

## Consultation Record

Below is a summary of all of the consultation RCL has undertaken in relation to Homestead Bay and how the consultation has informed the project as required by Section 13(4)(k) of the *Fast Track Approvals Act 2024*.

### Queenstown Lakes District Council

As part of RCL's application to be referred to Schedule 2 of the Fast Track Legislation, a summary of exchanges between QLDC and RCL from March 2022 and April 2024 was supplied. That recounted RCL's attempts to encourage QLDC to advance a plan variation to provide for the Homestead Bay development (given the non-operative status of the Proposed District Plan it was understood that a private plan change could not be sought) and QLDC's desire to complete a Southern Corridor Structure Plan process first. RCL at times expressed concern at the speed of progress of the Structure Plan. Once the Fast Track Approvals Bill was announced by the Government, RCL's communications and focus switched to the fast-track referral process.

Communication with QLDC in relation to the project has occurred via various emails, meetings, site visits and the supply of reports across the last 2 years. Once the *Fast Track Approvals Act 2024* past, RCL has undertaken further consultation specifically with regard to the fast-track application with a summary of the proposal being sent to QLDC in February and meetings held in March 2025.

Below is a discussion by theme, summarising how RCL has accounted for feedback received from QLDC in the last two years:

#### *Density*

QLDC officers have advised a number of times that they wanted to see efficient use of land via increased density (compared to that developed in the Southern Corridor currently and originally proposed by RCL), reflecting in part a concern as to the finite amount of readily developable land in the Wakatipu. Conversations also however acknowledged that there are other limitations such as terrain, landscape sensitivity, practicality and character.

In response RCL has modified the development to increase the density, through reducing standalone lot sizes and introducing large areas of medium and high density housing into the scheme. The proposed density has however had to be balanced taking into account the abovementioned site constraints, as well as the ability to service the development.

#### *Commercial area*

RCL's first iterations of plans did not include a commercial centre, but this has been added to the scheme after feedback and to achieve alignment with the QLDC Spatial Plan.

#### *Landscape*

QLDC commissioned a landscape peer review by Boffa Miskell in July 2024. The review did not raise any significant concerns with regard to the proposal, with the main issue to address being questions over how the proposed no build area at the highest points of Lot 8 would be managed. This has been addressed through the vast majority of the no build covenant area being proposed as reserve land.

### *Urban Design*

QLDC also commissioned an urban design peer review which was supplied in July 2024. By in large, the peer review comments sought greater analysis and specificity than that which has been provided by RCL in support of the proposed rezoning. Since this time, in support of the proposed fast-track application, UrbanShift have been able to undertake a much more fine-grained assessment given the more specific and comprehensive scheme sought through the fast-track process.

### *Natural Hazards*

Review comments undertaken by BECA on behalf of QLDC were received in July 2024. The main comment, which has been addressed in the final application for resource consent, was the need to more clearly follow the assessment methodology from the Regional Policy Statement, including consideration of more hazard scenarios.

### *Transport*

RCL upon purchasing Lot 8 in 2022, was aware of the need for greater strategic planning for future transport needs for the Southern Corridor. As covered in the WSP reporting for this application, various reports have been commissioned by RCL investigating future state highway conditions and recommending roading and public transport investments that may be worthwhile. Much of this reporting has been shared with QLDC and the matter has been discussed at various meetings. RCL also presented to the Way 2 Go forum (consisting of various staff from QLDC, ORC and NZTA) in July 2024.

RCL also received from Boffa Miskell (engaged by QLDC) a transport peer review of the plan change proposal in July 2024. The review was high level and suggested that not enough was being done to reduce travel movements from the application site or to encourage walking, cycling and public transport use. These themes have been a focus through the development of the proposal and as detailed in the application, an extensive walking and cycling network, planning for bus routes, provision of bus stop infrastructure and the provision of commercial activities is all included in the proposal. Furthermore, improvements along SH6 are also proposed.

### *Wastewater*

From 2022, RCL engaged Stantec to investigate feasible options to upgrade the wastewater network from the Southern Corridor to Frankton to accommodate growth (both from RCL's projects and other areas). RCL had offered to fund these infrastructure upgrades in response to QLDC's concerns around funding constraints. Although Stantec / RCL had initially assumed QLDC would prefer to centralise its treatment infrastructure at the Shotover Delta, it became apparent that the operational challenges there were such that QLDC had doubts as to whether accepting more sewage from the Southern Corridor was a prudent strategy. Both elected members and QLDC staff encouraged RCL to look at an independent system. This has subsequently been progressed and forms part of the application.

### *Water*

A new water source and associated reticulation and storage has long been part of RCL's proposal for Homestead Bay. Plans and feasibility reporting have been shared with QLDC. RCL has enquired on various occasions as to whether QLDC is interested in this new network connecting to the existing Queenstown network at Hanley's Farm. To date no clear position on this prospect has been expressed, as staff have felt the merits would need further consideration.

### *Integrating with neighbouring development*

A recurring theme of discussions with QLDC has been encouragement that the project considers integration with other landholdings and if possible, helps facilitate their development aspirations. This is particularly in regards to the Jardine and Homestead Bay Trustees Ltd land (covered elsewhere below) who have limited practical legal road access and no current access to Council's three waters infrastructure. RCL is open to working with these landowners to assist with their challenges. This includes the ability to allow for upgrades to water and wastewater treatment and water storage, as well as a commitment to achieving a road connection through Lot 8 from the state highway to Homestead Bay Road as soon as practicable. This integration would be greatly assisted by QLDC agreeing to the vesting of infrastructure.

### *Vesting of infrastructure*

From November 2024, RCL has sought meetings to discuss its infrastructure intentions with QLDC. A meeting was held in March 2025 on the matter. At that meeting, RCL gave an overview of its infrastructure plans. Officers advised that they were undecided as to whether they wanted to have infrastructure in Homestead Bay vested, and they agreed that it was best that conditions be suggested that left options open for public or private infrastructure at this stage. Regardless, it was agreed that it was best that QLDC continue to administer post consent approval processes such as engineering acceptance (i.e. detailed design review) and site inspections of works.

### *Parks and Reserves*

Various meetings and site meetings have been had with Council parks team who have expressed openness to accepting ownership of the reserves proposed. Various iterations of plans have been shared and more parks were added throughout the development in response to feedback from staff. RCL and the Council staff have both expressed interest in working together to deliver community facilities, potentially at Jack Tewa Park at the northwestern extent of the development.

### *Ecology*

In reviewing earlier documentation supplied to QLDC, staff drew attention to the fact that they thought more work was needed to identify possible wetlands on site and whether the site had been assessed for lizards. These assessments have subsequently been undertaken and are reported on in this application.

### **Otago Regional Council**

There have been various meetings and letter exchanges with the ORC since January 2023 (again covered in more detail up to April 2024 in the referral application) in relation to the potential development of the land. Since RCL advised its intention to apply for fast-track referral, discussions have focused primarily on transport (particularly public transport), natural hazards, water supply and wastewater disposal.

In regards to transport, WSP's various reports have been shared with ORC and staff participated in the Way 2 Go presentation in July 2024. More targeted meetings have been had with ORC around public transport and what RCL can do to support frequent services to Homestead Bay, and various ideas were exchanged. For the purposes of this application, RCL has committed to bus stop infrastructure being built at the time of subdivision which in its experience has not often occurred in the District, as this

appears to have been an obstacle to extending services in a timely manner. A serviceable bus route has also been incorporated into the roading design of the proposed subdivision layout.

In regards to natural hazards, water and wastewater discussions, these have primarily focused on an overview of intentions and discussions on what the necessary level of information would be for applications. This feedback has been taken on board in preparation of the application.

### **Waka Kotahi / NZTA**

Various conversations have been had between RCL and Waka Kotahi / NZTA, directly and via RCL's consultants (WSP). NZTA staff also participated in the Way 2 Go presentation in July 2024.

NZTA have advised that they have appreciated the proactive work undertaken by WSP and TSA on behalf of RCL (as summarised in the WSP report that forms part of the application) and having helped bring attention to the need for future investment and associated planning.

More recently, in March 2025, RCL wrote to NZTA summarising that it would be applying under the *Fast Track Approvals Act* and seeking feedback on its proposed transport investments and "trigger" conditions. The letter contemplated a roundabout to service Hanley's Farm either at the existing Jack Hanley Drive / SH6 intersection or at Woolshed Road / SH6. Follow up phone conversations were also held. NZTA advised that they would prefer to see this upgrade occur at Jack Hanley Drive and the application thereafter removed reference to the Woolshed Rd option.

### **Ministry for the Environment**

A letter notifying the Ministry of the intended plan variation was sent to the Ministry in January 2023. No response was received.

### **Ministry of Education**

An initial letter was sent to the Ministry in January 2023 with an online meeting held in February 2023. The Ministry subsequently sent through some examples of provisions included in other plan changes for potential use in the plan variation proposal at the time.

RCL's experience with school acquisition is that it tends to occur when demand is more pressing. Furthermore, because these are commercial discussions, the Ministry often prefers to consider various options with different parties. Therefore, it was decided not to show a specific school site as part of the proposed subdivision plan, but to consider how a school could in due course find a suitable location in the subdivision. As covered in the AEE, the subdivision plan has two, 3 Ha sites that could swap out from housing for a school (the size of the land it acquired in Hanley's Farm, RCL's other Queenstown project).

### **Heritage New Zealand Pouhere Taonga**

An initial letter describing the proposal was sent to the Otago/Southland branch of Heritage New Zealand in December 2022 (prior to the preparation of the plan variation request). A written response was received recommending that a consultant archaeologist be contacted for advice/heritage assessment. As per this advice, a report was commissioned as this is attached as part of the

application.

### **Te Whatu Ora (Public Health South)**

An initial letter describing the proposal was sent to Te Whatu Ora in January 2023 (prior to the plan variation request). A video call was held in February 2023 with the key matter of interest to the agency being the promotion of an urban environment that facilitated walking and cycling. These themes were a key focus of the project as it was developed from that point.

### **Kianga Ora**

An initial letter describing the proposed plan variation and asking for feedback was sent to Kianga Ora in February 2023. Staff reached out that month expressing an interest in opportunities for the agency to develop land and in enabling more affordable housing in Queenstown generally. The Applicant is open to discussions around partnering or selling land to Kianga Ora in due course if the proposal is approved.

### **Queenstown Lakes Community Housing Trust**

The Applicant has an established working relationship with the Queenstown Lakes Community Housing Trust, being part way through a programme of delivering 87 below-market rental community houses for management by the Trust. The Trust has expressed interest in further working together at Homestead Bay. The Applicant is open to discussions around partnering further with the Trust in due course if the proposal is approved.

### **Land Information New Zealand**

A letter notifying LINZ of the proposed plan variation was sent in January 2023. (LINZ administers the adjacent crown owned foreshore area). No response was received.

### **Department of Conservation**

Following receipt of the lizard assessment of the application site by Wildlands, a pre-application meeting request was lodged with DoC in relation to the Wildlife Act Authority that would need to be sought under the *Fast Track Approvals Act 2024* for the proposal. DoC advised that they held an internal meeting in relation to the information submitted and that there was insufficient information to understand the effects and mitigation proposed. A Lizard Management Plan has been prepared which provides this information and this is appended to the application.

### **QEII National Trust**

The QEII National Trust own and manage Remarkables Station, to the east, across the state highway from the application site, having been gifted the land by Dick and Jillian Jardine in 2022.

The Applicant has discussed the possibility of state highway roundabouts being partly built on the QEII land. Discussions were never further advanced, in part because initial work by RCL's consultants did

not show design advantages of using this land, but the potential may be reinvestigated and discussed again in the future.

Similarly, the possibility of locating a water reservoir on QEII land was discussed, but having considered advice from its consultant engineers, RCL did not consider this option advantageous.

In 2024 RCL began discussions with QEII around the possibility of locating wastewater dripper lines on QEII grazing land. A preliminary feasibility report was shared. QEII's representatives considered the work done but raised reservations about how the scheme would integrate with a working farm, the impact the disposal of wastewater could have for their organic status, the robustness of some of the initial calculations and the possibility of phosphorus leaching. QEII therefore decided not to proceed further with the concept on their land.

In light of the feedback, the Applicant's engineers added additional phosphorus treatment to the proposal and undertook further work to add confidence around the low risk of phosphorus leaching. Additionally, the consent design report for wastewater treatment and disposal has been subject to an independent peer review which agreed with the principles and calculations put forward in the report.

### **Jack Point Residents and Owners Association (JPROA)**

The JPROA is an incorporated society which represents and manages the infrastructure for the neighbouring Jacks Point community. The JPROA also owns adjacent roads and open space and is the beneficiary of easements across lot 12 for infrastructure, most notably for wastewater treatment and disposal areas.

RCL has an established working relationship with the JPROA as its current project Hanley's Farm is also adjacent to Jacks Point, and there are periodic exchanges and meetings on a variety of matters. Since RCL first contracted to buy Lot 8 in 2022, occasional discussions have been had with the JPROA that have addressed Homestead Bay.

The JPROA is a large organisation representing all of the lot owners within Jacks Point and has elected representatives and staff. RCL's exchanges have been primarily with those staff and elected representatives, and it is noted that any significant decisions would need to be voted upon by their elected members. Most recently, RCL met with JPROA members on the subject of infrastructure integration, and its engineering consultants have also met with JPROA staff on the subject of wastewater treatment and disposal.

The possibility of combining wastewater schemes has at times been mooted, potentially as part of QLDC taking ownership. JPROA representatives have however expressed uncertainty as to whether the idea would be supported by most JPROA members. RCL remains open to this possibility in due course, if a consent is issued.

In the mean time, under the assumption that there will be more than one consented communal wastewater disposal scheme in the same catchment and in proximity to each other, the JPROA have sought reassurance that their consented scheme would not be compromised by the approval of the new scheme. For example, questions were raised as to how any non-compliance in downstream ground or surface water monitoring could be attributed to one or the other contributing scheme. Particular attention has been given in the preparation of this consent in considering how the monitoring regimes would be aligned, but also to address the concern raised, and it is believed that this risk is minimised through the proposed conditions of consent and monitoring.

Additionally, questions were raised about having land treatment areas (LTAs) near and uphill from existing JPROA LTAs, and whether this could compromise their operation (for example if treated effluent were to track across existing LTAs). The LEI consent design report and AEE explain how this risk can be satisfactorily addressed through design.

The possibility of sharing water infrastructure and / or combining schemes has also been discussed, but upon consideration, RCL and its consultants have not been persuaded that this has significant efficiencies or other benefits.

Lastly, the fact that RCL is proposing to upgrade the Maori Jack Road/ SH6 intersection has been discussed with the JPROA, with initial feedback suggesting that this is unlikely to be opposed by the association.

### Ōraka

The Ōraka / Drift Bay (formally Lakeside Estates) development to the southeast of the application site has a body corporate representing the community. Discussions and an email exchange have been had with a member of the Ōraka community on behalf of the organisation. The resident explained that there were concerns amongst some residents about the change in character / views that would result from the new subdivision. He expressed an interest in seeing what landscape buffering was proposed on the shared boundary and an extract of the landscape plans was sent via email. In response, it was commented that a walkway connection shown between the two communities followed an easement right in Ōraka that no longer existed, and it was requested that this link be removed. The change to the plans was made.

[REDACTED]

This company sold Lot 8 to RCL and has retained ownership of Lot 13 DP 517771 (a 13 Ha neighbouring site adjacent to Lake Wakatipu). The company's principal interest has been in RCL developing infrastructure and legal roading connections that will enable their land to be rezoned or otherwise approved for development. Meetings have been held with company representatives and consultants of [REDACTED] most recently in February 2025, to provide an overview of the project, particularly in regards to infrastructure. The possibility of utilising an existing bore on Lot 13 for future supply for the proposed development has been raised and joint use may be an option in the future. The application addresses how the proposed water and wastewater treatment infrastructure can be expanded in the future to accommodate neighbouring developments. Furthermore, a roading link between SH6 and Homestead Bay Road is proposed. The integration of the proposed development with this adjoining landholding would be greatly assisted by QLDC agreeing to the vesting of infrastructure.

[REDACTED]

The [REDACTED] owned and farmed most of the southern corridor from the 1920s onward and [REDACTED] and [REDACTED] owned Lot 8 until 2022. They retain substantial landholdings southwest of RCL's land. More recently, like Lot 13, [REDACTED] have expressed interest in facilitating infrastructure and legal road links to their land at Lot 5 DP 452315 through the proposed development. They have development aspirations for this land and also wish to facilitate the development of the adjoining

University of Otago land which they gifted and has since faced infrastructure constraints that complicated development plans. Most recently RCL met in March 2025 with the [REDACTED] and their representatives to discuss the proposed scheme and how infrastructure might be extended including the roading connection between SH6 and Homestead Bay Road. RCL undertook to continue to discuss and potentially reach agreements on such matters. As above, the integration of the proposed development with these adjacent properties would be greatly assisted by QLDC agreeing to the vesting of infrastructure to provide ease of future connections.

### **Iwi Consultation**

Consultation with Aukaha and Te Ao Marama Inc (TAMI) in relation to the proposal has been ongoing since December 2022 and has included a number of meetings.

*In May 2023, representatives of Aukaha and TAMI confirmed that the application site is not subject to any sites of value by manawhenua except for acknowledgement of the Kawarau (The Remarkables) wāhi tūpuna and Whakātipu-Wai-Māori as a Statutory Acknowledgement Area. They noted that the land was within an area identified for urban growth in the Queenstown Lakes Spatial Plan, to which they were partners. They noted that their key interest is how stormwater is going to be dealt with onsite, and subsequent reporting has been undertaken.*

Further consultation specifically in relation to the proposed fast-track application has been held with Aukaha, TAMI and Ka Rūnaka representatives over the last few months. A consultation process agreement has also been signed between RCL and Ka Rūnaka.

The consistent themes of the consultation have been in relation to ensuring that the proposed development advances Te Mana o te Wai and also Ki Uta Ki Tai actions. As assessed in the AEE, 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. The wastewater discharge design has also been the subject of assessment by freshwater scientists and has been the subject of peer review to give confidence that water quality can be maintained.

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.

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.

Potential ways for which collaboration with Ka Rūnaka could occur into the future have also been discussed, such as road and reserve naming, landscape design, public art and the like. The Applicant views such matters as parallel to the fast-track consenting process and not determinative in terms of whether approval can be granted.

### **Ministry for the Environment**

Pre-application consultation has been undertaken with the Ministry for the Environment (MfE), as administering agency for the RMA. In response, MfE stated that an assessment of the project against



any relevant national policy statement and national environmental standard is required. An assessment of the relevant objectives and policies within these is included in Appendix LL to the AEE.