

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Parkburn - FTAA-2510-1122
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
	Central Otago District Council		
*First name	Fiona		
*Last name	Garrett		
Postal address	PO Box 122, Alexandra		
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application
<p>Response to request for specific comments on the referral application under section 17 (3) of the Fast-track Approvals Act 2024:</p> <ol style="list-style-type: none"> <i>Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please provide written confirmation.</i> <p>No applications have been lodged that would compete with a substantive application for this proposal.</p> <i>In relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there any existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a resource consent under the RMA. If no such consents exist, please provide written confirmation.</i> <p>There are no existing resource consents issued where section 124 (1) (c) or section 165ZI of the Resource Management Act 1991 could apply if the project were to be applied for as a resource consent.</p>

Insert Fast-track logo

Response to request under section 20 (1) of the Act on the following matter:

1. The application notes that Central Otago District Council are currently working through a road stopping process with respect to an unformed legal road that extends through the project area. Please provide additional information on the timeframe for completion of the road stopping process and whether this process may prevent or delay project delivery.

At a meeting of the Central Otago District Council on 26th November 2025, the Council resolved the following in relation to the stopping of an unformed leal road through the project site area:

“That the Council

- A. *Receives the report and accepts the level of significance.*
- B. *Approves the proposal to stop the unformed, unnamed road that goes through the Park Burn Quarry as indicated on the attached Title Plan – SO 616646 (appendix 1 to this report), in accordance with the provisions of the Local Government Act 1974, subject to:*
 - *Public notification and advertising in accordance with the Local Government Act 1974*
 - *No objections being received within the objection period.*
 - *The applicant paying for all cost of the road stopping including the purchase of the land at valuation.*
 - *The stopped road parcel of land being amalgamated with the applicant’s Record of Title.*
 - *The final survey plan being approved by the Chief Executive Officer.*
- C. *Agrees that a Section 345 certificate be issued stating that an esplanade strip/reserve is not required in terms of Section 345 of the Local Government Act 1974 as adequate access to Lake Dunstan is maintained and current lake access will not be affected.*
- D. *Authorises the Chief Executive to do all that is necessary to give effect to the resolution.”*

The resolution authorises staff to work through the road stopping process without needing to go back for further authorisation from Council unless there are any objections to the closure.

The Local Government Act process requires public notification of the proposal. This involves erecting signs at each end of the road to be stopped, sending letters to adjoining owners/occupiers and at least two public notices a week apart in the local newspaper. Members of the public have 40 days in which to object. If there are objections they will be heard by the Central Otago District Council Hearings Panel.

It is anticipated that this process will be commenced early 2026.

Beyond this we are unable to provide certainty in terms of outcome or timeframes.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.



Central Otago Planning Manager

Fiona Garrett

Date: 12 December 2025

SUBJECT TO LEGALISATION

LEGALISATION NOTES:

PROPOSED AREA OF ROAD TO BE STOPPED 1.1355 Ha

PROPOSED SECTION 1 TO BE AMALGAMATED WITH SECTION 64 - 65 BLOCK IV WAKEFIELD SURVEY DISTRICT (RT: OT 10B/1452)

DISTRICT COUNCIL:
CENTRAL OTAGO DISTRICT COUNCIL

EXISTING ENTRANCE TO PARKBURN QUARRY

SECTION 63 BLOCK IV WAKEFIELD SD
(RT: 1019401)



PARK BURN

SECTION 64 BLOCK IV WAKEFIELD SD
(RT: OT10B/1452)

PROPOSED SECTION 1
1.1335 Ha
(10.06m WIDTH)

SECTION 65 BLOCK IV WAKEFIELD SD
(RT: OT10B/1452)

LUGGATE-CROMWELL ROAD

EXISTING ENTRANCE & PARKING FOR ALT. ACCESS TO LAKE

EXISTING ALTERNATE. ACCESS TO LAKE

LAKE DUNSTAN

PISA MOORINGS

NOTES.

- LEGAL ROAD CORRIDOR IS BOTH DISUSED AND UNSAFE FOR PUBLIC ACCESS DUE TO QUARRYING OPERATION.
- EXISTING ALTERNATIVE PUBLIC ACCESS ALONG WESTERN AND SOUTHERN BOUNDARIES WILL BE RETAINED.
- ADDITIONAL FUTURE PUBLIC ACCESS WILL BE PROVIDED UPON IMPLEMENTATION OF PC 21.
- RETENTION AS A LEGAL ROAD UPON PC 21 IS IMPRACTICAL DUE TO REDUCED 10.06m (HALF CHAIN) WIDTH.
- PUBLIC ACCESS ALONG LAKESIDE MARGIN IS CURRENTLY AVAILABLE WITH CONNECTIVITY TO ADJACENT PISA MOORINGS & SMITHS WAY.
- AMALGAMATED RECORD OF TITLE (OT 10B/1452) IS CURRENTLY BIASECTED BY THE LEGAL ROAD CORRIDOR PROPOSED TO BE STOPPING.

Digital map data sourced from Land Information New Zealand (LINZ). Licensed under the Creative Commons Attribution 4.0 International licence <https://creativecommons.org/licenses/by/4.0/>. It is made available in good faith but its accuracy or completeness is not guaranteed. Landpro accepts no responsibility for incomplete or inaccurate information. If the information is relied on in support of a resource consent it should be verified independently.

ISSUED FOR ROAD STOPPING APPLICATION 07.05.2025

LANDPRO.

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

Client
FULTON HOGAN LAND DEV. LTD.

NOTES
- All dimensions shown are in metres unless otherwise shown.
- Copyright on this drawing is reserved
- Check any electronic data against the hardcopy plan to ensure it is the latest version
- If this plan is being used as part of sale and purchase agreement then it is done so on the basis that it is preliminary only, final dimensions and areas may vary on final survey

PROPOSED ROAD STOPPING PARKBURN QUARRY

Rev.	Date	Revision Details	By	Surveyed	Signed	Date	Job No.	Drawing No.
A	07.05.'25	ADD EXISTING ALT. ACCESS ROUTE DETAILS	RAF	TBC	TBC	TBC	24357	02_01
				Drawn	Signed	Date	Scale	1:2,000 @ A1 1:4,000 @ A3
				RAF		16.04.'25		
				Designed	Signed	Date	Datum & Level	Rev.
							LP 2000 & NZVD16	A

C:\1120\GIS\SERVER\VER2008R2\24357-Parkburn Land Title Registrations and Interests_6420CADV24357_LT_02.dwg Plotted: 07.05.2025

Hon James Meager

Minister for the South Island
Minister for Hunting and Fishing
Minister for Youth
Associate Minister of Transport



09 DEC 2025

JMITC-22

Hon Chris Bishop
Minister for Infrastructure

By email: Infrastructure.Portfolio@parliament.govt.nz

Dear Chris,

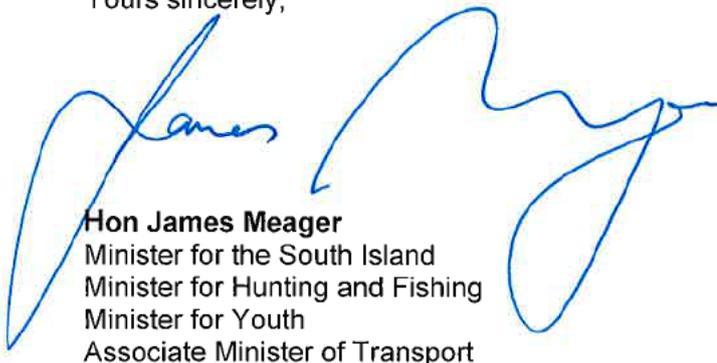
Thank you for your invitation to comment, as the Associate Minister of Transport, on the referral application for Parkburn Stage 1 [FTAA-2510-1122].

I support the Parkburn Stage 1 application being referred to the Fast Track Application Act process. This application is for the rehabilitation of the existing Parkburn Quarry, and subdivision and development of approximately 1,000 residential lots/units, a commercial centre, a possible primary school, and reserve areas.

I believe this project aligns with the Government's strategic priorities of housing development and economic growth.

I have not considered the operational impacts of this proposal on the local transport network. I understand that Otago Regional Council, Central Otago District Council, and the New Zealand Transport Agency have been involved in the development of this application and can provide comment on these aspects of the project.

Yours sincerely,



Hon James Meager
Minister for the South Island
Minister for Hunting and Fishing
Minister for Youth
Associate Minister of Transport



12 DEC 2025

Hon Chris Bishop
Minister for Infrastructure
Parliament Buildings
Wellington

REQ- 0024052

Dear Chris

Thank you for the opportunity to comment under the Fast-track Approvals Act (FTAA), on application Parkburn, FTAA-2510-1122.

I am providing comments in my capacity as Minister for Economic Growth, focusing on whether these applications are likely to have significant economic benefits under section 22(2)(a)(iv) of the FTAA, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

Parkburn, FTAA-2510-1122

The proposed application is for an urban development near Cromwell in Central Otago. The development includes approximately 1,000 residential units, a neighbourhood centre and a primary school (subject to consenting approvals).

According to the economic assessment provided by the applicant, the expected regional impacts over the development period includes a direct one-time boost to GDP of around \$127 million over this 10 year period, direct full-time employment (FTE) for 101 people and direct additional household incomes of \$84 million over the same 10 year period. There will also be indirect economic benefits estimated to be 230 FTEs and \$345 million in GDP value-add over the 10-year period. Once operational, the proposal's non-residential areas could provide ongoing full-time employment and associated economic activity.

The primary long-term benefit of this proposal is its provision of additional housing which is critical for a growing economy. Given that this application would provide a significant boost in the housing supply, it could also be assessed under increasing the supply of housing, address housing needs or contribute to a well-functioning urban environment (s22(2)(a)(iii) of the Fast-track Approvals Act).

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Nicola Willis'.

Hon Nicola Willis
Minister for Economic Growth

From: [Infrastructure Portfolio](#)
To: [FTAreferrals](#)
Subject: FW: Invitation to comment on Fast-track referral application for the Parkburn - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2510-1122
Date: Friday, 5 December 2025 9:17:39 am
Attachments: [image002.png](#)

Please see attached comment from Minister Simmonds

From: Environment Portfolio <Environment.Portfolio@parliament.govt.nz>
Sent: Friday, 5 December 2025 8:49 AM
To: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Subject: RE: Invitation to comment on Fast-track referral application for the Parkburn - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2510-1122

Mōrena

Thank you for the below invitation to comment.

Please be advised that Hon Penny Simmonds, Minister for the Environment has reviewed this application and does not wish to provide comment.

Kind regards



Office of Hon Penny Simmonds

Environment Portfolio

Minister for the Environment | Minister for Vocational Education

Associate Minister for Social Development | MP for Invercargill

Website: www.beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

From: Infrastructure Portfolio <Infrastructure.Portfolio@parliament.govt.nz>
Sent: Monday, 17 November 2025 8:09 AM
To: Nicola Willis (MIN) <N.Willis@ministers.govt.nz>; Shane Jones (MIN) <S.Jones@ministers.govt.nz>; Penny Simmonds (MIN) <P.Simmonds@ministers.govt.nz>; Erica Stanford (MIN) <E.Stanford@ministers.govt.nz>; Chris Penk (MIN) <C.Penk@ministers.govt.nz>; Tama Potaka (MIN) <T.Potaka@ministers.govt.nz>; James Meager (MIN) <J.Meager@ministers.govt.nz>
Cc: FTAreferrals <ftareferrals@mfe.govt.nz>
Subject: Invitation to comment on Fast-track referral application for the Parkburn - Stage 1 project under the Fast-track Approvals Act 2024 – FTAA-2510-1122

To:

Minister for Economic Growth
Minister for Regional Development
Minister for the Environment
Minister for Education
Minister for Land Information
Minister of Conservation
Associate Minister of Housing
Associate Minister of Transport

Dear Ministers,

Hon Chris Bishop, the Minister for Infrastructure (the Minister), has asked for me to write to you on his behalf.

The Minister has received an application from Fulton Hogan Land Development Limited for referral of the Parkburn – Stage 1 project under the Fast-track Approvals Act 2024 (the Act) to the fast-track process (application reference FTAA-2510-1122).

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

Invitation to comment on referral application

I write in accordance with section 17 of the Act to invite you to provide written comments on the referral application. I have provided summary details of the project below.

If you wish to provide written comments, these must be received by **return email** within **20 working days** of receipt of this email. The Minister is not required to consider information received outside of this time frame. Any comments submitted will contribute to the Minister's decision on whether to accept the referral application and to refer the project.

If you do not wish to provide comments, please let us know as soon as possible so we can proceed with processing the application without delay.

If the Minister decides to accept the application and to refer the project, the Applicant will need to complete any preliminary steps required under the Act and then lodge their substantive application for the approvals needed for the project. An expert panel will be appointed to decide the substantive application.

Process

The application documents are accessible through the Fast-track portal. Please note that application documents may contain commercially sensitivity information and should not be shared widely. If you haven't used the portal before, you can request access by emailing ftareferrals@mfe.govt.nz. Once you are registered and have accepted the terms and conditions, you will receive a link to view the documents. Existing users will be able to see application documents via the request when logging into the portal. Should you need for your agency to provide any supplementary information, a nominated person can be provided access to the portal, access can be requested by emailing ftareferrals@mfe.govt.nz.

To submit your comments on the application, you can either provide a letter or complete the attached template for written comments and return it by replying to this email, infrastructure.portfolio@parliament.govt.nz.

Before the due date, if you have any queries about this email or need assistance with using the portal, please email contact@fasttrack.govt.nz. Further information is available at <https://www.fasttrack.govt.nz/>.

Important Information

Please note that all comments received from Ministers invited to comment will be subject to the Official Information Act 1982. Comments received will be proactively released at the time the Minister for Infrastructure makes a referral decision, unless the Minister providing comments advises the Minister for Infrastructure's office they are to be withheld, at the time they are submitted.

If a Conflict of Interest is identified by the Minister providing comments at any stage of providing comments, please inform my office and the Cabinet Office immediately. The Cabinet Office will provide advice and, if appropriate, initiate a request to the Prime Minister to agree to a transfer of the project/portfolio invite to another Minister (a request to transfer a COI from one Minister to another can take up to 10 days).

Project summary

Project name	Parkburn
Applicant	Fulton Hogan Land Limited
Location	Cromwell, Otago
Project description	<p>The project is to subdivide land and develop a mixed-use urban development at 922 Luggate-Cromwell Road (State Highway). The project will include:</p> <ul style="list-style-type: none">a. bulk earthworks to backfill and rehabilitate a quarryb. subdivision to create approximately 1000 allotments and enable construction of approximately 1000 residential units across a range of densities (which may be constructed by a person or persons other than the applicant)c. subdivision to create allotments and enable construction of a neighbourhood centre (which may include retail, commercial, medical and early childhood education activities) and a primary school (all of which may be constructed by a person or persons other than the applicant)d. landscaping and development of an open space network including recreation and esplanade reserves, and restoration along the margins of Parkburn Stream and Lake

Dunstan / Te Wairere

- e. formation of two coves extending into Lake Dunstan / Te Wairere
- f. associated infrastructure, including for three waters services and transport (including external site access works).

Yours sincerely



Office of Hon Chris Bishop

Minister of Housing | Minister for Infrastructure | Minister Responsible for RMA Reform | Minister of Transport | Associate Minister of Finance | Associate Minister for Sport & Recreation | Leader of the House | MP for Hutt South

Office: 04 817 6802 | EW 6.3
Email: c.bishop@ministers.govt.nz Website: www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

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Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Parkburn (request number REQ002318J8W7)
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All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Contact Energy Ltd		
*First name	Brett		
*Last name	Woods		
Postal address			
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application
<p>Thank you for the opportunity to comment on this application. Contact Energy (Contact) has identified two matters of potential concern, both of which can be managed appropriately through design solutions or by registering an easement/ deed of covenant on the relevant title(s).</p> <p>(i) <u>Elevation of the property adjacent to Lake Dunstan</u></p> <p>The proposed earthworks for the Parkburn development and the creation of the lake coves should result in all private land and road reserves having a minimum elevation of 197.0m. This is to reduce flooding risks. Contact's normal operating maximum water level is 194.5m, and previous modelling indicated a safe minimum 197.0m height for surrounding land. We understand that Parkburn contractors will be moving a large amount of earth and should be able to raise the land to this level (from the existing slightly lower level marked in the concept design) relatively easily.</p> <p>(ii) <u>New easement over lake cove lots</u></p>

Contact will require an easement or deed of covenant over the lots created for the proposed 'two small lake coves'. We note that the lots around the 'coves' will vest in Central Otago District Council as Local Purpose (Esplanade) Reserve. Accordingly, the coves will bring the lake onto CODC land and the easement/deed of covenant is needed to:

- (a) provide for Contact to store water on the land (within the areas shaded green in the Land Status Information maps);
- (b) ensure that Contact is not liable for any flooding, sediment, erosion or lakeweed control on this land; and
- (c) ensure Contact is not liable for any damage or maintenance of any improvements on this land, including but not limited to walking/cycle trails, boat ramps and picnic tables.

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

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Manager's signoff

Brett Woods

Date

10 December 2025

Feedback Details

Feedback ID	* FD8001673Q2Y4
Title	* Parkburn
Regarding	Contact Energy Limited - Invitation to Comment - Parkburn
Comments	<p>Thank you for the opportunity to comment on this application. Contact Energy (Contact) has identified two matters of potential concern, both of which can be managed appropriately through design solutions or by registering an easement/ deed of covenant on the relevant title(s).</p> <p>(i) Elevation of the property adjacent to Lake Dunstan</p> <p>The proposed earthworks for the Parkburn development and the creation of the lake coves should result in all private land and road reserves having a minimum elevation of 197.0m. This is to reduce flooding risks. Contact's normal operating maximum water level is 194.5m, and previous modelling indicated a safe minimum 197.0m height for surrounding land. We understand that Parkburn contractors will be moving a large amount of earth and should be able to raise the land to this level (from the existing slightly lower level marked in the concept design) relatively easily.</p> <p>(ii) New easement over lake cove lots</p> <p>Contact will require an easement or deed of covenant over the lots created for the proposed 'two small lake coves'. We note that the lots around the 'coves' will vest in Central Otago District Council as Local Purpose (Esplanade) Reserve. Accordingly, the coves will bring the lake onto CODC land and the easement/deed of covenant is needed to:</p> <p>(a) provide for Contact to store water on the land (within the areas shaded green in the Land Status Information maps);</p> <p>(b) ensure that Contact is not liable for any flooding, sediment, erosion or lakeweed control on this land; and</p> <p>(c) ensure Contact is not liable for any damage or maintenance of any improvements on this land, including but not limited to walking/cycle trails, boat ramps and picnic tables.</p> <p>In addition, we would like to reserve the right to review the technical reports once they become available, to enable us to formalise our position on the proposed development.</p>

Your written comments on a project under the Fast-track Approvals Act 2024

Project name	Parkburn
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All sections of this form with an asterisk (*) must be completed.

1. Contact Details		
Please ensure that you have authority to comment on the application on behalf of those named on this form.		
Organisation name	Department of Conservation	
*First name	Amelia	
*Last name	Wilkinson	
Postal address		
*Contact phone number	s 9(2)(a)	Alternative
*Email	Fast-track@doc.govt.nz ; s 9(2)(a)	

2. Please provide your comments on this application
Comments follow overleaf.

Manager's signoff

Jenni Fitzgerald

15 December 2025

Director-General of Conservation s17 comments

Project name	Parkburn
Applicant name	Fulton Hogan Land Development Limited
Application number	FTAA-2510-1122
Project summary details	<p>The proposal comprises a mixed-use urban development that will facilitate the rehabilitation of the existing Parkburn Quarry north of Cromwell. It provides for the staged creation of approximately 1,000 residential lots of varying densities, together with a local commercial centre, a potential primary school site, and several reserves. The development will be supported by new roads, intersections with SH6, and associated earthworks and infrastructure, and includes the formation of two small lake coves and restoration works along the stream and lake margins.</p> <p>The project intends to make use of public conservation land administered by the Department of Conservation. The application includes a concession under the Conservation Act 1987 to authorise the use of this land.</p> <p>An approval under the Wildlife Act 1953 is also sought for capture, handling, or relocation of protected wildlife that may be present within the site.</p>

1 General comment

- 1.1.1 As the project includes an approval under a specified Act for which DOC is the administering agency, the applicant was required to undertake pre-lodgement consultation in accordance with section 11.
- 1.1.2 In relation to this application, the applicant took steps to consult with DOC prior to lodging their application for referral. Consultation was initiated on 6 August 2025 and DOC provided written feedback to the applicant on 26 September 2025. This feedback is included in the referral application.
- 1.1.3 While DOC does not have sufficient information to determine the level of any actual and potential environmental effects, DOC considers that it is likely that with the appropriate design and conditions, effects can be managed to appropriate levels.
- 1.1.4 DOC is not aware of any reason that the project should not be referred.
- 1.1.5 If the project is referred, DOC strongly recommends the applicant undertake further consultation prior to finalising and lodging a substantive application. Benefits include ensuring information necessary to support decision-making with respect to any conservation approvals is included; supporting the management of any actual and potential adverse effects on the environment; and early identification and resolution of any issues.

2 Minister's decision on referral application

- 2.1.1 FTAA sections 21 and 22 set out matters to be considered in determining whether a referral application should be accepted.
- 2.1.2 DOC notes that other agencies are better placed to comment on most matters, including those in section 22. Comments below are therefore targeted to sections where DOC has specific interests or information relevant to the Minister's decision.
- 2.1.3 For completeness, DOC has considered the criteria for assessing referral applications in section 22 and has not identified anything it considers the Minister should take into account.
- 2.1.4 Section 21(3) and (4) set out when the Minister may/must decline a referral application. DOC has considered these criteria and comments as follows:

Section	Criteria	Comments
21(3)(b)	Does the project involve an ineligible activity	The meaning of ineligible activity is set out in s5 of the FTAA – DOC has considered s5(1)(f), (h), (i), (j) and (k) and has not identified any aspect of the project that would meet the definition.
21(3)(c)	Is there adequate information to inform a decision	No detailed ecological information has been provided, and the type of concession (easement, lease, license) is not specified. If the referral to the fast-track process is granted and the applicant proceeds with the substantive application process, then detailed ecological surveys (including lizard surveys) would need to be undertaken. These surveys would confirm which species, if any, are found on the site. A Wildlife Act Approval should then be applied for to protect wildlife present at the site that are likely to be impacted by the project. The application for a concession under the Conservation Act 1987 will need to include the information specified in clause 3, schedule 6 of the Fast-track Approvals Act 2024 which includes details of the type of concession for which the applicant is applying (cl3(1)(g)(iii)). Regardless of this, DOC considers the information adequate in terms of a referral decision.
21(4)	Are there any other reasons not specified	DOC has not identified any other reasons why the project should not be referred.

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Section	Criteria	Comments
21(5)(a)	Is the project inconsistent with: <ul style="list-style-type: none"> • a Treaty settlement; • Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019; • Marine and Coastal Area (Takutai Moana) Act 2011. 	The Ngāi Tahu Claims Settlement Act 1998 applies to this area. DOC has not identified any inconsistency with any relevant settlement or other obligation, subject to any comments from Treaty partners under s 17(1)(d).
21(5)(b)	Would it be more appropriate to deal with the proposed approvals under another Act(s)	DOC has not identified any reason why the conservation approvals referenced should not be considered under the FTAA process.
21(5)(c)	Would the project have significant adverse effects on the environment	<p>In relation to the wildlife approval sought DOC considers adverse effects can likely be managed through conditions.</p> <p>In relation to the broader proposal there will be a range of environmental effects that need to be considered, other agencies may provide further comment. DOC notes the existing site is highly modified, however impacts to the following conservation values are of interest:</p> <ul style="list-style-type: none"> • Avifauna • Freshwater habitat and species • Indigenous vegetation <p>These effects would likely be manageable through appropriate conditions.</p>
21(5)(d)	Does the applicant(s) have a poor compliance history under a specified Act	DOC has not identified any issues with the applicant's compliance history under the Conservation Act 1987 or Wildlife Act 1953.
21(5)(g)	Would a substantive application have any competing applications	No competing applications relating to conservation approval have been identified.

2.1.5 Section 22 sets out the criteria for the Minister for accepting a referral application. DOC has considered these criteria and comments as follows:

Section	Criteria	Comments
22(1)(b)(i)	Would referring the project to the fast-track process facilitate the project, including in a way that is more timely and cost-effective than under normal processes?	A Wildlife Act Approval would generally take approximately 3-4 months to process, while a concession may take 4-7 months, this is not significantly longer than the FTAA process is expected to take. However, there may be benefits for the Applicant in terms of consideration being combined with RMA approvals (rather than being advanced by a separate process) and given the different decision-making framework under the FTAA.
22(2)(a)(ix)	Will this project address significant environmental issues?	DOC does not consider that this project will address significant environmental issues.
22(2)(a)(x)	Is the project consistent with local or regional planning document, including spatial strategies?	The proposed site is located in the area subject to the Otago Conservation Management Strategy 2016, which provides guidance for DOC's work in the form of a vision, objectives, outcomes for places, policies and milestone. No inconsistencies with the Strategy have been identified.
22(b)	Any other matters the Minister may consider as relevant?	None identified.

3 Other considerations

- 3.1.1 DOC notes that once a referral decision is made, the scope of any subsequent substantive application is confined by that of the referral application. DOC has provided input to a number of fast-track projects to-date where additional conservation approvals that would have been available under the FTAA have not been included in an application. In some of these cases it has been necessary for applicants to seek additional approvals under the specified Acts via normal processing. This can result in inefficiencies, additional costs and undermining of the benefits of the 'one stop shop' approach the FTAA was designed to deliver.
- 3.1.2 Given the lack of assessment undertaken at the referral stage, DOC considers it may be beneficial for the applicant to consider whether it should seek to include additional approvals that would potentially be required on a precautionary basis. To this end, DOC suggests the Minister consider whether further information should be sought from the

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applicant under s20 prior to making their decision to ensure all approvals in scope of the FTAA and necessary to implement the project are included. In particular, DOC recommends consideration of whether any culverts to be installed as part of the project might require a complex freshwater fisheries activity approval.

4 Matters for the Minister to specify (s27)

4.1.1 None identified.



Jenni Fitzgerald
Fast-Track Applications Manager

Acting pursuant to delegated authority on behalf of the Director-General of Conservation.

Date: 15 December 2025

Note: A copy of the Instrument of Delegation may be inspected at the Director-General's office at Conservation House Whare Kaupapa Atawhai, 18/32 Manners Street, Wellington 6011

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Parkburn
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1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	NZ Transport Agency		
*First name	Nicola		
*Last name	Foran		
Postal address			
*Contact phone number	s 9(2)(a)	Alternative	
*Email	environmentalplanning@nzta.govt.nz		

2. Please provide your comments on this application
<p>NZTA thanks the Minister for the opportunity to comment on the referral of this application into the fast-track approvals process.</p> <p>NZTA has had pre-application engagement with the applicant regarding this project between 6 August 2025 and 4 November 2025. The initial correspondence from the applicant's representatives and the preliminary feedback provided by NZTA to the applicant's representatives on 22 August 2025, identifying matters of interest to NZTA and further information required by NZTA to fully understand the impacts of the proposal on the state highway network, has been included in Attachment 13 (H) of the referral application. On 4 November 2025, NZTA also sent an email to the applicant containing possible wording for a condition to manage the effects of noise generated by highway traffic on noise sensitive activities to be established within the Parkburn site.</p> <p>We note that the applicant has previously sought to re-zone the subject site to enable a generally comparable land use development via a private plan change, Plan Change 21, lodged with, and subsequently granted by, Central Otago District Council. NZTA formally submitted on that plan change request, and through that process agreed plan provisions with the applicant to manage the triggers/timing and design of the two proposed highway intersections to the subjects site,</p>

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upgrades to the Pisa Moorings/SH6 intersection and the SH6/SH8B intersection, as well as construction of the road connection through to Pisa Moorings (via Pony Court) and active travel connection to the Lake Dunstan cycle trail.

NZTA provides the following commentary on the referral application:

NZTA has no concerns with this project, Parkburn, being referred into the fast-track approvals process.

We consider that the PC21 plan provisions set a baseline for the management of effects from the referral application proposal on the state highway.

NZTA supports the inclusion of providing a site for a potential school and the provision of a commercial centre, which will help reduce some of the demand for private vehicle trips long the state highway. We also support the inclusion of internal road connections to the properties north and south of the Parkburn site and an active mode connection to the Lake Dunstan Trail, as well as internal roads being designed to support potential future public transport services. We note that the applicant intends to provide a suite of proposed conditions as part of the substantive application, and NZTA proposes to work collaboratively with the applicant to draft conditions to manage effects on and associated with the state highway network.

In addition to the information already signalled to be included in the substantive application, NZTA notes the substantive application should also include:

- An Integrated Transport Assessment (ITA), that, when addressing intersection design considerations, takes into account NZTAs updated Planning Policy Manual guidance on the design of accesses onto the state highway (linked here: <https://nzta.govt.nz/assets/resources/planning-policy-manual/docs/PPM-access-onto-the-state-highway-guide-from-private-property.pdf>). This guidance has been updated since Plan Change 21 was granted and may result in different intersection forms or construction timings being required compared to PC21.
- Detailed trip generation data (detailed survey results and modelling outputs) as part of the ITA. The trip generation data supplied in the referral application has assumed a trip generation of 0.57 in the peak hours based on a single day of surveys at Pisa Moorings. In comparison, PC21 used a trip generation of 1.33, which NZTA supported. NZTA would want to see the full trip generation analysis to understand if the markedly lower trip generation rate (60% reduction) is appropriate to rely on.
- Detailed location, design and construction timing for internal road connections through to adjacent properties, as well as for the connection to the Lake Dunstan Trail.
- Information that addresses the effectiveness of the proposed 50 metre buffer setback and 'bund buffer'/plantings along the site frontage with State Highway 6 (SH6) in mitigating the effects of noise, arising from the normal operation of SH6 on noise sensitive activities established within the subject site. Noise modelling by NZTA suggests that noise

generated by vehicles using SH6 could emit up to 100 metres from the sealed edge of SH6.

NZTA would need to see the substantive application, including the final version of the ITA, to fully understand the potential adverse effects that the proposal would have on the state highway network and any mitigative measures necessary to address effects on the state highway network. NZTA would welcome the opportunity to provide comments on any substantive application in due course.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff

[Manager Name]

Date

Otago Regional Council Comment on the Parkburn – Residential Development and Subdivision Fast-track Application

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Parkburn – Residential Development and Subdivision
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1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Otago Regional Council		
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*Email	s 9(2)(a)		

2. Please provide your comments on this application
If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Thank you for your invitation to provide written comments on the application for referral of the Parkburn – Residential Development and Subdivision project under the Fast-track Approvals Act 2024. This application was reviewed by elected members delegated to participate in the fast-track process and teams across Otago Regional Council (ORC).

Otago Regional Council Comment on the Parkburn – Residential Development and
Subdivision Fast-track Application

Please see our comments on this application and our response to the questions below.

Competing Applications

- 1. Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please provide written confirmation.**

ORC confirms it is not aware of any competing applications.

- 2. In relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there any existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a resource consent under the RMA. If no such consents exist, please also confirm this in writing.**

ORC confirms there are no existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply if the project were to be applied for as a resource consent under the RMA.

Other considerations

Please find attached the additional comments on the referral application from ORC in Appendix 1. These comments reflect ORC's feedback on the referral application and outline several matters to be addressed in a substantive application.

Otago Regional Council Comment on the Parkburn – Residential Development and Subdivision Fast-track Application

Appendix 1 - ORC Referral Application Comments

Introduction

The referral application was circulated to relevant teams in ORC, who have provided the following comments.

Transport Comments

Overview

As per Land Transport Management Act 2003, ORC's responsibilities as the public transport authority for Otago include:

- Planning public transport networks
- Designing, procuring and funding public transport services
- Influencing land use via regional policy statements and regional plans developed in accordance with the Resource Management Act 1991

In fulfilling these responsibilities, ORC has an interest in Fulton Hogan Land Development Limited's Parkburn fast-track referral application (the Project) as a primarily residential development which will generate significant transport demand. ORC Transport has assessed the Project's alignment with the following strategic planning and investment documents:

- Otago Regional Council Strategic Directions 2024-2034
- Otago Regional Public Transport Plan 2025-2035 (RPTP)
- Proposed Otago Regional Policy Statement 2021 (pORPS)

All referral application content has been considered with focus on the Planning Report, Subdivision Staging Plan (Attachment [03]), Infrastructure Memo (Attachment [05]), Transport Assessment Report (Attachment [06]) and Urban Design Memo (Attachment [09]).

ORC Transport feedback can be summarised in the following points (these points are expanded below):

- There are currently no public transport services in the area, so the development won't have immediate access to bus connections. If a future service between Cromwell and Wānaka, or a dedicated Cromwell township service, became viable, the urban form here could support it to some extent. To enable that, the applicant would need to consolidate activity nodes, provide safe and direct pedestrian and cycle links to logical pick-up points, and ensure the road layout can accommodate a bus route or on-street stops. These changes would improve the chance of any future service being workable, subject to regional funding decisions.

Otago Regional Council Comment on the Parkburn – Residential Development and Subdivision Fast-track Application

- The development is proximate to future public transport services proposed for the next 10 years, such as a Cromwell to Wānaka connection or a town-based Cromwell service, increasing the importance of designing the urban form and transport network to support public transport. This includes designing roads to accommodate buses and bus stop infrastructure ahead of any future public transport services.
- There's an opportunity to strengthen active transport connections in the design. This includes integrating with the Upper Clutha Trails Trust network and providing direct, safe walking and cycling links through the site. Parkburn residents would benefit from this wider connectivity, and it would support a more functional movement network overall.

Land use and transport integration to enable affordable provision of public transport

ORC's urban form and land use development policies set out our commitment to integrating land use and transport to support the development of well-functioning urban environments, defined in the National Policy Statement for Urban Development 2020 (NPS-UD). The proposed Otago Regional Policy Statement (pORPS), through policies *EIT-TRAN-P19 (1)*, *EIT-TRAN-P19 (2)*, *UFD-P1(1A)*, *UFD-P4(1)* and *UFD-P4(1B)* highlight the importance of land use and transport integration to achieve consolidated, well designed and sustainable development. The RPTP *LU P1* policy states our commitment to collaborate with territorial authorities to support developments whose urban form enables viable frequent public transport service provision. RPTP *LU P2* specifies that public transport services sufficient to enable well-functioning urban environments will not be provided where a development's urban form does not make it affordable to do so.

While the proposed urban form of the development does not have adequate housing density or proximity to key destinations (e.g. Cromwell) to enable frequent public transport service provision (15-minute frequency or better), it has the potential to enable less frequent service. For instance, the development master plan proposes a high level of street connectivity and linearity, enabling direct routes for people accessing both key destinations within the development and potential bus stops by walking and cycling. We support this master plan's connected street layout and centrally located commercial area, as well as the provision of an internal road connection to Pisa Moorings which improves the connectivity and expected performance of the road network (as per the Transport Assessment Report (Attachment [06])).

To strengthen the development's alignment to the policies above, we encourage the applicant to further consolidate and diversify the urban form to encourage the uptake of sustainable transport options. For instance, we encourage increasing the housing diversity by adding medium-density options. We also encourage enabling more trips to be contained within the site area through providing more commercial activity and community amenity within the site.

Alignment with future public transport network plans

The Otago Regional Public Transport Plan's future regional network aspirations outline intentions for a Cromwell–Queenstown service in the next 6 years and a Cromwell–Wānaka service in 6 to 10 years (both subject to funding and further study).

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As stated above, we encourage the applicant to prioritise an urban form to enable the affordable provision of public transport services. If the development achieves these good urban form factors, it would improve its viability to be served by potential future public transport services.

Infrastructure provision for future public transport

To increase the development's alignment with the pORPS EIT-TRAN-P20 and EIT-TRAN-P22 policies on the uptake of public transport, we encourage the applicant to future proof its transport infrastructure designs to accommodate public transport. We recommend the consideration of road and intersection widths as well as bus stop locations. In a substantive application we would expect to see a transport analysis include vehicle tracking for a standard large public bus (14.5 metres in length including a front bike rack).

We favour the route alignment presented in the map below for a potential public transport service within the development. This alignment would enable a large proportion of residents to be within a 400-metre walking catchment of public transport (a widely accepted walking catchment for services with frequencies lower than 15 minutes) and provide connections to the development's key destinations (i.e. the commercial area and school site) while remaining direct.



Figure 1. Potential future public transport route for the proposed Parkburn development

Development staging plan

We support the proposed Subdivision Staging Plan as it enables, in principle, public transport provision within the development's boulevard and key connector roads following the completion of Stage 6.

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Enabling public transport to be present when many residents move into the development aligns with pORPS UFD-P4(2) and UFD-P4(3) policies as it would encourage its early uptake.

Compliance comments

Potential requirement for dewatering and associated groundwater consents

ORC's pre-application notes (21 August 2025) record discussion about bore construction and groundwater takes for dust suppression and for the creation of the coves. ORC compliance staff note that if dewatering occurs, additional groundwater take/use and discharge consents may be required where permitted activity standards cannot be met. While the likelihood is considered low given local gravels, they emphasise this is a commonly overlooked issue that can lead to non-compliance later if not proactively addressed.

Enforcement history

The applicant's related site at Pembroke Heights (Wanaka) has an enforcement history:

- Abatement notice (3 July 2024) for breaches of land use and discharge consent conditions arising from that incident.
- Infringement notice (April 2025) for works progressing ahead of EMP/ESCP approval.

Staging of earthworks and condition development

The Compliance Team reiterates the advice provided at the pre-application stage regarding the importance of appropriate earthworks staging, given the scale of cut and fill and the proximity to Lake Dunstan. They request involvement in reviewing draft consent conditions, and note that the staging plan provided at the referral stage will need to be translated into CMP/EMP/ESCP documents at the substantive stage.

Wastewater and stormwater

Discussions are underway with CODC to provide potable water and wastewater connections to the site via the CODC reticulated network. It is a decision for CODC to make whether they will allow this connection. Stormwater will be managed via a treatment train, with a focus on first flush treatment. Discharge is likely to be to land and/or via coves into Lake Dunstan associated consents must be applied for.

Contaminated Land Comments

ORC's Contaminated Land team have reviewed both the existing HAIL records for the site and the Preliminary Site Investigation (PSI) provided with the referral application.

The site is currently recorded on ORC's HAIL database as HAIL.00359.01 – Fulton Hogan Asphalt Plant Parkburn, with a verified HAIL activity for asphalt manufacture (Category E2) and a soil contamination

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status of “partially investigated”. This reflects the 2015 underground storage tank removal assessment, which confirmed that residual soil met Tier 1 commercial/industrial criteria. This investigation only covered the immediate underground storage tank area, not the wider site.

The contaminated land team notes that the PSI identifies several additional HAIL activities across the wider property, including commercial concrete manufacture, asphalt production, fuel storage, persistent pesticide use from a historic orchard, treated timber storage, and cleanfill disposal.

The contaminated land team notes that the PSI provides a useful overview of past and present activities but does not determine whether contamination is present. Without sampling, it is not possible to fully assess the effects of these HAIL activities. Consistent with the PSI conclusion, ORC considers that further investigation will be required, particularly upon decommissioning or closure of any contaminating land uses or at the time redevelopment is proposed.

For the substantive application, the applicant will need to provide:

- A Detailed Site Investigation (DSI) addressing all identified HAIL areas
- NES-CS activity status confirmation for subdivision, earthworks, and change of use
- Any contaminated land management or remediation plans required to support residential development or large-scale earthworks

Ecology Comments

ORC’s ecology team have reviewed the application with a focus on terrestrial species and ecosystems. The following points are noted:

- It is recommended that any historical ecological surveys are updated to ensure they reflect the current conditions of the site.
 - Field surveys using suitably qualified personnel at the appropriate time of year and optimal conditions would enable better ecological management actions to ensure adverse effects are kept to a minimum. . These surveys should extend beyond terrestrial birds and lizards to include vegetation, invertebrates, and the condition of terrestrial ecosystems as a whole.
- Based on updated surveys for birds, avoid works during breeding season to minimise disturbance, particularly for Threatened, At Risk and protected species.
- Based on updated surveys for lizards, a Wildlife Act Authority (WAA) will need to be obtained from the Department of Conservation – Te Papa Atawhai and a Lizard Management Plan will have to be prepared as part of the substantive application.

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- Avoid works on naturally uncommon ecosystems if ecosystem function is currently maintained – the site appears to be on an inland outwash gravel. Careful planning will be needed with this ecosystem if it has function because it is Critically Endangered nationally.

The following areas in the application are noted for improvement:

- Field verification: a reliance on desktop assessment; the report acknowledges that targeted surveys (lizards, birds) are still required. This limits certainty in the application.

Overall, the ecological report focuses on lizards and birds only in the terrestrial, excluding other taxonomic (species) groups and all ecosystems. It's reliance on future surveys means it remains preliminary rather than substantive. For decision-making, it provides a foundation but requires follow-up fieldwork and clearer assessment of residual risks.

Policy Comments

The referral application contains a high-level assessment of the project against the relevant provisions of the pORPS or the ORPS. A detailed assessment is required within the substantive application.

Relevant provisions include:

- Kāi Tahu wāhi tupuna: Objective 2.2, Policies 2.2.2, 2.2.3, HCV-WT-O1, HCV-WT-O2, HCV-WT-P2, HCV-WT-P2A, and HCV-WT-P2 and HCV-WT-P3.
- Air Quality: Objective 3.1, Policy 3.1.6, AIR-O2, AIR-P1, AIR, P3, AIR-P4.
- Land and Fresh Water: Objective 3.1, Policies 3.1.1, 3.1.2, 3.1.3, LF-VM-O2, LF-FW-P7, LF-FW-P15, LF-FW-P16.
- Infrastructure: Objective 4.3, Policy 4.3.1, EIT-INF-O5, EIT-INF-P13, EIT-INF-P17, EIT-TRAN-O9, EIT-TRAN-P18, EIT-TRAN-P19, EIT-TRAN-P19.
- Ecosystems and biodiversity: Objective 3.1, Policy 3.1.9, ECO-O1, ECO-O2, ECO-P6, ECO-P8.
- Contaminated land: Objective 4.6, Policy 4.6.5, HAZ-CL-O3, and HAZ-CL-P14.
- Urban growth: Objective 4.5, Policies 4.5.1 – 4.5.4, UFD-O1, UFD-P2, UFD-P3, and UFD-P4.

Engineering Comments

ORC's engineering (rivers) team have reviewed the proposal and notes the inclusion of an esplanade reserve along the Park Burn. No detail has been provided about how this reserve area will be managed, its intended function, or how public access, maintenance, riparian planting, or erosion risks will be addressed.

ORC does not currently manage the margins of the Park Burn and is unlikely to assume maintenance or management responsibilities in the future. The substantive application will therefore need to include clear information about:

Otago Regional Council Comment on the Parkburn – Residential Development and Subdivision Fast-track Application

- The proposed purpose and management regime for the esplanade reserve.
- Who will be responsible for its long-term maintenance and operational oversight.

Natural Hazard Comments

ORC's Natural Hazards team have reviewed the referral application and confirm that they have no additional comments at this stage. The level of detail provided is typical for a referral application, and there is nothing in the current proposal that raises immediate hazard concerns.

The applicant acknowledges that detailed stormwater and natural hazard assessments will be provided at the substantive application stage, including analysis of flooding, overland flow paths, groundwater behaviour, and stormwater attenuation and disposal.

ORC will provide a full technical review once that information is available. At this stage, no further comment is required.