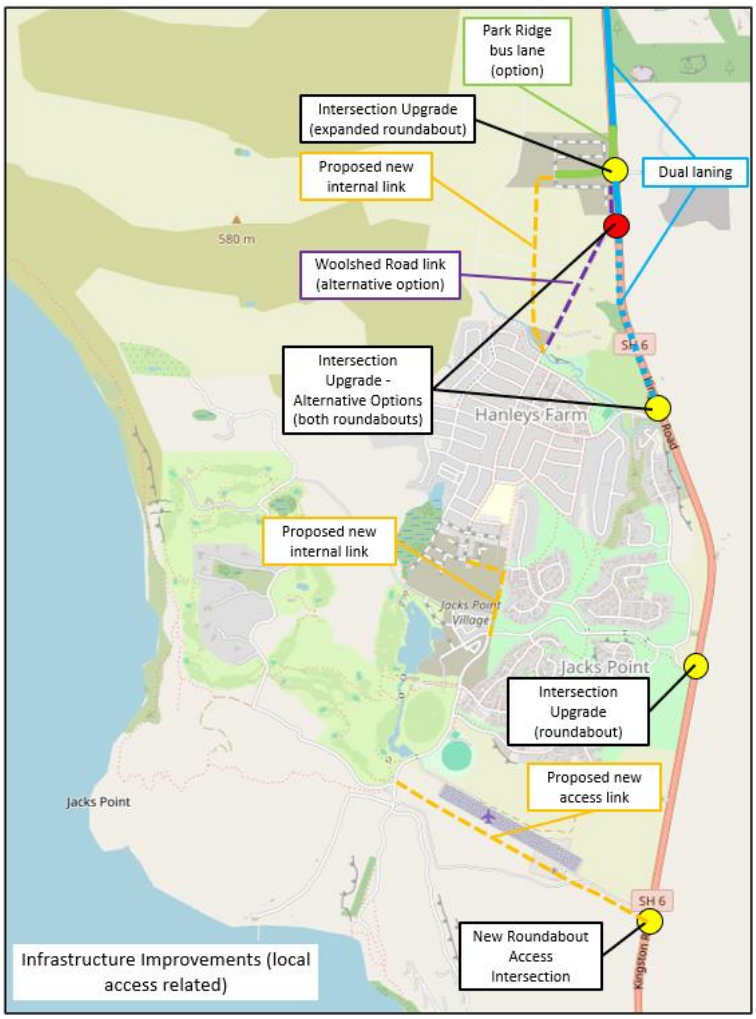

Figure 55: Roading improvements within the Southern Corridor recommended by WSP

Each of the above measures have been assessed by WSP for their effectiveness as mitigation measures and each are considered to be valid measures in terms of mitigating the potential shorter-term capacity and safety effects within the network as a result of the proposed development. The new roundabouts constitute a large investment and RCL has withheld four residential lots currently under construction from the market to allow the development of a roundabout at SH6/Jack Hanley Drive which is the entrance to Hanley's Farm. The investments are consistent with the longer-term network-wide programme of transport infrastructure improvements, and with consultation held with NZTA and feedback received.

In addition to the above, the Spatial Plan identifies a park and ride location on the application site. It is unclear whether this is still an ambition of the plan by QLDC as this has not been raised with the Applicant during discussions in relation to the proposal. No park and ride is proposed as part of the development, however the Applicant is open to discussions with QLDC. It is possible that this could be achieved via on street parking, or perhaps in the use of proposed Lot 6004 (the lot that encompasses the existing NZone hangar building).

SH6 entrance

The single access to SH6 for the development will enable vehicle traffic and freight traffic volumes to be minimised on residential roads of the adjacent subdivisions and is consistent with the Southern Corridor Network Operating Framework. It will also spread the major turning movements along SH6.

The proposed location of the intersection is at the northern end of the development which is likely to be the predominant direction drivers are heading from the development. The location at on a crest curve when approaching from the north on SH6 and at the end of a level section of road when approaching from the south and sight distances are able to be satisfied.

The design of the proposed roundabout provides sufficient capacity to also cater for the traffic generation from the proposed development as well as the anticipated future traffic demands from the adjacent landholdings to the south-west if these are developed.

Internal Roading

An assessment of the anticipated traffic volumes on each road within the proposed development has been carried out by Stantec in the ITA in **Appendix V**, based on an indicative traffic generation and distribution analysis. The highest volumes will be on the collector road network connecting to SH6, past the commercial areas and along the eastern spine road. These will form the collector road network within the development as shown in Figure 56 below.

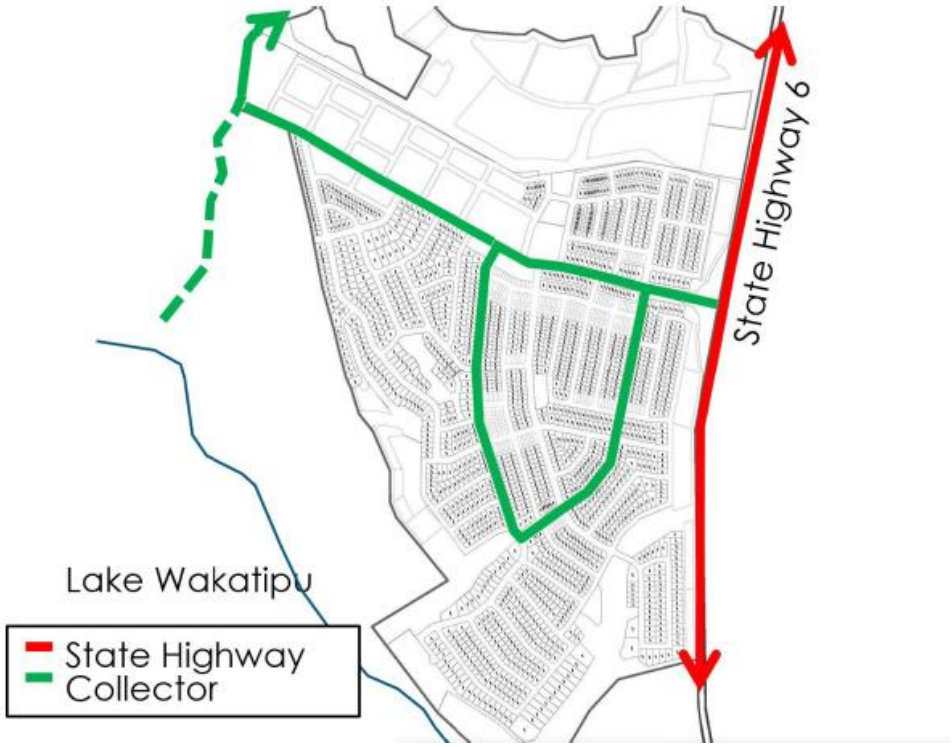

Figure 56: Collector Road network

A hierarchy of streets with different levels of traffic priority is established, based on the anticipated traffic circulation within the subdivision. A diagram of this is shown in Figure 57 below.

Stantec detail all of the proposed roading typologies in **Appendices B and V**. These are numerous as the roading design of each road has been considered in the master-planning of the proposed development. These comply with, or exceed the typologies in the QLDC CoP. These are all subject to detailed design and submission for approval at a later date for each specific stage. Some specifics however are discussed below.

A 2m wide landscaped median is proposed on the entry road into the site from SH6. The carriageway in this location will be 13.6m wide to allow for the median.

The main street commercial area is proposed to be a slow speed environment supporting pedestrian movement across the road. A narrower road width, higher levels of indented parking and landscaping will be mixed with the parking are anticipated to slow traffic flow in this location.

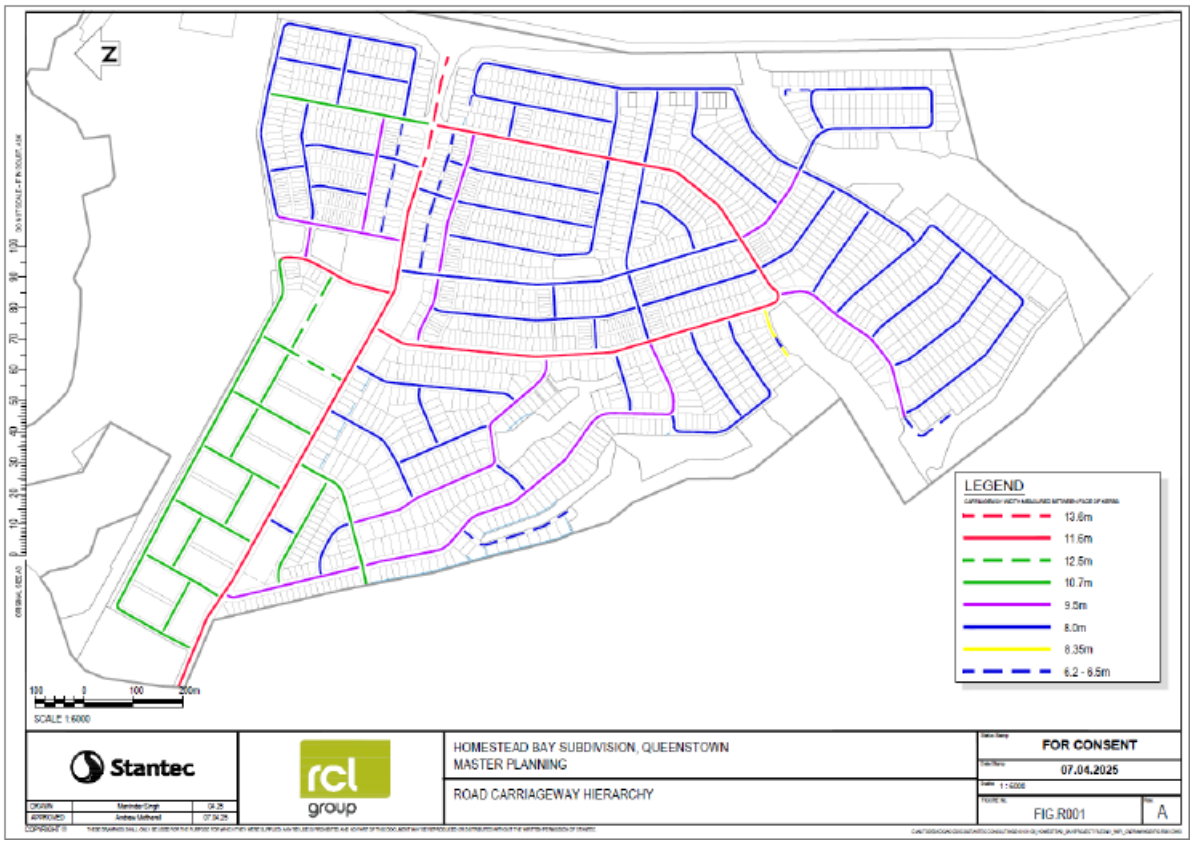

Figure 57: Road carriageway width hierarchy

The intersections within the development will be priority-controlled, either in the form of T-intersection, crossroad with side road giving way or roundabouts on specific intersections. There are also several locations where intersections and pedestrian crossings require raised platforms or crossings to slow vehicle speeds.

Vehicle crossings will be provided to each lot as part of the subdivision works. The location of these have not yet been set and therefore it is difficult to confirm which sites will or will not have vehicle crossings that meet the PDP sight distance or distance from intersection requirements. Regardless, it is noted that due to the density of development proposed, it is anticipated that many sites will not

comply as a result of the vehicle crossings being located in proximity of a T intersection or a curve, which limit sight distances.

The PDP assessment matters relating to the assessment of sightlines require consideration of the positive effects of the delivering intensification and a compact urban form and also the safety of the transport network. As outlined in the ITA, operating speed and sight distances are the key factors for consideration of the acceptability of the locations in terms of safety. A condition of consent is therefore recommended in the ITA requiring assessment of the proposed locations with regard to sightlines at the time of Engineering Review and Acceptance. This condition has been incorporated within **Appendix T**.

With regard to the minimum distance of vehicle crossings from intersections, Patersons have developed a plan showing the level of compliance expected for the Single House Lots and this plan is appended to the ITA in **Appendix V** and shown below in Figure 58. The green coloured lots are those where the vehicle crossing will be able to comply with PDP Rule 29.5.21 with the red and orange coloured lots are where the vehicle crossings may or will not comply.

Figure 58: Vehicle crossing compliance

As shown above, it is the proposed lots that are located on, or close to intersections or pedestrian facilities. A condition of consent is recommended in the ITA which allows consideration of the best location of the vehicle crossing as part of detailed design. This condition has been incorporated into the proposed conditions in **Appendix T**.

There are four of the medium density superlots (Lots 7005, 7019 – 7021) that are proposed to be serviced by future private lanes which are anticipated to service more than 12 units/lots (anticipated to service between 20-23 units/lots each). The development of these superlots will be the subject of comprehensive design and future resource consents for the buildings being sought. Notwithstanding, the use of the laneway will result in less individual vehicle crossings on to the adjoining roads supporting improved safety and functionality of these roads.

Should the QLDC decide not to allow for the vesting of the proposed roading network within the subdivision, the roads will also become private vehicle accesses servicing more than 12 units. This non-compliance with PDP standard 29.5.13(c) will not result in any different urban design, safety or efficiency effects (compared to roads that are vested) with the only difference being the on-going management and maintenance of the access. This is dealt with by Condition 5 – 8 in the proposed set of subdivision conditions in **Appendix T** which require the creation of an Incorporated Society for the ongoing management and maintenance of the roading. Furthermore, public right of access easements are also proposed via condition across all of the roading network.

Connections

The internal roading design provides a connection to Homestead Bay Road and this will be an important connection for the provision of the public transport network through the site. This connection is proposed to be provided before title for 1200 lots or residential units are occupied.

An indicative roading connection is also shown on the proposed development plans for a link to Chief Reko Road in the future. However, this is currently private only and this connection would rely upon Chief Reko Road in the future being vested or dedicated. Given the Homestead Bay Village zoning of the adjoining land, this is anticipated to occur at some point in time and would provide a valuable connection, including for buses.

Public transport

Bus services are expected to be the primary means of public transport in the corridor however there are other secondary services that may arise over time eg ferries or cable ways. In order to support the wider transport network outcomes outlined above, consideration of the potential locations of the bus network within the site have been assessed by Stantec. The assessment identified that a range of options to operate the bus service will be available with protection of a primary network of bus compatible streets within the proposed development. At this point in the development of the corridor, the bus route shown above in Figure 35 is preferred within the proposed development, however this could be amended in the future should the Homestead Bay Village land / Homestead Bay ferry services be developed which require public transport coordination, by utilising the aforementioned connection to Chief Reko Road.

Bus stop infrastructure is to be developed as part of the specific stages of the proposed development rather than being retro-fitted at a later stage as has typically been the case in the District. These locations are also shown above in Figure 35.

The road carriageway widths for the proposed bus route have been considered in the ITA with a base, two-way traffic carriageway width of 6.6m being applied.

Active travel

A network for cyclists is proposed within the development as detailed in the ITA in **Appendix V** as follows:

- ***"Primary shared path cycle corridors:*** *This will provide a high level of delineation and protection for cyclists, separated from higher volume streets. The proposed cycle path will have increased separation from property boundaries. It is expected that through detailed design intersections will be crossed in a way that supports efficient and safe cycle movement, including consideration of raised treatments. This will provide for the direct routes within the site and to the Homestead Bay Road corridor supporting local and wide area access.*

- ***Secondary shared path cycle paths:*** *These routes provide a network of lower speed shared paths, on desire lines that will likely generate lower volumes of local movement, such as children and families accessing the school and commercial area, or trips within the neighbourhood. The network is continuous through the development.*

- ***Greenway Connectors:*** *Roads providing a connection between the external trail network and the internal shared path network. These roads would typically provide a slow speed shared road environment, with cycle sharrow markings included where necessary.*

- ***Trail:*** *The trails support connectivity around the site, and to the lakeshore and are in the form of off-road paths that also provide for recreational trips."*

As noted above, the cycle network is generally focused on separating cyclists from vehicle lanes on the street, with the use of shared paths outside the road carriageway, supplemented by greenways where necessary. This will support management of operating speeds and safety.

With regard to walking, the site roading network provides a highly connected network of streets, which will enable walking trips to be made on direct routes within and beyond the development. Footpaths are provided to support walking accessibility throughout the application site. Linkages to recreational trails through the reserve networks and the lake will also provide additional opportunities.

The walking catchments of the proposed local centre and school locations has been assessed within the ITA to consider the accessibility. This assessment has identified that approximately 80-95% of dwellings will be within a 15 minute walking distance of these activities.

Parking

Kerbside parking is proposed, with a 2.5m width being generally adopted in the roading typologies that are being proposed, which is the upper level prescribed by the QLDC Code of Practice. Where possible within the roading design, one on-street car park per single house lot will be provided. In the areas of the proposed subdivision around the medium and high density superlots, this provision will not be practicable, however on-street parking will be developed where possible.

Overall, the potential adverse effects relating to transportation are considered able to be avoided or mitigated through design and the proposed transportation upgrades and connections.

13.7 Servicing

Water

The water supply, treatment, storage and conveyance have all been designed to meet the QLDC's CoP requirements and consequently are considered to be acceptable. Conditions of consent are proposed in **Appendix T** addressing the water supply.

The proposed bore supply will reduce the potential for contamination when compared to the lake intake that primarily feeds the Southern Corridor at present. It also should facilitate water metering, which has been challenging to employ for lake fed schemes.

The water scheme will be built without requiring public investment, which is a substantial advantage given the financial challenges Council faces in funding infrastructure.

The WTP will be of modular design which will provide for ease of future upgrades should an adjacent development or QLDC (if vested) want to increase its capacity to provide treatment of additional water supplies. Furthermore, the reservoir platform has been sized to allow for the installation of a third reservoir tank in the future if additional water storage is needed for an adjacent development.

The potential visual effects relating to the proposed aboveground water infrastructure and access to the bore and reservoirs are addressed above in Section 13.4. A visual perspective of the proposed bore sites (A & B) and access track will down the terrace is shown below in Figure 59 with mature landscaping as proposed in the plans attached as **Appendix S**.

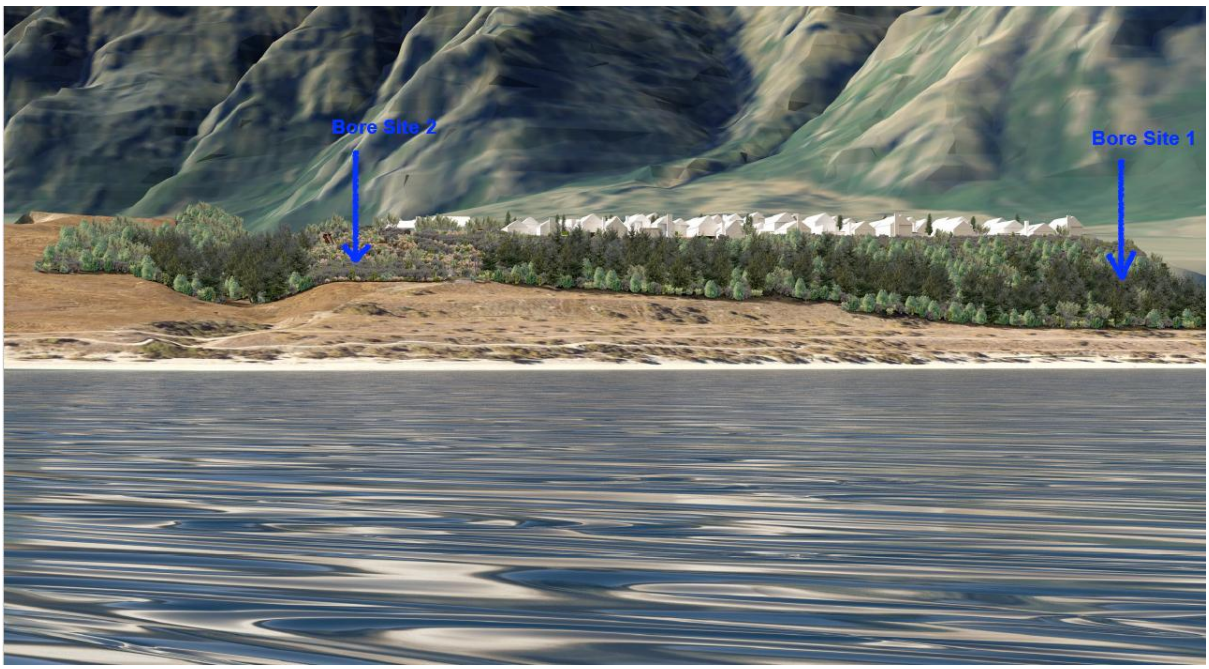

Figure 59: Perspective of the bore locations and access track with proposed planting as viewed from Lake Wakatipu

Wastewater

The proposed conveyance and treatment of wastewater has been designed by Stantec (addressed in **Appendix B**), with the land disposal being designed by LEI (report attached in **Appendix B**). These two consultancy teams have worked collaboratively together to ensure that the proposed wastewater system will be fit for purpose and will meet the requirements of the QLDC CoP. The LEI report has also been peer reviewed as detailed in **Appendix B**.

The assessment of effects upon the environment and people as a result of the proposed wastewater disposal to land is assessed in detail in the Assessment of Effects prepared by LEI in **Appendix HH**. The LEI assessment incorporates an assessment from LandWaterPeople relating to the environmental sensitivity and risks of the proposal relating to groundwater and surface waterbodies. The LEI assessment is comprehensive and is adopted for the purpose of this assessment.

As with water, the proposed wastewater scheme is to be built without the need for Council funding.

The WWTP will be of modular design allowing for future upgrades should an adjacent development or QLDC (if the WWTP is vested) want to increase its capacity to provide treatment of additional wastewater inputs from adjacent developments. There may also be some additional capacity within the proposed LTAs beyond the demands of RCL's land that could be utilised for adjacent developments, however any larger scale development would require further land to be found for the disposal of the treated wastewater.

The potential visual effects relating to the proposed aboveground WTP and WWTP and the LTA's is addressed above in Section 13.4.

In the early stages of the development, the number of connections will be low, meaning that at times there will be high retention rates in the wastewater network which has the potential to create septic conditions. The associated gas concentrations may result in odour, corrosion and post a potential health and safety issue at the discharge points or in proximity to the air vents. These are only potential temporary effects as these effects will not occur once the wastewater discharge levels are higher. To mitigate these potential temporary effects, in the early stages of the development, wastewater flows can be supplemented with freshwater to reduce retention times. This will be included in the detailed design methodology.

Given that the proposed wastewater LTA's within Lot 12 are adjacent to existing LTA's developed for wastewater discharge from the neighbouring Jacks Point development, the potential for cumulative adverse effects needs to be considered. Both of the systems will contribute treated wastewater to the same surface water catchment and groundwater system. As detailed in the LEI assessment in **Appendix HH**, these potential cumulative adverse effects are avoided or mitigated by the following:

- The nitrogen and phosphorus loading rates for the proposed development are similar to the 2024 farming nutrient loss, not changing the current risk of cumulative nitrogen loading (existing development);

- The nitrogen loss following the development is less than ORC Regional Water Plan permitted loss for farming land use of the application site;

- The proposed high levels of treatment of the wastewater from the proposed development will have a dilution effect on the JPROA groundwater due to the following factors;
  - nitrogen treated to 7.5 mg/L compared with 15 mg/L for JPROA
  - phosphorus treated to 2.5 mg/L compared to 12 mg/L,
  - irrigation rate of 8 mm/day vs 12 mm/day, and
  - french drains to capture lateral from areas B and C, avoid potential drainage and rainfall runoff moved off the RCL LTA to the JPROA LTA;

- Homestead Bay will be developed in stages with the LTA's marked as D to G (adjoining the existing Jacks Point LTA's) and M (the same LTA as consented for the Jacks Point Village LTA) (in Figure 43) above able to be developed last;

- If monitoring shows that low flows per lot eventuate as anticipated, some of the abovementioned LTA's may not be needed to treat the full development; and

- RCL and JPROA could work together on compliance monitoring.

The Jacks Point wastewater discharge consents include numerous conditions which ensure that the required standards are met and include a number of monitoring conditions. Monitoring conditions have, therefore, been proposed in **Appendix T** to account for the joint contributions from the Jacks Point subdivision and Homestead Bay. The proposed conditions are similar to the Jacks Point discharge consent conditions and include the requirement to take water quality samples from the same bores and to monitor Lake Wakatipu's water quality. However, while a considerable amount of alignment is sought between the proposed monitoring conditions and those that are already in place for the Jacks Point scheme, monitoring points are proposed at strategic locations in the vicinity of the proposed Homestead Bay scheme which should allow specific monitoring to allow conclusions to be drawn as to from which scheme any elevated pollution level may be arising. Furthermore, in pre-application discussions with the JPROA, the Applicant has expressed an openness to coordinating and consolidating monitoring procedures or even combining schemes in the future. The Applicant remains open to ongoing discussions to those ends.

Overall, the proposed wastewater land disposal is assessed as providing a highly effective method of land disposal and is preferable to adding the discharge to QLDC's existing wastewater treatment plant, given its current operating difficulties (which mean direct disposal to the Shotover River for the foreseeable future). Land disposal is also generally preferred to disposal directly into surface water by the community and iwi do not support direct discharge to water as it does not align with the principles of Te Mana o te Wai.

Spatially, the location of the proposed land disposal is considered to be suitable given its location adjacent to the existing established LTA's for Jacks Point, as well as in places around the site which are not to be developed and are not in close proximity to surface water bodies. The LTA areas are safe for passive recreation purposes (e.g. dog exercise), as occurs on the JPROA land treatment areas within Jacks Point. The extent to which they will be accessible by the general public (aside for travelling through the spaces on formed trails) is a matter to be worked through in detailed design and operational planning with a future operator as well as with the QLDC Parks and Reserves team where these areas are to be adjacent to public trails or Recreation Reserves.

Taking into account the proposed design, locations, proposed conditions and monitoring regime, the proposed wastewater disposal is able to avoid, remedy or mitigate all of the potential adverse effects upon water quality, ecology and human health.

Four piezometers are proposed to be drilled in the locations shown in the plan in **Appendix CC** for the purposes of groundwater monitoring associated with the wastewater disposal. The drilling will be undertaken in accordance with the New Zealand Standard Environmental Standard for Drilling of Soil and Rock, the piezometers will be sealed and backfilled when they are no longer required and they are to only be utilised for groundwater monitoring. Conditions to this effect are proposed in **Appendix T** to ensure that there are no adverse effects upon groundwater.

Stormwater

The ability for the subject site and proposed development to deal with stormwater from upstream areas has been assessed by Geosolve (report attached in **Appendix B)**, whilst Stantec have also assessed the stormwater disposal from water within the application site (**Appendix B**).

To cater for the existing stormwater flows arising from the Remarkables mountains to the east, as well as the potential for those flows to move along the fan in times of heavy rainfall, diversion channels are proposed along the SH6 frontage of the site. These will divert the stormwater flows to the north and south along the eastern boundary into the Northern and Southern Channels within the site or the swale along the southern boundary. The size of the diversion swale, the Northern Channel, Southern Channel and the diversion channel along the southern boundary to cater for these flows (with allowance for RCP 8.5 climate change) has been modelled and the Southern Channel is more than large enough to cater for these flows, with upgrades being necessary to the Northern Channel and the channel along the southern boundary being formed of sufficient site. Furthermore, the proposed diversion channels and the Northern Channel will be formed to meet the requirements in accordance with the QLDC Code of Practice.

Based on the proposed staging plan in **Appendix Z**, the diversion bund and swale to the south of the proposed SH6 roundabout access into the site to the Southern Channel is required to be completed prior to s224c for the first stage of the subdivision. The northern portion of the bund and swale will be required prior to s224c for any lots north of Road 001, along with the upgrade of the Northern Channel.

Internally, for catchment runoff originating from within the proposed development footprint, the pipe and road networks will be designed in accordance with the QLDC Code of Practice standards and will discharge to the Northern, Central and Southern channels, as well as existing minor overland flow paths. Two stormwater detention basins are also proposed within the northern part of the site. The on-site stormwater reticulation is designed to ensure that there is no increase in post-development flows leaving the application site, with the exception of the discharges into the Central and Southern gullies where this requirement is unnecessary.

Erosion control is however proposed at the discharge points into the Central and Southern gullies. These include steep pipelines down the gully walls and impact basins to remove the energy from the flow along with rock aprons and other rock placements to form check dams and armouring along the gully floors to control higher storm discharges from eroding the gully floor.

On-site treatment is proposed prior to the stormwater being discharged from the site and will include catchpits, gross pollutant traps, attenuation storage basins as well as use of vegetation as a natural filter. If necessary, soakage trenches could be constructed within the channels to provide additional soakage.

The abovementioned disposal, treatment and erosion control measures from roads and other impervious surfaces within the development will ensure that the water quality of stormwater flows entering Lake Wakatipu, Māori Jack Stream and other downstream properties will meet the ORC permitted activity requirements in Rules 12.B.1.8 and 12.B.1.9 of the Regional Water Plan which require (as relevant) the following (summarised):

- provision is made for the interception and removal of any contaminant,
- the discharge does not contain any human sewage,
- the discharge does not cause flooding of any other person's property, erosion, land instability, sedimentation or property damage, and
- the stormwater discharged, after reasonable mixing does not:
    - give rise to the production of any conspicuous oil or grease films etc,
    - will not cause any conspicuous change in the colour or visual clarity,
    - will not emit an objectionable odour,
    - will not render the water unsuitable for drinking water for farm animals or
    - will not result in significant adverse effects on aquatic life.

As such, water quality of the receiving environment will be maintained by the proposal and sedimentation effects upon Lake Wakatipu will be avoided or mitigated. This will also ensure that the potential ecological effects upon flora and fauna in and around the waterbodies are avoided or mitigated also. This aligns with the principles of Te Mana o Te Wai.

The stormwater discharged into the Southern and Middle gullies will utilise the permeable gravels in the ephemeral watercourses to soak away stormwater in smaller rainfall events. This can be seen as a nature based solution. Some construction of stormwater outlets and associated modifications to control erosion, however these gullies are proposed to be heavily vegetated as part of the proposal which will mitigate the visual effects of the proposed stormwater infrastructure within these spaces. The ephemeral streams within the gullies have also been assessed by Beale Consultants (**Appendix II**) as not supporting any fish or any stream macroinvertebrates and the proposed stormwater treatment and disposal measures will not affect these values.

<u>Power, Telecom, Street Lights</u>

Confirmation of power and telecommunications supply has been provided by the relevant companies (attached in **Appendix B**). Underground connections to all of the residential and commercial lots will be detailed as part of detailed design and provided prior to s224c of the development.

Street lighting will also be detailed as part of detailed design (taking into account intersection, vehicle crossing and street trees locations) and the locations and specifics provided to QLDC prior to commencement of works on each stage. It is inevitable that urban development will have some effect

on the night sky, but this can be mitigated via using best practice in light employment as detailed in the QLDC Southern Lights Strategy 2017.

Overall, the proposed subdivision can be serviced in accordance with the requirements of the QLDC CoP and the potential adverse effects upon the environment can be avoided or mitigated through the proposed conditions of consent that are proposed.

Balance Lots

As the proposed subdivision is to be undertaken in stages there will be a series of balance lots through the life of the subdivision works. These will be created at the time of s224(c) for each stage containing all of the residual land from the underlying title, until the next stage is completed and another balance lot(s) is created. This will continue until the full subdivision is completed.

The temporary balance lots will not be serviced given that they are temporary lots only and will have no demand for servicing infrastructure. Furthermore, any servicing of the balance lots is likely to have to be removed at the time that each specific area is developed.

To ensure that it is known that the balance lot(s) is unserviced, a consent notice condition is proposed which will advise of this and the requirement to install services at the time of any future development of the lot, as well as confirming that no development contributions have been paid for the balance lot. This consent notice will act to notify any potential future purchasers of the balance lot as well as the consenting authority.

13.8 Geotechnical Effects

A Geotechnical Report has been prepared by Geosolve for the proposed development. This is attached as **Appendix B**. Overall the report identified that (from a geotechnical perspective) the site is appropriate for the proposed development and makes a number of standard recommendations including:

- During earthworks, all topsoil, organic matter, uncontrolled fill and other unsuitable materials should be removed from the construction areas in accordance with NZS 4431 and NZS 3604.
- All fill that is to be utilised as bearing for foundations or to form batter slopes should be placed and compacted in accordance with the recommendations of NZS 4431:2022 and certification provided to this effect.
- Temporary and permanent slope batters less than 4m in height are to meet the following:

Material type	Recommended maximum batter for temporary slopes	Recommended maximum batter for permanent slopes up to 4 m high
Topsoil, Uncontrolled Fill, Beach Deposits	1(v):1.5(h)	1(v):3(h)
Loess, Alluvial Fan Deposits, Colluvium, Glacial Pond Sediment, Weathered Glacial Till	1(v):1.5(h)	1(v):2.5(h)
Glacial Till, Outwash Deposits	1(v):1(h)	1(v):2(h)

- All batter slopes higher than 4m of required to be steeper than the recommended angles above require specific engineering assessment during detailed design.

Conditions are proposed in **Appendix T** which cover the above recommendations as well as the standard geotechnical subdivision related conditions. So long as these conditions are complied with there is no reason to anticipate adverse geotechnical effects.

13.9 Earthworks

Subdivision Earthworks

Earthworks are required for the grading and levelling of areas of the site, excavation and trenching for installation of infrastructure, road construction and formation and potential rehabilitation of the identified HAIL sites. The potential effects relating to subdivision earthworks are land instability, health and safety, nuisance, ecological, amenity and archaeological.

Stantec have prepared a Construction, Environmental and Erosion Sediment Management Plan Report (**Appendix X**) which includes the EMP, Erosion and Sediment Control and Construction Management Plans to avoid or mitigate the abovementioned adverse effects. All of these documents are in draft form only and are intended to be a template document which will be followed in the preparation of these plans for each stage of the subdivision. These will be updated for each stage and submitted to the QLDC and ORC prior to commencement of each stage of the subdivision for review and certification. Conditions of consent are proposed to this effect. This approach is considered appropriate, showing how effects are expected to avoided and mitigated, while allowing for plans to be updated in collaboration with contractors on site as detailed design and construction proceeds, and submitted to the Otago Regional Council for post consent approval.

In terms of the potential adverse environmental effects, the staging of the subdivision will limit the amount of exposed soil at any one time across the site. Stormwater run-off during construction will be managed via sediment control ponds. Dirty and clean water will be diverted within the site and only clean or treated water discharged to Lake Wakatipu via either the Southern or Central gullies or Māori Jack Stream.

Stormwater runoff during construction will ultimately discharge (via the gullies or Northern Channel via Māori Jack Stream) into Lake Wakatipu as clean diverted runoff or treated site runoff. It is noted that some of the soils present across the site are of medium erodible nature and therefore some of

the stormwater will soak to ground. The following additional measures will also be included in the EMP to be employed on site:

- Positive grading to subgrade to minimize ponding.
- Bunding around areas to minimize the amount of runoff generated on exposed surfaces.
- Channelling of sediment laden runoff to collection points for treatment.
- Sediment retention ponds with treatment facilities and testing locations to collect and treat all sediment laden runoff.
- Silt fences or other similar controls to act as filters, stabilizers and erosion prevention measures until sufficient vegetation is reached.
- Watering of exposed earth surfaces will be undertaken during dry conditions to prevent dust nuisance. Care will be taken to avoid excess watering that may promote erosion.

With regard to land instability, the Geosolve Geotechnical Report (**Appendix B**), outlines the above recommendations for temporary and permanent batter slopes. These will be adhered to and are included in the Earthworks and Environmental Management Report (**Appendix X**). Furthermore, all engineered fills will be placed, compacted and certified in accordance with NZS4431: 2002 and any uncontrolled fill identified during construction will be removed and replaced with engineering fill and certified in accordance with NZS4431. Where perched groundwater is encountered during excavations, measures to management groundwater to ensure stable excavations will be employed.

Based on the findings in the Geotechnical Report for the application site, no rock breaking is anticipated to be necessary. Consequently, the earthworks and civil phases of the proposed subdivision are anticipated to utilise conventional earthmoving equipment which will be undertaken in accordance with the Construction Noise Standard in the PDP. Furthermore, as detailed in the Stantec report in **Appendix B**, the risk of vibration to neighbouring properties is considered low

Following completion of earthworks in each stage, prior to s224c, a Ground Completion Report will be prepared by Geosolve which certifies the suitability of ground conditions of each of the residential lots and whether any further investigations or special foundations are required as part of the building consent process. This is proposed as a condition of consent which is standard for the s224c stage.

The proposed earthworks will result in destruction of existing areas of lizard habitat and potentially lizards during construction earthworks. These potential effects are addressed below in Section 13.12. Areas of earthworks will also result in the removal of some areas of indigenous vegetation, the effects of this removal are also assessed in Section 13.12 below.

The Origin Heritage and Archaeological Assessment (**Appendix JJ**), based on their assessment of the history and characteristics of the application site, identified that an Archaeological Authority under Section 44 of the *Heritage New Zealand Pouhere Taonga Act 2014* is not required. However if any archaeological features are uncovered during excavations, an Accidental Discovery Protocol should be followed. A condition of consent is proposed in **Appendix T** to this effect.

A PSI has been completed by WSP for the Applicant's land (**Appendix E**). The PSI confirms that there are five relatively small areas of the application site that have possibly been subject to HAIL activities. These activities are associated with the existing airstrip and past agricultural activities. The remainder of the site has been assessed as low risk. Accordingly, a discretionary activity consent under the *Resource Management (National Environmental Standard) for Assessing and Managing Contaminants*

in Soil to Protect Human Health) Regulations 2011 is required. The PSI states that the likely conditions of consent would include the requirement for a Detailed Site Investigation and Remediation Action Plan for the identified HAIL areas. Accordingly, a condition of consent is proposed in **Appendix T** which requires that a DSI be prepared prior to commencement of works in a given stage and submitted to the QLDC and ORC for review and certification. Further proposed conditions of consent require the recommendations of the DSI implemented and a Site Validation Report to be submitted prior to s224c for the applicable stages.

Works are proposed within the Northern Channel to upgrade the capacity of the channel to allow for increased flows. Furthermore, works are proposed within the ephemeral streams for the installation of underground pipes, stormwater infrastructure and culverts. The potential adverse effects upon water quality will be minimised through the employment of the measures outlined in the Environmental Management Plan and Erosion and Sediment Control Plan attached as **Appendix X**. All works within, and within close proximity of these waterbodies will be undertaken in the summer months so that the bed of the waterbodies are unlikely to be wet and no diversions will be necessary. The one exception to this may be the upgrade of the Northern Channel carrying capacity, which may require a temporary diversion may be required given the anticipated duration of the works. Regardless, the works within the bed of all of the streams will be limited to only the works necessary within that area. Conditions of consent are proposed to mitigate any potential effects in relation to water quality and the ecological values of the streams.

Fish passage is not being provided for as part of the installation of the proposed culverts as the streams are ephemeral, there are no fish habitat and there is no wet connection to the lake.

Taking into account the above and the proposed conditions of consent in **Appendix T** the proposed subdivision earthworks will suitably avoid or mitigate the potential adverse effects.

Land Use - Retaining

A blanket consent allowing future lot owners to retain up to 1m of fill along the boundaries of the property is sought to provide additional flexibility in design for the future single house lot owners, as well as to reduce potential resource consenting costs associated with individual resource consents. This approach has been utilised in the last three stages of the Hanleys Farm subdivision at the request of QLDC. Subject to the proposed land use conditions of resource consent, the potential amenity, land stability and nuisance adverse effects of this level of fill and retaining on the boundary will be mitigated.

The proposed conditions include:

- All retaining walls to be constructed in accordance with the QLDC Code of Practice.
- Submission of an EMP prepared in accordance with the QLDC guidelines to QLDC for approval prior to works commencing.
- Implementation of the approved EMP.
- All staff to attend an Environmental Site Induction prior to work commencing.
- Suitable measures are to be implemented to prevent deposition of any debris on roads.
- No earthworks to breach the boundaries of the site.
- At least one copy of the EMP to be available on site.
- Advising QLDC if there has been any accidental discovery or environmental incident.

- Stabilise all earthworks areas at the conclusion of the works and remedy any damage to roads and berms.
- Total height of retaining wall and boundary fence is not to exceed 2m above ground level except along the road boundary where it is not to exceed 1.2m.

The proposed blanket consent to allow the future single house lot purchasers the ability to undertake minor retaining without the need to apply for a resource consent, whilst having the potential adverse effects mitigated through the proposed consent conditions will reduce the expense of the build process for the future purchasers and reduce the workload of the QLDC consent team. This is seen as a positive effect of the proposal whilst mitigating the potential adverse effects.

13.10 Natural Hazards

Natural hazards affecting the application site have been assessed by Geosolve, with the Geotechnical Report in **Appendix B** assessing the seismic and liquefaction hazards and slope stability, and the Natural Hazard Assessment in **Appendix B** assessing the alluvial fan flooding and debris flow risks, rock fall, debris avalanche and lake seiche hazards. The alluvial fan and debris flow risks have also been peer reviewed by Fluent and WSP respectively, with all feedback incorporated into the final report and accepted by the peer reviewers (also attached in **Appendix B**).

The Natural Hazards Assessment takes into account the RCP8.5 climate change scenario for rainfall and snow melt and also includes a qualitative risk analysis for each hazards following the framework provided in Appendix 6 of the Otago Regional Policy Statement 2021 (RPS).

A severe seismic risk is present for the region and the Geotechnical Report recommends that appropriate allowance be made for seismic loading during detailed design of subdivision earthworks and any associated structures. The building consent process will also ensure that any future buildings that are constructed within the subdivision are appropriate for the seismic risk.

For liquefaction risk, the application site has been divided into two zones - the upper terrace which has a perched ground water table and the remainder of the site where there is no perched groundwater table. In the upper terrace, the liquefaction risk is assessed as medium vulnerability and the potential adverse effects are able to be mitigated through common, specifically designed foundation solutions. Given the relatively deep regional groundwater level, where there is no perched groundwater, the liquefaction risk has been assessed to be low to very low.

Slope crest stability has been assessed along the Southern and Central channels in terms of the building surcharge from the construction of future residential houses in proximity. Building setbacks are recommended to achieve the required factors of safety for residential development and the extent of these recommended setback distances are shown on the proposed subdivision plans in **Appendix M**.

The application site is downstream of the Remarkables and therefore receives stormwater flows from the Remarkables, across SH6 from the site.

The debris flood hazard for a likely event, 100 year return period rainfall event pre-development is shown below in Figure 60. This identifies that the majority of the application site is free from flooding

with the majority of the flood flows going through the Southern Channel and flow paths within Lot 12 and the northern part of Lot 8, in the vicinity of the existing airstrip.

It is noted in the hazard assessment that movement of the primary flow paths across the alluvial fan is possible during the design life of the development. Consequently, this needs to be factored into the design of the proposal. Accordingly, on-site diversion channels are proposed along the SH6 frontage of the site to direct flows from the upstream catchments to around the development areas. The design of these diversions are covered in the Stantec Engineering Feasibility Report in **Appendix B** and are addressed above in Section 13.7.

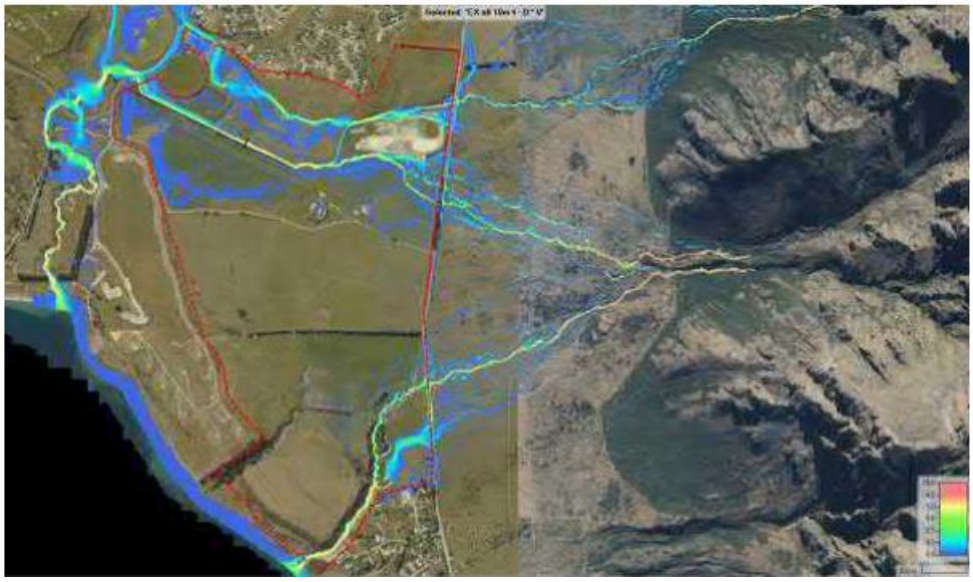

Figure 60: Debris flood hazard for a 100 year return period rainfall event pre-development

For all assessed scenarios, the proposed diversion channels are shown to eliminate the flood areas to all areas of the proposed development as can be seen below in Figure 61. All flows are diverted into the Southern Channel and into the existing flow paths in Lot 12.

In terms of the RPS qualitative assessment, Geosolve assess the risk level as acceptable.

The alluvial fan debris flow hazard has also been assessed for the application site. For all potential event scenarios the debris flows do not reach the application site. A rare debris flow originating from the middle and southern fan apex is shown to stop at or above the site boundary and significant depth is present only in the immediate area of the channel immediately upstream of the road. Furthermore, the flood diversion channel and bunds proposed along the SH6 boundary of the application site will provide additional protection to the development, however the risk from debris flow is considered acceptable with or without proposed mitigation measures.

The rockfall risk to the application site has been modelled by Geosolve and this has shown that no rockfall trajectories will enter the application site. This modelling also correlates with the field geomorphic mapping and empirical shadow angle assessment also undertaken by Geosolve. This risk has also been assessed under the RPS framework as acceptable.

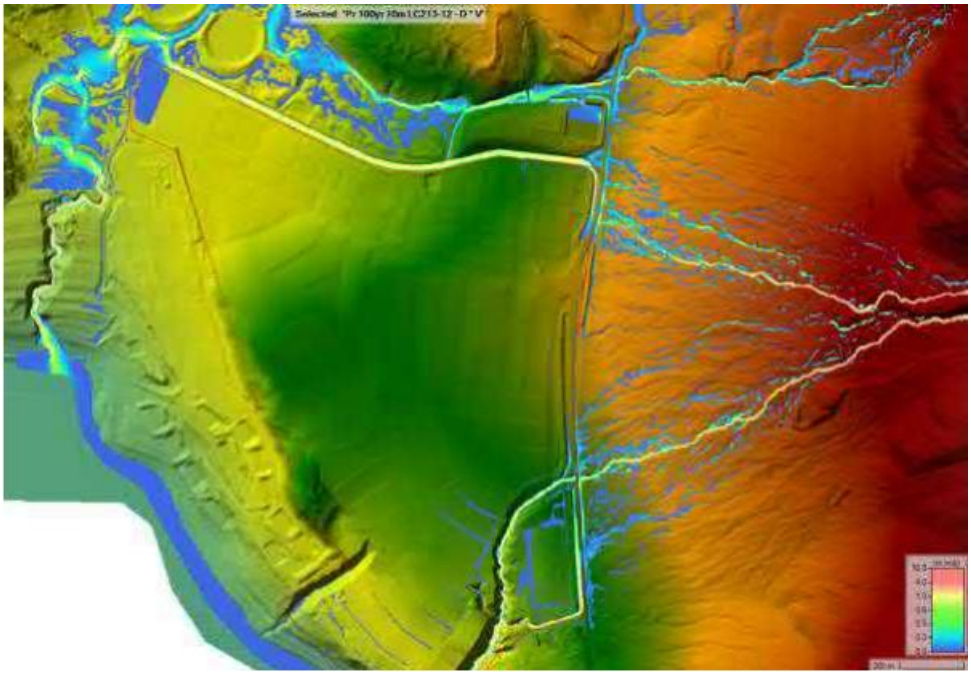

Figure 61: Post development debris flood hazard for a 100 year period design event

The debris avalanche hazard risk from the identified northern and southern cliffs of the Remarkables to the proposed development. Geosolve's assessment has identified that a 1/2500 year or smaller seismic event triggered rock avalanche will not reach the site and therefore the risk is not significant and is acceptable.

The potential for a lake seiche (like tsunami) to occur is also assessed in the Geosolve Natural Hazards Assessment noting that there is no known record of this occurring since human occupation. The potential for this is assessed as having a low probability. Furthermore, the proposed development within the site is approximately 30m higher than the lake level. Consequently, this has also been assessed as having an acceptable risk using the qualitative assessment criteria in the RPS.

Overall, the potential hazard risks that have been identified through the abovementioned assessments which may affect the application site, are considered to be appropriately addressed through the design of the subdivision, including the diversion swale and bund and the appropriate sizing of the Northern channel.

13.11 Productive Land Values

The National Policy Statement (NPS) for Highly Productive Land requires that the ORC undertake mapping of the highly productive land in the region. This has not yet been notified. The NPS states in Section 3.5(7) that until the maps of highly productive land for a region are operative, the NPS is to be applied as if references to highly productive land apply to land zoned rural or rural production and classed LUC 1, 2 or 3, but not land which is identified for future urban development or land which is subject to Council initiated, or an adopted, notified plan change to rezone the land.

The Rural zoned portion of the subject site is identified by the Manaaki Whenua / Landcare Research GIS mapping as having a highly productive land rating of LUC-Class 3. However, as the Queenstown

Lakes Spatial Plan 2021 identifies the subject land for future urban development, the NPS does not apply to this area of the site.

Furthermore, the remainder of the site is zoned Jacks Point Zone and the NPS also does not apply to this part of the application site. Consequently, the NPS is not applicable to the assessment of the proposal.

13.12 Ecological Values

The application site has a long history of being farmed, generally for dry stock farming of sheep and cows with rotational crop growing for feed stock. In relatively recent years, a portion of Lot 12 has been retired from farming and part has been utilised for wastewater treatment and land disposal for Jacks Point and for deposition of cleanfill. The remainder of the land however continues to be farmed and is dominated by exotic pasture.

A number of reports have been compiled in relation to the ecological values associated with the application site. The Water Ways Consulting Aquatic Ecology Assessment was undertaken in 2023 (**Appendix II**) to investigate the aquatic values associated with the application site prior to the commencement of the development of the proposal. This discusses the values associated with the man-made pond on the property and the ephemeral streams within the Central and Southern gullies. The report identifies that neither gully supports fish, nor any stream macroinvertebrates.

Similarly, Beale Consultants prepared a Terrestrial Ecology Assessment (**Appendix D**) for the application site to outlined the key ecological values associated with the site to inform the development of the proposal. In summary, the report identified that the predominant areas of indigenous vegetation and habitat of indigenous fauna within the application site are matagouri shrublands and mixed indigenous – exotic shrublands. The recommendations of the report included retention and interplanting of the matagouri shrublands and control of exotic weeds.

A lizard assessment of the application site has also been undertaken by Wildland Consulting. One lizard species was found – McCann's skink (Not Threatened), however it was identified that there may be other small remnant populations of tussock skink (At Risk – Declining) or mountain beach gecko (At Risk – Declining) due to their presence being identified on other land in the surrounding area in the past. Accordingly, a Wildlife Authority under the *Wildlife Act 1953* is required for the proposal.

Wildland Consulting have prepared a Lizard Management Plan (**Appendix AA**) to ensure that the potential adverse effects upon the lizard population within the application site is mitigated. Given the large-scale earthworks required for the proposed development, the proposed works may result in the killing or injury of some of the lizards within the site, as well as disturbance or destruction of their habitat, possible disruption to breeding and increased predation. Accordingly, management measures are proposed in the Lizard Management Plan as follows:

- Avoidance of most of the high quality lizard habitat as a result of the minimal disturbance proposed to the gullies and terrace risers on the site, along with the existing matagouri and other native plantings and rocky habitat.

- The incorporation of the following measures into the landscape plans:

  - Creation of rock habitats through piling of rocks removed from the paddocks under supervision by the Project Herpetologist in appropriate places within the Southern gully where habitat is already present but could be enhanced.
  - The existing pine trees within the end of the Central gully are to be removed as part of the project works. Branches and other parts of these trees will be utilised as temporary refuges for lizards until the native plantings can provide adequate cover and habitat for the lizards within the Southern gully.
  - Incorporation of lizard-friendly planting is to be included within the planting lists for the proposed landscaping areas around the application site.

- Removal of the existing pest plants should occur during the warmer months (October to March) to allow lizards to disperse from removed vegetation.

- Areas of the site that are left to be developed in the later stages of the proposed subdivision are recommended to still be grazed so to prevent rank grassland spread across the site.

- Salvage is proposed prior to works commencing in the areas where lizards have been identified within the application site. This will occur a maximum of two weeks prior to the earthworks commencing.

- The salvaged lizards are to be released within the lower section of the Southern gully which is proposed to be vested as a Local Purpose Reserve.

A wetland assessment of the application site has also been undertaken by Wildaland Consultants (**Appendix C**) and this identified six natural inland wetlands.

Two of these (named Wetland 1 and 2 respectively) are located within the north-eastern part of Lot 8 and are shown in Figures 62 and 63 below. One is a rushland marsh wetland and the other is a rushland swamp wetland, both being adjacent to an existing pond.

Figure 62: Rushland marsh wetland above a pond

Figure 63: Rushland swamp wetland below a pond.

Wetland 3 is an ephemeral wetland which is located in the middle of a hollow area as seen in Figure 64 below. This wetland is located within the southern area of Lot 8 adjacent to the eastern boundary and adjacent to the Central gully.

Figure 64: Ephemeral wetland 3 surrounding by rushlands

Wetlands 4 and 5 area also ephemeral wetlands, both of which are within oval depressions in the land and are mostly unvegetated. Wetland 4 is located close to the top of the Central Gully and Wetland 5 is located within the southern portion of the site, adjacent to the Southern Gully. These wetlands are shown below in Figures 65 and 66.

The last wetland is an unvegetated ephemeral wetland which is very small in size which is considered by Wildlands Consultants to be a recently developed wetland as a result of the uncertain soil result and there being relatively recent evidence of water pooling in this area on aerial mapping. This wetland is located centrally within Lot 8 and adjacent to an existing shelterbelt.

Figure 65: Photo of Wetland 4 – ephemeral wetland

Figure 66: Photo of Wetland 5 – ephemeral wetland

Figure 67: Location of Wetland 6 – ephemeral wetland

The Wildland Consulting report states that the wetlands are all small in size and are predominantly dominated by exotic plant species, however despite this the wetlands are still valuable in their ability to be a carbon sink and providing habitat for indigenous bird and invertebrate species.

Four of the wetlands are ephemeral wetlands which are unique because of their hydrology characteristics through being intermittently inundated throughout the year. These are ecologically valuable as they can contain a diverse range of plant species and host a high proportion of uncommon and threatened plans as well as being a habitat for wading indigenous birds. Ephemeral wetlands are a critically endangered naturally uncommon ecosystem in New Zealand.

The design of the proposed development only allows retention of one of the six identified wetlands – Wetland 3 which is the largest of the ephemeral wetlands on the site. The remainder will be destroyed through the proposed earthworks and development of roading and future buildings on the land. Wetland 3 however is proposed to be enhanced through the development of a Wetland Management Plan and implementation of the enhancement measures. Wetland 3 is proposed to be located within a Recreation Reserve which will ensure that it is protected and its values maintained.

The proposed destruction of the five wetlands requires a restricted discretionary activity consent under the NES for Freshwater as the proposal is for the purposes of urban development. To support this application, the Applicant further engaged Wildland Consulting to prepare an Ecological Effects Assessment for the proposed development and this is attached as **Appendix Y.** This assessment has built upon the initial assessments of the site prepared by Water Ways Consulting and Beale Consultants as well as the other reporting by Wildland Consulting.

Overall, the Ecological Impact Assessment has identified that the ecological values of the site to be low to moderate, except for the ephemeral wetlands which have a high ecological value due to their rare/uncommon ecosystem.

The clearance of some areas of indigenous vegetation (limited to 0.9ha); damage and loss of wetlands; displacement, disturbance or death of lizards; habitat loss for birdlife and indigenous invertebrates

and the effects of residential activities are all identified as having the potential to result in adverse ecological effects. The Applicant is however proposing a number of mitigation measures as follows:

- Enhancement of indigenous vegetation within the site. The proposal involves the planting of 19.02 hectares of indigenous shrubland, beech forest and riparian plantings as well as infill planting in existing indigenous shrubland areas. This will improve the potential habitat for indigenous lizards, birds and invertebrates and will encourage natural regeneration.

- Preparation and implementation of a Pest and Weed Management Plan to enable the proposed native plantings to thrive and to improve the habitat for indigenous species and biodiversity.

- Enhancement and monitoring of Wetland 3. Preparation of a Wetland Management Plan prior to works commencing with the objective of long-term enhancement of Wetland 3. The management plan measures are likely to include the retirement of the area from grazing, fencing of the wetland and appropriate supportive plantings.

- Certification and implementation of the Lizard Management Plan approved by DoC.

- Incorporation of an indigenous plant list within the Homestead Bay design guidelines for planting within the gardens of the residential properties to encourage the planting of ecologically-appropriate species.

The above measures are proposed to mitigate the potential adverse effects associated with the destruction of the five wetlands. The removal of only 0.9ha of existing indigenous vegetation across the 205ha site and the proposed additional planting of 19.02ha is considered to be a significant ecological benefit.

A number of management plans are proposed which will allow provision for monitoring of outcomes and involvement of Kaupapa Māori in the preparation and monitoring will be considered by the Applicant.

13.13 Cultural, Historic Heritage and Archaeological Values

A Heritage and Archaeological Assessment has been undertaken for the application site by Origin Consultants. This is attached as **Appendix JJ**. In summary, the application site is not identified as having any specific cultural, historic or archaeological values in its own right.

The importance of Lake Wakatipu and the wider area as a place for mahinka kai and other resources however is well known. The Origin assessment states that it is unlikely that the area around Homestead Bay was used intensively by Māori due to its distance from the lakes edge and the lack of natural shelter nearby and there are no archeologically recorded Māori sites in the area nor any identified points of interest near the application site in the Kā Huru Many Atlas.

Through initial consultation, Te Ao Marama Inc (TAMI) encouraged consideration of the principle of Ki Uta Ki Tai in the development of the proposal to achieve the following outcomes:

- *Retain connections and linkages between development areas and non-development areas to improve and retain the mauri of the immediate and wider landscape; to facilitate the movement of people and species between areas.*
- *Mahinga kai access and opportunities*
- *Biodiversity protection, enhancement and availability for continued intergenerational use*
- *Maintenance of the health of the waterways*
- *Sustainable wastewater and stormwater management and disposal*

The most significant topographical and geomorphological features of the site are the Central and Southern gullies. These have been carved into the land over many generations and whilst they allow for the continued flow of stormwater in times of rainfall via the ephemeral streams, they also provide diverse habitat within the current pastoral use of the land and a connection through to Lake Wakatipu. The proposed development seeks to enhance these areas through pest and weed removal and a significant level of native planting to improve the biodiversity and habitat.

Recreational linkages are proposed through the gullies also which will facilitate the movement of people from the proposed development towards and along the Lake Wakatipu foreshore and enhance mahinga kai access along the lakefront.

Reserves are proposed at points along the top of the terrace overlooking Lake Wakatipu. Seating areas and possibly information signage are proposed in these areas and it is anticipated that these will be spaces where people stop and view but also congregate. This can include the sharing of mātauranga knowledge (traditional knowledge) through signage but also the informal gathering of people in the space.

The Applicant would like to incorporate the use of Ngāi Tahu design elements and narratives into the landscape design of the proposed reserve spaces, structures and trails within the development and will seek to engage with Aukaha and Te Ao Marama as part of the detailed design of these spaces.

In terms of stormwater disposal, the Stantec report (**Appendix B**) details that a centralised approach to stormwater disposal is proposed so to limit the number of outlets into the channels. The proposed stormwater will utilise the natural soakage capacity of the gullies and the proposed plantings will improve the biodiversity and amenity.

The third waterbody that extends through the application site is within Lot 12 and is an existing modified channel conveying stormwater flows from the direction of SH6 towards Māori Jack Stream. This channel is to be enhanced through riparian planting along its length with additional native shrubland planting along the outer edges of the channel. A trail is also proposed along this waterway providing an east-west linkage along the north of the proposed residential development.

Stormwater discharged into the ephemeral streams within the Southern and Central Gullies as well as the Northern Channel is to be treated so that it will comply with the requirements of the Regional Plan Water in relation to water quality.

As assessed in detail in Section 13.7 above, the proposed wastewater land disposal has been designed so to maintain the health of the waterways including Lake Wakatipu. The disposal to land, rather than to water is also keen to be consistent with the principle of Ki Uta Ki Tai. The capacity of the proposed WWTP is able to be increased in the future should the QLDC or an adjoining landowner wish to also

utilise the system, noting that additional land disposal areas may also need to be found. This will provide an opportunity for future sustainable wastewater management and disposal for other surrounding developments.

In terms of European history, the application site does have an historic association with the pioneer settler William Rees, who had a substantial station along the eastern shore of Lake Wakatipu in the mid-1800s and later the site was in pastoral use by the Boyes brothers and the McBride family. No physical remains of these associations have been identified across the site.

There was a section of historic track or road through the centre of the application site which would have been utilised by the early settlers of the area, however there are no physical signs of this remaining.

The Southern gully has evidence of possible sluicing being undertaken on its banks and it may have provided gravel for the construction of SH6.

Overall, the Heritage and Archaeological Assessment determines that the proposal would not require an Archaeological Authority but that an Archaeological Discovery Protocol be followed. This is proposed as a condition of consent.

13.14 Reverse Sensitivity

The existing NZone operation of the airstrip within the Homestead Bay land is undertaken under a lease arrangement. This activity will cease when the lease expires in 2031 (if not sooner). Development of the site is proposed in the interim and consequently, reverse sensitivity effects need to be considered. Consideration of the effects of aircraft noise upon the future residents of the development have been assessed by Acoustic Engineering Services (see **Appendix KK**).

In summary, the parameters for residential development in proximity of airports are as follows:

- New residential development located outside of the 55 dB Ldn aircraft noise contour of an airport is considered to be acceptable without the need for any mitigation measures.
- Where aircraft noise levels are higher than 65 dB Ldn, residential development is recommended to be avoided.
- Between the 55 and 65 dB Ldn contours, noise effects may be acceptable if suitable mitigation measures are adopted. Mitigation measures commonly include construction upgrades, or alternate mechanical ventilation so that windows can be closed during periods of high noise. There is still a potential minor residual effect due to noise experienced in outdoor areas, which is not practicable to mitigate.

The noise contours from the NZone operation across the application site are shown in Figure 68 below.

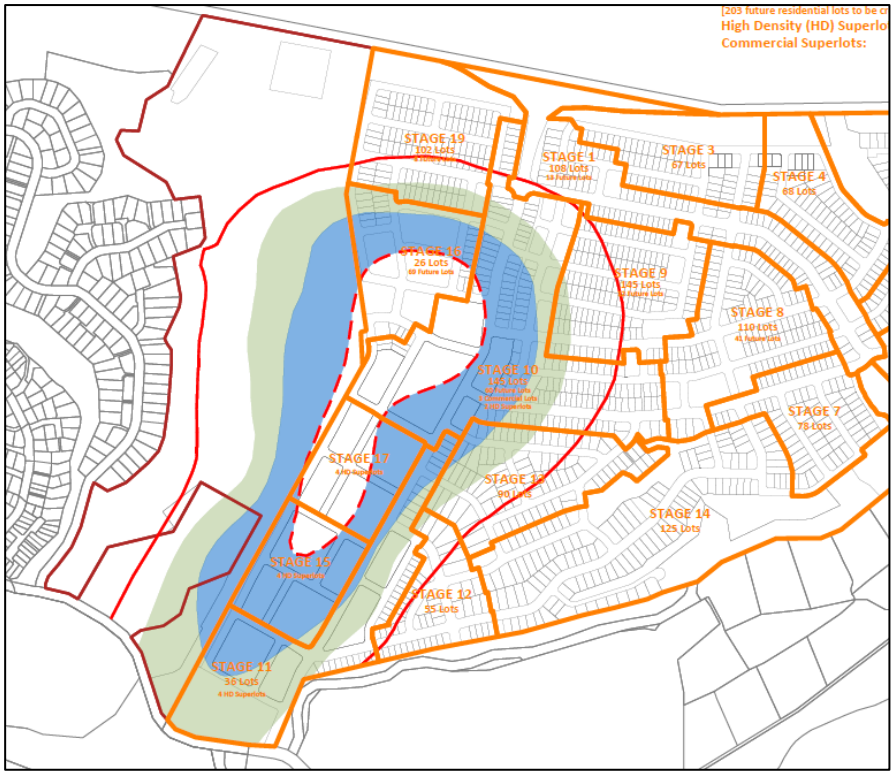

Figure 68: Noise contours from the NZone activity overlaid across the proposed staging plan

The proposed staging of the subdivision has been devised so to ensure that there are no residential lots created within the 55 dB Ldn contour prior to the NZone activity ceasing on the site. This will ensure that reverse sensitivity effects are avoided and no physical mitigation measures will be required. A condition of consent is proposed to this effect in **Appendix T**.

Another potential area for reverse sensitivity are the effects of noise from SH6 upon the peace and enjoyment of residential properties in proximity to the highway. This is a common issue that is resolved in the PDP and in consent conditions through the requirement for any residential buildings located within 80m of the boundary of the State Highway which has a speed limit of 70km/h or greater (SH6 in the vicinity of the application site currently has a speed limit of 100km/h) to be designed, constructed and maintained to ensure that the internal noise levels do not exceed 40 dB LAeq(24h) for all habitable spaces including bedrooms. A condition of consent to this effect is proposed in **Appendix T**.

Emergency generators will be required at the WTP, WWTP and reservoirs for the emergency operation of key infrastructure as necessary. Noise from these generators has the potential to provide adverse effects upon the amenity of the surrounding areas, however the PDP permits the noise from these operating in times of emergency reflecting their lifeline requirements.

As assessed above, the potential reverse sensitivity effects are considered able to be avoided or mitigated so that they are acceptable.

13.15 Cancellation of Consent Notices

As outlined above, consent is sought to cancel three existing consent notices that are registered on the titles for the application site. These are all detailed in Section 6.8 above as no longer being applicable / relevant and therefore are sought to be deleted as there are no adverse effects.

14 Assessment of Effects upon People

Section 6 of Schedule 5 of the FTAA requires identification of persons who may be affected by the activity and any responses to the views of any persons that have been consulted. This is required by the FTAA to include the following local authorities, administering agencies, iwi authorities and relevant settlement entities:

- QLDC
- ORC
- DoC
- NZTA / Waka Kotahi
- Te Rūnanga o Ngāi Tahu
- Aukaha and Te Ao Marama Inc on behalf of the following Ka Rūnaka parties:
    a. Te Rūnaka o Awarua Charitable Trust
    b. II. Hokonui Rūnanga Incorporated
    c. III. Te Rūnanga o Moeraki Incorporated
    d. IV. Ōraka-Aparima Rūnaka Incorporated
    e. V. Te Rūnanga o Ōtākou Incorporated
    f. VI. Kati Huirapa Rūnanga ki Puketeraki Incorporated
    g. VII. Waihōpai Rūnaka Incorporated

A record of the consultation undertaken with the above agencies as well as the other potential affected parties. This is provided in **Appendix DD**.

Section 7 of Schedule 5 of the Act also requires an assessment of any effect on the people in the neighbourhood and, if relevant, the wider community including any social, economic or cultural effects. This assessment is provided below taking into account the assessment provided in Section 13 above.

QLDC

The application site within the QLDC territorial area. As detailed in the consultation summary in **Appendix DD**, the Applicant has liaised with the QLDC in relation to the proposed development of Homestead Bay since they purchased the land in 2022.

As outlined in Section 13.1 above, the application site is within an area identified as Future Urban within the Queenstown Lakes Spatial Plan and the outcomes anticipated to be achieved by the proposal are consistent with those sought by the Spatial Plan.

Taking into account the three waters infrastructure constraints that the QLDC are facing, the Applicant has prepared the application on the basis that there is no need for extensions or upgrades to the

existing QLDC three waters infrastructure or plant, nor will it place any additional demand upon these networks. The proposed development includes a new water supply, treatment and storage as well as wastewater treatment and disposal within the application site. These systems are proposed to be vested in QLDC (if they wish to accept them) and they will allow ease of upgrades to the water treatment plant and reservoir storage and wastewater treatment to provide for other developments in the area if this is required in the future.

The effects upon the local roading network administered by QLDC are assessed in conjunction with the SH6 network effects below under the NZTA / Waka Kotahi heading.

Economically, the QLDC will benefit from additional rating revenue from the proposed lots as well as development contributions. The roading and servicing infrastructure is proposed to be vested as are the proposed reserves, however this will require further discussions with the QLDC's Property and Infrastructure and Parks and Reserves teams as to the timing and extent of vesting. Consequently, the proposed conditions in **Appendix T**, require confirmation from the QLDC prior to commencement of each stage where vesting is proposed to confirm that this is acceptable to QLDC. If not, the applicable lots will be held within lots to be owned and administered by a residents and owners association.

The QLDC will be responsible for reviewing and certifying detailed designs and updated plans against the conditions of consent prior to commencement of each stage of the development. Furthermore, on-site inspections during and at the conclusion of works and completion of s224c processes are other functions that QLDC will be involved in for the completion of the proposed development. Any future building and resource consents required for the development of the proposed lots within the subdivision will also be assessed by QLDC. All of these assessments and visits are the QLDC's core business and are undertaken on a user pays basis and therefore will be cost neutral to the QLDC.

Any effects on QLDC are assessed to be in keeping with the organisation's regulatory function and responsibilities.

ORC

The application site is also within the ORC's jurisdiction. The same as QLDC, economically, the ORC will benefit from additional rating revenue from the proposed lots.

The ORC will also be responsible for reviewing and certifying detailed designs and updated plans against the conditions of consent prior to commencement of each stage of the development. Furthermore, on-site inspections and receipt of on-going monitoring information are other functions that ORC will be involved in for the development. All of these assessments and visits are the ORC's core business and are undertaken on a user pays basis.

The effects upon the provision of public transport administered by the ORC are assessed in conjunction with the SH6 network effects below under the NZTA / Waka Kotahi heading. It is believed the proactive planning for public transport via the masterplanned approach and early provision of bus stop facilities will support the development of an efficient public transport network.

DoC

DoC is considered an affected party as a result of the Wildlife Authority that is required for the proposal with regard to the lizards that have been found within the application site. A Lizard Management Plan has been prepared by Wildland Consultants (**Appendix AA**) and conditions of approval are proposed to require re-submission of this Management Plan to DoC to allow for any required updates. Reporting and monitoring will also be reported to DoC as detailed in the Management Plan. Again, these are core functions for DoC and the Applicant will pay any costs associated with DoC undertaking this work.

NZTA / Waka Kotahi and SH6 Users

As detailed in the WSP report in **Appendix GG**, the existing consented and plan enabled capacity within the Southern Corridor is expected to exceed the SH6 network capacity from 2026 and upgrades to the network as well as a mode shift to public transport and active transport methods of travel is required to ensure that the SH6 network still functions efficiently.

The Applicant has commissioned a number of reports which have been shared with NZTA, ORC and QLDC to better project the future transport needs and to suggest a plan of investment, and it continues to offer its support in that regard. The Applicant is proposing a number of upgrades, transport connections and is facilitating public and active transport connections as part of the proposal which are all to be tied to specific timings of the development. These will provide mitigation of the potential transport effects of the proposed development. Furthermore, the proposed development includes a local centre which will provide for the day-to-day needs of residents within the corridor as well as providing employment which will reduce the need for trips along the SH6 network.

The development including the proposed SH6 works and their rationale has been discussed with representatives of NZTA who raised no objections to the proposed works and level of investment.

As detailed in the WSP report, further works will be required beyond that which the Applicant is proposing to alleviate traffic issues within the network over time. While the Homestead Bay project will contribute to the demand for these upgrades, demand also arises from a wide range of other traffic generators, including from developments that have already been built or are approved to be built or are enabled by the existing PDP. These further works could include a second vehicle traffic bridge over the Kawarau River, provision of bus lanes, implementation of public ferry or cableway public transport. Further businesses cases and funding will be required for the various agencies (NZTA, QLDC and ORC) to undertake these measures and WSP outline in their report how programmes of investment such as this can usually be expected to proceed.

Overall, the WSP assessment has identified that the SH6 network will require improvements for both the existing consented and plan enabled development capacity, as well as for the proposed development. The Applicant is proposing two intersection upgrades within the Southern Corridor (in addition to the new access into the site) to ensure that capacity and safety along SH6 are maintained once the development is underway. These new roundabouts will constitute large investments by the Applicant, including via withholding from sale four consented residential sites currently under construction next to the Jack Hanley Drive/SH6 intersection. Furthermore, facilitation of active and public transport connections are also proposed and the density of development in Homestead Bay will make public transport within the corridor more viable. These measures align with the numerous

strategic plans that have been prepared by NZTA, QLDC and ORC including the Queenstown Lakes Spatial Plan, and the planned investment programme recommended by WSP.

Like most large-scale urban developments, Homestead Bay will add to traffic on the roading network near and further afield from the site. It may add to the need to undertake new roading, public transport and active travel investments, although it is notable that WSP's reporting indicates that many of these would be needed regardless of Homestead Bay, and the development may in fact support the more optimal utilisation of those investments. The investments proposed by the Applicant are believed to constitute a reasonable contribution to the broader solutions, meaning the potential adverse effects of the proposal upon NZTA, ORC and QLDC as well as SH6 users are considered to be suitably mitigated.

Te Rūnanga o Ngāi Tahu, Aukaha and Te Ao Marama Inc on behalf of the above Ka Rūnaka

The Applicant has been in contact with Aukaha and Te Ao Marama as representatives for the local Ka Rūnaka since they purchased the land. Since the FTAA came into effect, these discussions have turned specifically to the proposed development and how this can be developed to align with the aims and objectives of Ka Rūnaka.

The consistent themes have been to ensure that the proposed development advances Te Mana o te Wai and also Ki Uta Ki Tai actions. Representatives of the Ka Rūnaka have also highlighted that their interest goes beyond that of the traditional environmental and cultural effects that have been assessed under the RMA, but also to social and economic effects and benefits for whanau as a result of development.

At the time of writing, the applicant was engaging with Ka Rūnaka over the signing of a process agreement.

Potential ways for which collaboration with Ka Rūnaka could occur as part of the development to address the social and economic effects and benefits have been discussed with Ka Rūnaka representatives. The Applicant views such matters as parallel to the fast-track consenting process and not determinative in terms of whether approval can be granted.

With regard to Te Mana o te Wai and also Ki Uta Ki Tai actions, as assessed in detail in Section 13 above, the proposal, including the stormwater and wastewater discharge will maintain the mauri of the waterbodies and their ecosystems, particularly Lake Wakatipu, as well as protecting the health needs of people. With regard to Ki Uta Ki Tai, the planting of 19ha of native planting is proposed across the site including within and adjacent to the waterbodies. This along with the trails in these areas will provide biodiversity corridors and will facilitate a recreational network through the site and towards the lake.

In summary, it is not considered that the applicant would have negative effects on mana whenua values.

Adjacent Property Owners and Occupiers

The main potential adverse effects of the proposal upon adjacent property owners and occupiers are considered to be that relating to visual amenity, potential nuisance effects during construction and

traffic effects. There are also some effects relating to consenting and property rights as well as positive benefits. These are discussed below.

The potential visual amenity effects are assessed in detail within the RMM landscape assessment in **Appendix FF** and above in Section 13. In summary, whilst the proposal represents a change in the views from a number of properties along the southern edge of Jacks Point and the northern edge of Ōraka / Lakeside Estates, the potential adverse effects are being suitably mitigated by a 300m buffer area for Jacks Point and a planted buffer area for Ōraka / Lakeside Estate. Furthermore, a condition of consent is proposed in relation to the planted buffer between proposed Lots 1398 – 1404.

The potential nuisance effects during construction will be able to be avoided, remedied or mitigated through the measures detailed in the proposed EMP in **Appendix X**. These measures will ensure that construction noise, sedimentation, dust, traffic management and potential effects relating to human health will be well managed by the Applicant and their contractors so to avoid or minimise the potential effects.

Potential odour effects from the WWTP and land disposal will be avoided through the enclosure of the WWTP and sub-surface irrigation. The sub-surface laying of the dripper lines will ensure that there will be no odour from the LTA's and the risk of pathogens coming into contact with humans and animals will be minimised, thereby maintaining public health. Furthermore, given the proposed LTA locations, the discharge quantities and the sub-surface dripper design, there will be no runoff of effluent from the system on to any other person's property, nor will it cause flooding, erosion, land instability, sedimentation or property damage of any other person's property.

The Jacks Point Residents and Owners Association are an adjacent landowner and they also have easements over existing wastewater treatment and LTA's within Lot 12. The potential adverse impacts of the proposed wastewater treatment and land disposal from the proposed development within Lot 12 have been assessed in detail in Section 13.7 above, including the potential cumulative effects. In summary, proposed consent conditions and monitoring regime should satisfactorily mitigate the risk that non-compliances (by either the Applicant or the Jacks Point Residents and Owners Association) negatively affect the other parties' consent rights.

The potential traffic effects upon users of SH6 have been assessed above and these are sought to be mitigated by the works proposed by the Applicant. It is noted that the proposed upgrades of the Māori Jack Road / SH6 intersection will provide increased capacity (of potential benefit to other developers) and improve safety at this intersection.

The proposal will also bring about positive benefits for the surrounding residents, with the extension and increased viability of the public transport route through the southern corridor, access to additional commercial and community services within the proposed local centre (and reduced time spent driving to Frankton and Queenstown for these services), access to additional recreational trails and reserves including the potential expansion of the sporting amenities available in Jack Tewa Park.

For those surrounding property owners who have not yet developed their properties in accordance with what is allowed or anticipated under the PDP, there is the potential for the adaption / extension of the WTP, WWTP and reservoirs within the application site to aid the servicing of these future developments. In regards to the Jardine's and Homestead Bay Trustees properties (Lot 5 DP 452315 and Lot 13 DP 517771), discussions with both landowners has indicated an interest in how the

development of infrastructure within the Applicant's scheme could facilitate their own rezoning and development aspirations in the future, so the proposal can be seen to have positive effects in this regard.

Wider Southern Corridor Owners and Occupants

The potential adverse effects upon the owners and occupiers in the wider area will also be relating to visual amenity and landscape, traffic and construction effects, however there are also identified positive benefits that will occur.

The potential traffic effects upon users of SH6 have been assessed above and the potential adverse traffic effects from the proposal, as well as the existing consented and plan enabled capacity within the corridor, are sought to be mitigated through a package of works proposed as part of the application. These works include roundabout upgrades at the Jack Hanley Drive and Māori Jack Road intersections of SH6 which will improve the safety and efficiency of these intersections as traffic generation along the highway increases. These works will address the potential short to medium term effects, however a greater package of works will be required for the long term.

The potential adverse effects relating to visual amenity and landscape character have been assessed in detail in the RMM report in **Appendix FF** and summarised in Section 13 above. Generally, all of the owners and occupiers within the wider Southern Corridor are well separated from the subject site and have limited views across the site. Many however will have a view over the site when they travel along SH6 but these effects will be mitigated through the proposed SH6 boundary treatment and the sloping topography of the land which will still maintain access to brief glimpses of the lake and views across the site to the mountains.

As detailed above, the potential nuisance effects during construction will be able to be avoided, remedied or mitigated through the measures detailed in the proposed EMP in **Appendix X**. These measures will ensure that construction noise, sedimentation, dust, traffic management and potential effects relating to human health will be well managed by the Applicant and their contractors so to avoid or minimise the potential effects.

The proposal will also bring about positive benefits for the surrounding residents within the Southern Corridor, with the extension and increased viability of the public transport route through the corridor, access to additional commercial and community services within the proposed local centre, access to an extended recreational trail network and high quality reserves, inclusive of the potential expansion of the sporting amenities available in Jack Tewa Park.

15 Monitoring

The majority of the potential effects of the project are known through this being a standard residential subdivision proposal for which the Applicant and the consent authorities, QLDC and ORC are familiar. The potential adverse effects are considered able to be avoided, remedied or mitigated through the conditions of consent being proposed in **Appendix T,** which includes the submission and certification of detailed design and stage-specific information prior to works commencing for each stage of the subdivision. It is also anticipated that the standard compliance monitoring will also be undertaken by the QLDC and ORC as necessary.

The implementation of a robust monitoring regime will be important for wastewater disposal. The interrelationship of the proposal with the existing Jacks Point wastewater discharge and the need to undertake ongoing monitoring of the effects upon Māori Jack Stream and Lake Wakatipu has been outlined in the work undertaken by LEI and a monitoring regime proposed to this effect in **Appendix HH**. This has been included in the proposed conditions of consent is **Appendix T**.

Additionally, there is potential and benefit for the Applicant to monitor water use and wastewater generation as the development progresses. This will help develop a more detailed understanding of infrastructure demand which may affect the timing of upgrades, as well as potentially the eventual sizing of some infrastructure and what upgrades would be needed to service neighbouring development areas.

As detailed in the Lizard Management Plan in **Appendix AA**, monitoring is also proposed to evaluate the success of the lizard salvage operation where more than 100 McCann's skinks (or any additional species are found) are salvaged from the extent of the works. This monitoring will be conducted to determine the success of the salvage and enhancement of the release site. This is consistent with DoC's lizard management guidelines and the monitoring will be carried out at the release sites during the season post-salvage.

The monitoring of compliance of the future built form within the standard residential lots under the blanket land use consent with the proposed design controls will be undertaken by both the Applicant and the QLDC. A private covenant requiring design review against Design Guidelines by an RCL appointed design control group will monitor compliance. Furthermore, the QLDC currently checks all building consent applications lodged against the requirements of the District Plan, consent notices and consent conditions. The design controls are proposed in the conditions of consent (**Appendix N**) to be included as consent notice conditions on the titles for all of the residential lots.

16 Assessment Against Policy Framework

Clauses 5(1), 5(2) and 5(3) of Schedule 5 of the FTAA requires that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in Clause 5(2). The following documents are all considered to be of relevance to the assessment of the proposal:

NPS for Freshwater Management
NPS for Highly Productive Land
NPS on Urban Development
Otago Regional Policy Statement 2019
Proposed Otago Regional Policy Statement 2021
Regional Plan: Water for Otago
Regional Plan: Air for Otago
Regional Plan: Waste
Proposed District Plan
Te Tangi a Tauira – The Cry of the People
Kai Tahu Ki Otago Natural Resource Management Plan 2005

An assessment of the relevant objectives and policies within these documents is attached as **Appendix LL.**

17 Assessment Against Sections 5, 6 and 7 of the RMA

Section 5 outlines that the purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management is defined as followed:

> *means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*
>
> *(a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
> *(b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
> *(c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The above assessment in Sections 13 and 14 addresses all of the above and it is considered that the proposed development is above to be undertaken in a way that protects and sustains the potential of natural and physical resources to meet the foreseeable needs of the future generations. The application site is an identified 'future urban' location under the Queenstown Lakes Spatial Plan in which consolidated urban form is sought to provide housing supply, variety and affordability, mode shift through promotion of active and public transport and provision of commercial and community services for day-to-day demands of the resident population. The proposal is entirely consistent with this vision and will provide for the future generations housing, employment, social and recreation needs.

The proposal also safeguards the life-supporting capacity of air, water, soil and ecosystems as detailed in the attached stormwater, wastewater, ecology and soil contamination assessments. Management plans, conditions of consent and monitoring regimes are proposed to ensure that the proposal meets the requirements outlines within these supporting assessments.

The identified potential adverse effects upon the environment associated with the proposal are all sought to be avoided, remedied or mitigated by the proposal as detailed in the above assessment.

Section 6 of the RMA seeks to recognise and provide for matters of national importance, of which the following are of relevance to the proposal:

> *(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:*
> *(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:*
> *(c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:*
> *(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:*
> *(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:*
> *(h) the management of significant risks from natural hazards.*

The natural character of the margins of the waterbodies within the subject site and the terraces which adjoin the Lake Wakatipu lakefront are all being protected and enhanced through the proposed native plantings. There are however five small inland wetlands which will be destroyed by the proposal however these effects are sought to be mitigated through the enhancement of the remaining wetland within the site, the pest and weed control measures and the proposed 19ha of native planting that is proposed. The proposed development is for housing in a location identified as being suitable by the Queenstown Lakes Spatial Plan and therefore the destruction of these wetlands to provide for this is not seen as an inappropriate subdivision, use or development, particularly taking into account the proposed mitigation.

The application site is not located within an ONL or ONF but it does adjoin Lake Wakatipu and the Remarkables which are. As assessed in the RMM report in **Appendix FF**, the proposed development is designed to protect the landscape values of these ONLs.

The majority of the existing areas of significant indigenous plants, which are predominantly the areas of remnant matagouri is being maintained as part of the development and will be interplanted to support its health and improve biodiversity. Some small areas will require removal to allow for the installation of infrastructure or trails, however these will be replaced multiple times over through the proposed revegetation planting across the site. Habitat for lizards is also proposed to be enhanced through the proposed works to improve the populations within the gullies.

Public access to and along the waterbodies within the site is being enhanced by the proposal. Recreational trails are proposed alongside each of the waterbodies within the application site and a number of connections to the Lake Wakatipu foreshore are also proposed.

The application site is not an identified wahi tupuna area nor has it been identified as having any specific significance in terms of being ancestral land or the location of specific activities. The known cultural and environmental values that iwi hold in relation to the development of land however have been taken into account in the design of the proposal and of specific importance has been the design of the wastewater and stormwater systems to ensure that the mauri of the waterbodies is maintained. Connections through the land and along waterbodies has also been incorporated. The Applicant is seeking to partner with iwi to incorporate Ka Rūnaka narratives into design and place naming within the development and further collaboration in relation to water quality monitoring, plant supply and housing development will be discussed.

The potential risks to the development from natural hazards have been robustly assessed in accordance with the Regional Policy Statement framework and peer reviewed such that it is clear that the potential hazard risks can be adequately avoided or mitigated.

Section 7 of the RMA includes other matters that are also to be had particular regard to. The ones of relevance to the proposal are:

(a) kaitiakitanga:
(b) the efficient use and development of natural and physical resources:
(c) the maintenance and enhancement of amenity values:
(d) intrinsic values of ecosystems:
(f) maintenance and enhancement of the quality of the environment:

(i) the effects of climate change:

Mana whenua have kaitiakitanga over the land, water and other natural resources to protect and preserve them for future generations. As outlined above, the Applicant is proposing to continue to work with iwi representatives to ensure that environmental, cultural and social benefits can be achieved for the community.

The proposed location and density of development is considered to represent the efficient use and development of the land resource. It aligns with the consolidation of urban form sought by the Queenstown Lakes Spatial Plan and the future development of the medium and high density superlots will be of higher density than elsewhere in the Southern Corridor to provide increased viability to the public transport and commercial land uses as well as providing housing supply to cater for the projected population demands.

The maintenance and enhancement of amenity values has been assessed in detail in Sections 13 and 14 above. Internally, the proposed development will provide a high quality environment within which to live, work and play. The potential adverse effects upon visual amenity of adjoining properties is considered to be able to be suitably mitigated primarily through the setbacks and planting provided and the proposed development will also provide positive benefits to these existing residents.

The application site will be changed by the proposal from a rural pastoral environment to an urban environment, however this has been signalled by the Queenstown Lakes Spatial Plan. Taking this into account, the quality of the environment is able to be maintained, in that water quality will be maintained and biodiversity will improve. The proposed development is to be of high quality urban environment in keeping with the other existing residential developments within the corridor.

The effects of climate change have been taken into account in the modelling and assessment of the hazard risk as well as the wastewater and internal stormwater networks.

Overall, the proposal is assessed as being aligned to the requirements of Sections 5, 6 and 7 of the RMA.

18 Consistency with the Purpose of the Fast Track Approvals Act

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

Through acceptance within Appendix 2 of the FTAA, the project has been accepted as a development project with significant regional or national benefits. At its completion, the proposal will provide an additional 2,531 residential units to the Queenstown Lakes region's housing supply to assist with provision of sufficient housing to meet the demands of projected population growth. The future housing is proposed as at a range of densities which will aid affordability and provide social, cultural and economic benefits. Overall, these potential economic and socio-economic benefits, as detailed in the Economic Assessment in **Appendix EE** will provide significant regional benefits as required by the FTAA.

In addition, as assessed in detail above, the Applicant is able to deliver the proposed development without significant adverse effects upon the environment or people and has a history in the Region

(through development of the nearby Hanley's Farm subdivision) of being able to effectively and efficiently facilitate the delivery of this type and scale of development. The Applicant also has a strong consultant and contracting team who have assisted with the development of Hanley's Farm who have delivered, across multiple stages, a high-quality product. The timely approval of this application will allow this team to extend this experience and momentum to the Homestead Bay development.

The subdivision will also create medium and high density as well as commercial superlots which will be the subject of architectural design and assessment once the timing of NZone vacating the site is known. The Applicant intends to pursue a plan change (or assisting QLDC to initiate this) to allow for the standard RMA consenting process to be utilised for the development of these superlots. Notwithstanding, the proposed application relates to the subdivision of the whole of the site and project to allow the roading and services to be installed as part of the subdivision application to ensure that the superlots are 'shovel ready' for when the future zoning and consents are in place.

Overall, the proposal is considered to be entirely consistent with the purpose of the FTAA and will deliver a range of positive benefits to the Queenstown Lakes community and economy.

19 Conditions

As required by Clause 18 of Schedule 5 of the FTAA, a suite of proposed conditions for each of the proposed consents are included in **Appendix T**. In accordance with Clause 5(1)(k) of Schedule 5, the conditions are proposed to:

- Appropriately manage adverse effects, including providing mitigation to prevent or reduce adverse effects during and after construction in accordance with Clause 6(1)(d) of Schedule 5,
- Provide for monitoring as required by Clause 6(1)(d) of Schedule 5, and
- Give effect to those matters that the Panel must consider under Section 81(2)(a) of the FTAA.

Under Section 83 of the FTAA, the conditions must be no more onerous than necessary to address the reason for which it is set. The majority of the proposed conditions are based upon the currently known standard conditions of the QLDC and ORC in relation to the consents sought.

20 Conclusion

The proposed Homestead Bay development involves the subdivision of 205 hectares of land for residential and commercial development creating approximately 2,500 residential units and 11,000m² of commercial floor space.

The proposal incorporates mitigation measures including the planting of 19.02 hectares of indigenous vegetation, self-sufficient infrastructure which is capable of being extended in the future if necessary, SH6 roading improvements, roading, public transport and trail integration and various management plans for ongoing improvement of ecological benefits. A comprehensive list of proposed conditions are attached as **Appendix T** which will ensure that any potential adverse effects of the proposal are avoided, remedied or mitigated.

The fast-track application includes approvals under the *Resource Management Act 1991* and the *Wildlife Act 1953*.

The proposed development has been assessed above as meeting the purpose of the FTAA in relation to the delivery of a project that has regional significance in terms of the provision of housing within a region where housing supply and affordability are significant issues, which in turn has the potential to constrain the growth of the tourism industry.

The proposal has also been assessed as being consistent with Sections 5, 6 and 7 of the *Resource Management Act 1991*, in that it is consistent with the sustainable management purpose of the Act and provides for the matters of importance listed in Section 6 and has regard to the other matters in Section 7. The proposal also includes appropriate mitigation measures for the protection of the lizard population within the application site under the *Wildlife Act 1953*.

Overall, the proposed residential development at Homestead Bay has no impacts which could reasonably be considered out of proportion to the regional and associated benefits. Such impacts as do arise are subject to comprehensive conditions which will ensure appropriate avoidance or mitigation. It is therefore requested that the application be approved as proposed.

21 Appendices

Appendix A	Records of title
Appendix B	Engineering feasibility report
Appendix C	Wetland assessment
Appendix D	Terrestrial ecological assessment
Appendix E	Preliminary site investigation
Appendix F	Consent notices and covenants
Appendix G	Existing easement plans
Appendix H	Existing covenant plan
Appendix I	Adjoining property owners diagram
Appendix J	Adjoining property owners list
Appendix K	QLDC s30 response
Appendix L	ORC s30 response
Appendix M	Subdivision plans
Appendix N	Single house lot design controls
Appendix O	Urban design assessment
Appendix P	Landscape design document
Appendix Q	Retail economic assessment
Appendix R	Proposed wastewater and reserves to vest plans
Appendix S	Landscape plans
Appendix T	Proposed conditions of consent
Appendix U	Reserve lot 9001 renders
Appendix V	Integrated transport assessment
Appendix W	Indicative school sites
Appendix X	Construction, environmental and erosion and sediment control plans
Appendix Y	Ecological effects assessment
Appendix Z	Subdivision staging plan

Appendix AA	Lizard management plan
Appendix BB	NZone noise contours and staging plan
Appendix CC	Groundwater monitoring piezometer locations
Appendix DD	Consultation record
Appendix EE	Economic assessment
Appendix FF	Landscape assessment report
Appendix GG	Transportation analysis summary
Appendix HH	Wastewater assessment of effects
Appendix II	Aquatic ecology assessment
Appendix JJ	Heritage and archaeological assessment
Appendix KK	Acoustic memo
Appendix LL	Assessment of objectives and policies

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