

Submitter	Draft condition number	Applicant response
<b>Office of Hon James Meager, Minister for the South Island and Associate Minister for Transport</b>	N/A – Minister continues to support the project and has no comments at this time.	Noted.
<b>Otago Regional Council</b>	<b>Take and use of groundwater consent</b>	
	Condition 2	Formatting change accepted.
	<b>Water permit – Divert flood flows around defences against water</b>	
	Condition 1	Amendments accepted.
	<b>Land Use consent – Culvert</b>	
	Condition 1	Amendments accepted and specific plan now provided (attached) and referenced in updated condition.
	Condition 16	Deletion accepted and remaining condition numbering updated.
	<b>Land Use consent – Defences against water</b>	
	Condition 2	Formatting change accepted.
	<b>Land Use consent – Residential earthworks and associated discharge</b>	
		Requested separation of the land use consent and discharge permit accepted.
	Condition 1	Intent of amendment adopted with wording changes.
	New condition 5/6	No change made. The staging and phasing plans submitted with the application are indicative only and it is expected that they will differ from the plans as development proceeds. The potential adverse effects that are sought to be mitigated by this condition can be addressed via the certification of the various management plans in Conditions 9 – 13 for each stage/phase of works.
	Condition 7	Amendments accepted in part. Amended wording of condition 7 proposed. Timeframe for review is retained as 20 working days is considered to be a suitable timeframe for review and feedback on the submission of updated

	management plans and the ORC have used similar conditions to this for other consents as discussed previously with the ORC's planner.
Condition 10	Amendments accepted.
Condition 11	Formatting change accepted.
Condition 12	Amendments accepted.
Condition 12 advice note	Deletion accepted.
Condition 22	Amendments accepted.
Condition 24(d)	Amendment accepted.
New condition 28/29	No change made. It is unclear what type of incident this condition is addressing and what is intended by "any adverse environmental effects occurring that have not been consented". The potential effects of earthworks in this location are well understood and already addressed by the numerous other conditions of consent relating to avoidance, remediation or discharges of sediment, dust, disturbance of contaminated or archaeological sites etc. Weekly site inspections, a monthly environment report and specific incident reporting are already required by other conditions on this consent as are ongoing monitoring and sampling reporting.
Conditions 33 - 36	Moved to discharge permit. Amendment to Condition 33 (now condition 5 of discharge consent) accepted.
<b>Land Use consent – Contaminated land</b>	
Condition 3	Amendment accepted.
Condition 5	Amendment accepted.
Condition 8 advice note	Typo correction accepted.
Condition 10	Amendment accepted.
<b>Land Use consent - Wetlands</b>	
Condition 8	Typo correction accepted. Addition of (i) accepted.
Condition 9	Amendment accepted.
Condition 10	Amendment to 15 years not accepted. The restoration of Wetland 4 is not within the first stages of the subdivision development and the 10 year

		timeframe will provide a reasonable timeframe from the commencement of works within/around Wetland 4 to the completion of the overall development for the Applicant to implement the Wetland Management Plan. This timeframe was previously increased to 10 years in response to the s53 comments received by QLDC and DoC seeking a 10 year timeframe.
	Conditions 15 - 17	Amendments accepted.
<b>Wastewater discharge</b>		
	Condition 17(a)	Typo correction accepted.
	Condition 19	Amendment accepted.
	Condition 23	Change not made. The Applicant intends to commence works as soon as possible following the issue of the Fast Track approval. This change would require a three-month delay to commencement of works when the first wastewater discharge is 18-24 months away. Furthermore, the initial stages of earthworks proposed are located within the eastern part of the site well away from Māori Jack Stream. Commencement of water quality monitoring is proposed to occur prior to the start of earthworks.
<b>Land Use consent – Disturb the beds of rivers</b>		
	Condition 1	Amendment accepted.
<b>Discharge Permit – Discharge odour to air from a wastewater treatment plant</b>		
	Condition 12	Additional condition accepted.
<b>Maja and Andrew Marshall</b>	<b>Subdivision consent</b>	
	Condition 13	No change made. No specific amendments sought to the draft condition.
<b>Heritage New Zealand</b>	<b>Subdivision consent</b>	
	Conditions 29 and 30	Support noted.
	<b>Land Use consent – Residential earthworks and associated discharge</b>	
	Condition 32	Support noted.
	<b>Land Use consent – Disturb the beds of rivers</b>	
	Condition 10	Support noted.

<b>Jane-Louise Cook</b>	<b>Subdivision consent</b>	
	Condition 4(a)(iv) and (v)	No change made.
	Condition 13(i)	Typo correction made.
	Condition 15	Typo correction made.
	Condition 47	Amendment to condition made to correct this error.
	Condition 55(j) exceptions (now 56(j))	No change made.
	Condition 56(i) (now 57(i))	No change made – highlighted lot reference placeholder is to be updated for each stage as applicable.
	<b>Land Use consent – Residential units and retaining walls</b>	
<b>Jacks Point Group</b>	<b>Subdivision consent</b>	
	Condition 13(e)(v)	No change made. Condition 22 applies through the construction phase.
	Condition 22	Submitters support for this condition is noted. An amendment to this condition is proposed however to allow for the use of Homestead Bay Road to the south of Jacks Point (i.e outside of the Jacks Point operated extent of Homestead Bay Road) to allow for water cart access to the lake if necessary.
	Condition 54(b) (now 55(b))	Amendment accepted subject to wording changes to align with Condition 22.
	Condition 55(q) (now 56(q))	Amendment accepted subject to wording changes to align with Condition 22.
<b>Lakeside Estates Homeowners Association members</b>	<b>Subdivision consent</b>	
	Condition 1	No change made.
	Condition 55(d) (now 56(d))	No change made. The draft decision has imposed the 6m reduced height on Lots 20 - 32 and Lots 1398 – 1404 only and it is not considered warranted that this height restriction be extended further into the development site.
	Condition 55(q) (now 55(r))	Additional condition accepted subject to wording changes to reference the applicable plans showing the mounding and landscaping. This condition is

		only relevant to the mounding and planting located within the private lots. As shown on the plans, the mounding and planting within the private lots is restricted to Lots 20 – 32 only. The remainder of the planting and mounding is within the proposed reserve / gully lots.
<b>Land Use consent – Residential buildings and retaining walls</b>		
	Condition 6	Amendment accepted subject to wording change to reference the applicable lots.
<b>Department of Conservation</b>	<b>Subdivision consent</b>	
	Condition 9(b)	It is agreed that the review of management plans by QLDC for compliance with the relevant conditions of consent is necessary however the intended condition (subject to proposed amendments) is to also ensure that the review of the submitted management plans is undertaken in a timely manner consistent with the purpose of the Fast Track Approvals Act 2024. A 20 working day response timeframe is not considered to be onerous especially as many of the management plans have already been submitted with the Fast Track application and preliminary reviews have already been undertaken (in some instances by multiple parties) and feedback incorporated.
	Condition 13(g)(xv)	Amendment accepted.
	Condition 13(g)(xviii)	No change made. An updated Wetland Assessment (Appendix C) was submitted to the Panel (and DoC) on 19 September 2025 and this references the wetland to be retained within Lot 9002 as Wetland 4.
	Condition 16	Support noted.
	Condition 16 advice note	Amendment accepted.
	Condition 23(ff) <i>(now 23(gg))</i>	Support noted.
	Condition 28	Support noted.
	Condition 36	Additional condition added (27) to the Wildlife Authority instead of to Condition 36 of the subdivision consent. QLDC do not have in-house expertise with regard to lizard habitat and therefore it is considered to better fit within the Wildlife Authority and for DoC to check compliance.

Condition 51(oo) – (qq) <span style="color: #c00000;">(now 52(oo) – (qq))</span>	<p>Changes not made. The Applicant is proposing compensation in Conditions 51(oo) – (qq) for the loss of the six wetlands through a financial contribution to Mana Tāhuna Charitable Trust or other organisation approved by the ORC for wetland rehabilitation projects in the Wakatipu Basin.</p> <p>Due to the high level of uncertainty around the feasibility of creating and maintaining ephemeral wetlands, it is likely that the compensation will be put toward swamp or marsh wetlands.</p> <p>Mana Tāhuna Charitable Trust has an established and well-known project to restore the health of Lake Hayes, its surrounding catchment and wetlands through native planting, removal of sediment and removal of invasive willow. If an alternative organisation is identified, the project specifics will need to be approved by the ORC under the wording of the existing conditions.</p> <p>DoC also seek that the full \$150,000 compensation payment is made at s224c for the first stage. The conditions as proposed by the Applicant divide this total payment into three in order to manage the costs and timing of the construction of the development. Furthermore, the removal of the six wetlands across the development site will occur across multiple stages of the development, not just the first stage.</p>
<b>Land Use consent – Residential earthworks and discharge</b>	
Condition 7(c)	Amendment not accepted. See above comment in response to DoC suggested change to Condition 9(b).
Condition 16(h)	Amendment accepted.
Condition 28	Additional condition added (27) to the Wildlife Authority instead of to Condition 36 of the subdivision consent. QLDC do not have in-house expertise with regard to lizard habitat and therefore it is considered to better fit within the Wildlife Authority and for DoC to check compliance.
<b>Land Use consent - Wetlands</b>	

	Conditions 1, 7, 8, 12, 14	No change made with regard to the wetland reference number. An updated Wetland Assessment (Appendix C) was submitted to the Panel (and DoC) on 19 September 2025, and this references the wetland to be retained within Lot 9002 as Wetland 4.
	Condition 8/9	Changes not made. The Wetland Management Plan is intended to only apply to Wetland 4 which is being retained within proposed Lot 9002. Compensation is proposed for the destruction of the remaining six wetlands through Conditions 15-17.
	Condition 11	Support noted.
	Condition 13(d)	Amendment accepted.
	Conditions 15 - 17	<p>Changes to these conditions have not been made. As noted above, the Mana Tāhuna Charitable Trust has an established and well-known project to restore the health of Lake Hayes, its surrounding catchment and wetlands through native planting, removal of sediment and removal of invasive willow.</p> <p>If an alternative organisation is identified, the project specifics will need to be approved by the ORC under the wording of the existing conditions.</p> <p>DoC also seek that the full \$150,000 compensation payment is made at s224c for the first stage. The conditions as proposed by the Applicant divide this total payment into three in order to manage the costs and timing of the construction of the development. Furthermore, the removal of the six wetlands across the development site will occur across multiple stages of the development, not just the first stage.</p>
	New advice note	Accepted and added under Condition 14.
<b>NZ Transport Agency</b>	<b>Subdivision consent</b>	
	Condition 4	Change not made. The Applicant agrees with the Panel's conclusions and reasoning reached in the draft decision with regard to the corridor effects and the proposed upgrades. The Applicant cannot be expected to fund corridor-

		<p>wide works beyond the scale of its effects and a ‘hold point’ as is proposed in this condition by the NZTA would create significant uncertainty for the project. Furthermore, ‘hold points’ or triggers reliant on further upgrade works to the north being completed are likely to be complicated by several factors:</p> <ul style="list-style-type: none"> <li>- The nature and timing of highway (and other transport) investments further north are not settled. As NZTA alludes to, this is the subject of ongoing work and no timeframe has been provided as to when these may be determined.</li> <li>- “Hold point” triggers relating to cumulative effects, with many contributing sources, are complex, imprecise and potentially inequitable.</li> <li>- Imposition of ‘hold points’ may result in the Applicant having to fund additional works within the wider corridor to enable continued development. As recognised by the Panel in the draft decision, the Applicant is already offering a substantial and reasonable investment toward the broader investment programme.</li> <li>- What package of works other developers within the Corridor may complete / fund as a result of their development applications.</li> </ul> <p>The Applicant has consulted with NZTA over several years on the project and specifically outlined its intended investment programme and timings to be proposed in the conditions of consent in written correspondence to NZTA in February 2025 (which are the same as currently drafted). As per the Applicant’s response to NZTA’s s53 comments, it is open to further engagement with the NZTA about transport investment programmes and funding, but it is wary of the perverse implications of hold points tied to projects that it is not in a position to fund or deliver and does not wish to see that risk remain via the condition that NZTA is seeking.</p>
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	Conditions 23(ii) – (kk) <i>(now 23(kk) – (mm))</i>	Amendments accepted.
	Condition 51 <i>(now 52)</i>	Change not made as per reasoning above for Condition 4.
	Condition 51(f) <i>(now 52(f))</i>	Amendment accepted for 51(f) as the Applicant owns the land required for the intersection upgrade.
	Condition 51(h) <i>(now 52(h))</i>	No change made. The land required for this intersection upgrade is outside of the control of the Applicant and NZTA may need to use its designation and public works powers to facilitate the required land acquisition. Some of the adjoining land is owned by the Jacks Point entities who have submitted in opposition to the development and may prove uncooperative, consequently, the Applicant seeks to ensure that the completion of the development is not disrupted by these parties.
<b>Jacks Point Residents and Owners Association Incorporated</b>	<b>Subdivision consent</b>	
	Condition 4(a)(ii)	Support noted.
	Condition 13(e)(v)	No change made. Condition 22 applies through the construction phase.
	Condition 13(g) advice note <i>(now 13A advice note)</i>	Typo correction accepted.
	Condition 22	Change not made. Condition 22 applies to the construction works associated with the subdivision works and does not apply to future building construction.
	Condition 23(x)(i) <i>(now 23(y)(i))</i>	Amendment accepted. Reflect the wording of Condition 6 of the Wastewater discharge consent.
	Condition 23(x)(iv) <i>(now 23(y)(i))</i>	Change not made. Easement instrument 7802746.10 (attached) provides for the JPROA's right to use the easement areas over Lot 12 for the drainage of wastewater. The easement document also allows the Grantor to grant other rights over the easement area where they do not diminish the rights of the Grantee. The condition as proposed by the Applicant aligns with the restrictions of the easement document and the Applicant seeks that the

	condition is no more onerous than the easement. The proposed change to the condition by the JPROA is more onerous.
New Condition 51(ss)	No change made. The future residents of the Homestead Bay development will only be entitled to access those parts of Jacks Point where there is a public right. Residents of Jacks Point will also be able to utilise the public spaces and trails within Homestead Bay.
Condition 53(iv) <i>(now 54(iv))</i>	No change made. The proposed wastewater treatment system differs from that used by the JPROA and does not require pre-treatment via a septic tank system. The treatment plant will be designed to treat the full biological load.
Condition 54(b) <i>(now 55(b))</i>	Amendment accepted subject to wording changes to align with Condition 22.
Condition 55(q) <i>(now 56(q))</i>	Amendment accepted subject to wording changes to align with Condition 22.
<b>Wastewater discharge</b>	
Condition 7(a)	No change made. The proposed wastewater treatment system differs from that used by the JPROA and does not require pre-treatment via a septic tank system. The treatment plant will be designed to treat the full biological load.
Condition 9(b)	No change made. The additional details proposed by the JPROA are not required for the identification and certification of additional land. The intent of this condition is to provide assurance to the ORC that while the scheme is partly developed, there is sufficient land treatment area capacity provided for the current and next stages of development. Condition 6(a) and (b) apply at all times and provide the assurance that the system will not overload the soil's infiltration capacity.
Condition 9(c)	No change made. The application rate limits within Condition 6 and the prohibition of runoff and ponding in Condition 36 provide the operational assurance and compliance necessary.

		<p>The experts agreed in conferencing that, for short durations, the soil physical properties allow wet weather flows to be fully assimilated. This is provided for in Condition 6.</p> <p>If the actual flows are lower, then less land is required for the land treatment area. There is no basis for receiving this for wet weather flows on an expanded area. Actual flows, including wet-weather flows, are included in the information needed to certify, (under existing Condition 9(d)) that the system has 10% greater capacity than is required. On the unused but identified land, it is unlikely that physical infrastructure to handle wet weather flows, as contemplated by the JPROA proposed change to the condition, will be built ahead of demand.</p> <p>Existing conditions for the application depth (Condition 6) and nutrient loading rates (Conditions 12(c)(v), 13 and 14), along with discharge treatment quality standards required by Condition 20 and the prohibition of ponding or runoff required by Condition 36, would all continue to apply to the operational land treatment area.</p>
Condition 23		Amendment accepted subject to wording changes.
Condition 38		Change not made. Easement instrument 7802746.10 (attached) provides for the JPROA's right to use the easement areas over Lot 12 for the drainage of wastewater. The easement document also allows the Grantor to grant other rights over the easement area where they do not diminish the rights of the Grantee. The condition as proposed by the Applicant aligns with the restrictions of the easement document and the Applicant seeks that the condition is no more onerous than the easement. The proposed change to the condition by the JPROA is more onerous.
Condition 40(e)		No change made. Wet weather flows have been addressed in the expert caucusing, and the potential adverse effects of wet weather infiltration are avoided by compliance with Conditions 6 and 36.

<b>Fish and Game New Zealand</b>	<b>Subdivision consent</b>	
	Condition 13(c)(vii) and (viii)	Amendments accepted subject to wording changes.
	<b>Land Use consent – Residential earthworks and discharge</b>	
	Condition 10(g) and (h)	Amendments accepted subject to wording changes.
<b>Land Use consent - Wetlands</b>		
	Conditions 18 and 19	Changes not made. The payments to Mana Tāhuna Charitable Trust or an alternative organisation approved by the ORC will be for established or approved wetland rehabilitation projects. The Applicant does not propose to undertake these wetland projects outside of the site (Wetland 4) themselves.
<b>Queenstown Lakes District Council</b>	<b>Subdivision consent</b>	
	Condition 1	Typo correction accepted.
	Condition 2	Additional wording accepted.
	Condition 3	This additional wording is not considered necessary. The Applicant intends to commence the development immediately following the issue of the Fast Track approval. This is evidenced through the Applicant's timely engagement with the Fast Track approvals process and provision of significant documentation upfront.
	Condition 4	Amendment accepted subject to wording changes.
	Condition 4(c)	Amendment accepted.
	Condition 5	Unnecessary wording proposed within the condition. If connection to Council's services is agreed, the terms of the agreement can be worked through at that time.
	Condition 7	Amendment accepted with the exception of the deletion of "(if any)".
	Condition 7(d)	Amendment accepted subject to wording changes to ensure that the review is focused on checking compliance with the preceding (a) – (c) which will then adequately protect the Council's interests and liabilities.
	Condition 8	Amendment accepted in part. Given the review to be undertaken under Condition 7(d) this review should be restricted to the covenant wording

	requiring the landowners to be a party to the Incorporated Society (or equivalent body).
Condition 9	No change made. Timely review of documents submitted for approval post-consent is consistent with the purpose of the Fast Track Approvals Act.
Condition 10	Amendments accepted subject to wording changes.
Condition 11	Amendments accepted.
Condition 12	Amendment accepted.
Condition 13(a)	Amendment accepted.
Condition 13(g) <i>(now 13A)</i>	Amendments to (i), (vi), (ix) and (xiv) made subject to wording changes. Additional condition (xix) not included as it may not be possible to remove all encumbrances, eg existing services easements. The advice note below the condition however outlines that development contributions may not be provided for burdened land.
Condition 15	Typo correction accepted.
Condition 17	Amendment accepted.
Condition 18	Amendments accepted. Condition further amended to incorporate wording from original Condition 19 as this also relates to geotechnical matters.
Condition 19	Change not made as it copies what is stated in Condition 18. Condition replaced with correct standard QLDC condition relating to requirement for supervising Engineer details. This condition was originally missed and is a standard condition for QLDC subdivision consents.
Condition 20	Amendments incorporated into the amended condition proposed by the Applicant.
Condition 23	Amendments accepted.
New Condition 23(a)(i)	Change not made. Homestead Bay Road is outside of the development site and not within the control of the Applicant. In particular, the majority of the length of Homestead Bay Road referred to in the proposed QLDC condition is a private road owned by the JPROA. The Applicant does not have the ability to compel the JPROA to agree to the formation of this footpath and consequently

		<p>this proposed condition may result in the consent being unable to be exercised.</p> <p>In the early stages of development there will be a trail linkage between the completed stages and the Lake Wakatipu foreshore trail that will provide an early active travel connection to the lake and to Homestead Bay.</p>
Condition 23(b)		No change made. The 2008 document is the current adopted document of the QLDC.
Condition 23(c)		Amendments accepted subject to wording changes.
Condition 23(c)(ii)		No change made. Condition 23 already requires the details to be to QLDC's satisfaction.
Condition 23(g) and (h)		Amendment accepted subject to wording changes. Part 2 of the Southern Light Strategy was amended and adopted by QLDC in 2025. This document is now referenced in the proposed conditions.
Condition 23(j)(i)		Amendment accepted subject to changes. As proposed by the QLDC, the condition is too restrictive and is likely to mean that there is very little on-street parking within the development and would change the dynamic of the subdivision road network and how speeds are to be managed. The proposed condition also does not allow for suitable engineering judgement. The safe systems audit undertaken for each stage (Condition 23(k)) will identify areas with safety concerns and the decision process from that will assist in confirming locations for no stopping lines.
Condition 23(j)(ii)		Alternative changes made to condition. Heavy vehicle tracking with regard to the design of the proposed road typologies was addressed within the Integrated Transport Assessment submitted with the application (see Appendix C) and therefore reference to these designs is preferred within the condition. An additional requirement for a design statement is however proposed to address the potential for vehicle tracking from larger vehicles extending beyond the traffic lane to address QLDC's concerns.

	Condition 23(j)(iv)	Additional condition not agreed. On-street parking is a fundamental part of the design for a low speed environment (as is proposed) and it is also a key amenity for residents for additional resident and visitor parking. Furthermore, suitable sight distances and vehicle movements along the roads are addressed in other conditions (23(j)(i) and (ii)) and safety in design is addressed in Condition 23(k).
	Condition 23(k)	Amendments accepted subject to changes. Under the Safe System Guidelines (link below), addressing any safety concerns raised in the audit is to be to the satisfaction of the Asset Manager. If roads are to be vested in QLDC this would be to the satisfaction of the QLDC, however if roads are not to be vested then this would be to the satisfaction of the Incorporated Society.  <a href="https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/safe-system-audit-guidelines.pdf">https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/safe-system-audit-guidelines.pdf</a>
	Condition 23(n)	Intent of amendment accepted subject to wording changes.
	Condition 23(o)(iii)	No change made. Current requirements included in condition.
	Condition 23(q)	Amendment accepted.
	Condition 23(r) advice note  <span style="color: orange;">(now 23(s))</span>	Typo correction accepted.
	New Condition 23(uu)  <span style="color: orange;">(added as 23(r))</span>	Additional condition accepted (inserted as 23(r)) subject to wording changes addressing potential lower household demand relating to 23(q).
	Condition 23(v)  <span style="color: orange;">(now 23(w))</span>	Amendment accepted subject to wording changes.
	Condition 23(aa)(ii)  <span style="color: orange;">(now 23(cc)(ii))</span>	Change not made. As covered in the Engineering Feasibility Report submitted with the application (and referenced in the existing condition), stormwater flows from the Remarkables catchment are to be diverted around the development and into the gullies and channel which will flow into Lake Wakatipu. This will result in an increase of stormwater run-off beyond the site in those areas where it is considered appropriate to occur. It is considered

	more appropriate to continue to reference the Engineering Feasibility Report as to what is being approved, as it sets out the proposed approaches for each watercourse in greater detail.
Condition 42	Amendment accepted.
Condition 47 <i>(now 48)</i>	Not accepted. The Avifauna Incidental Discovery Protocol relates to ground dwelling birds.
Condition 50(a) <i>(now 51(a))</i>	Amendment accepted.
Condition 50(b)(i) and (ii) <i>(now 51(b)(i) and (ii))</i>	Amendments accepted.
Condition 50(c) and advice note <i>(now 51(c) and advice note)</i>	Amendments accepted.
Condition 51(d) <i>(now 52(d))</i>	Amendment accepted.
New Condition 51(dd)	Change not made. Unnecessary as this is already covered in Conditions 5-7.
Condition 51(f) <i>(now 52(f))</i>	<p>Change not made. The upgrade at the Jack Hanley Drive intersection has been prioritised as an early transport investment by the Applicant. The Applicant does however need to manage its resource and cost allocation in the early part of its project, noting that significant infrastructure investment will be needed up front to service the earliest stages. Due to the lag between titling lots and the completion of houses, the s224c for 600 lots will likely occur before there are large numbers of inhabited houses within Homestead Bay.</p> <p>Matthew Gatenby from WSP has also confirmed that the Jack Hanley Drive intersection is operating at a similar level to that which was described in the WSP reporting accompanying the Fast Track application. Below is a comparison of the volumes from WSP's 2024 model (used for the reporting) and the recently supplied QLDC March 2025 counts for Jack Hanley Drive:</p>

Jack Hanley Drive	Dir.	2024 Model		2025 QLDC Count		Difference	
		AM	PM	AM	PM	AM	PM
	EB	619	373	772	341	153	-32
	WB	320	661	214	684	-106	23

The 2024 modelling underestimated eastbound morning traffic at Jack Hanley Drive (ie queue to leave Hanley's Farm) but over-estimated the westbound morning traffic (from SH6 into Hanley's Farm). The afternoon differences are less notable.

The morning queues are less concerning from a safety perspective than conditions on SH6 given the 100km/hour speed limit there. Queuing on SH6 is a risk, but a mitigating factor is that there is considerable space beyond the right turn queue lane into Jack Hanley Drive within the median. It is however understood that NZTA intends to review the speed limit in this area and the Applicant would support that.

Since the construction of the Jack Hanley Drive intersection, RCL periodically asked QLDC to be mindful of the design capacity of the intersection when approving additional consents to other parties that rely on the intersection. The largest resource consent granted is for the 'Woolbrae' development (RM200615 – 271 residential lots) and the QLDC have imposed the following consent condition on that development:

*"Within 5 years from the consent decision being issued (xx September 2028) and prior to s224c for any lot within Stages 6 of the subdivision being issued, the consent holder shall demonstrate to the Manager Resource Management Engineering at Council through the provision of all relevant information that one of the following options has occurred –*

		<ul style="list-style-type: none"> <li>• <i>A new collector link road has been constructed to the north and vested in Council. This road shall run from the roundabout on Road 1 north through current Lot 3 DP 553950 (commonly referred to as “the Patterson land”) to the collector road within the Coneburn SHA. The SH6 roundabout intersection into the Coneburn SHA shall also be complete and operational.</i></li> </ul> <p><i>The use of this option shall include evidence to demonstrate that QLDC P&amp;I and NZTA have been informed that removal of the temporary road closure on Woolshed Road directly north of the development’s Road 1 access can occur.</i></p> <p>Or</p> <ul style="list-style-type: none"> <li>• <i>An upgrade has occurred to the Woolshed Road/SH6 intersection to the satisfaction of Waka Kotahi to cater for all relevant traffic from the south and ensure compliance with rule 41.5.5.4 of the PDP, in conjunction upgrades shall have occurred to Woolshed Road fronting the developments and north to the revised SH6 intersection in accordance with Condition (26n). Where this option is chosen the consent holder shall also ensure that the Woolshed Road / Road 1 bend has been e-designed as a tee intersection with priority given to the Woolshed Road through movement.”</i></li> </ul> <p>The 2028 road connection north required by the above condition of consent should ease traffic congestion at the Jack Hanley / SH6 intersection (as was assumed in the modelling supplied with the Fast Track application), by providing an alternative SH6 access in and out of Hanley’s Farm. In particular, this alternative route towards Hanley’s Farm from the north will ease the most critical road safety risk of southbound SH6 right turn queues at the Jack Hanley Drive intersection in the PM peak, by displacing a portion of the existing demand on this turn to the Park Ridge (Coneburn) roundabout. The additional road connection to the north should also help with traffic management during the construction of the Jack Hanley Drive upgrade by the Applicant.</p>
Condition 51(i) <i>(now 52(i))</i>	Change not made. Additional amendments made to condition which makes change unnecessary.	
Condition 51(t) <i>(now 52(t))</i>	Amendment accepted.	
Condition 51(u) <i>(now 52(u))</i>	Amendment accepted.	

	Condition 51(x) and (y) <i>(now 52(x) and (y))</i>	Amendment accepted.
	Condition 51(z) <i>(now 52(z))</i>	<p>Amendments accepted subject to changes. Under the Safe System Guidelines (link below), addressing any safety concerns raised in the audit is to be to the satisfaction of the Asset Manager. If roads are to be vested in QLDC this would be to the satisfaction of the QLDC, however if roads are not to be vested then this would be to the satisfaction of the Incorporated Society.</p> <p><a href="https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/safe-system-audit-guidelines.pdf">https://www.nzta.govt.nz/assets/resources/road-safety-audit-procedures/docs/safe-system-audit-guidelines.pdf</a></p> <p>Safe system audits require the input from multiple subject matter experts, so if the process is duly followed, QLDC should be satisfied that ample safety assessments have been undertaken.</p>
	Condition 53(i) <i>(now 54(i))</i>	Amendment accepted with additional condition cross-reference.
	New Condition 53(v)	New condition not added as it is unnecessary. The road reserves, whether vested or not are to be utilised as determined by the Asset Manager for the road.
	Condition 54 <i>(now 55(a))</i>	Typo amendment accepted.
	Condition 55(f)(ii) <i>(now 56(f)(ii))</i>	Change not made. Missing wording within condition identified and corrected however.
	Condition 56 <i>(now 57)</i>	Amendments accepted.
<b>Land Use consent – Residential buildings and retaining walls</b>		
	Condition 24	No change made. Condition needs to reference a known and adopted document not a future document.
	Condition 28	No change made. The proposed conditions of consent with regard to the future built form within the lots predominantly reflect the existing built form and

		<p>location standards within the Proposed District Plan for the Jacks Point Zone (Hanley Downs activity area). The retaining wall conditions of consent are adopted from the conditions of consent imposed by the QLDC on the DP2, DP8 and DP11 stages of the Hanley's Farm subdivision. Consequently, the potential effects of this land use consent are considered to be well known and understood by the QLDC and a review clause will bring about a level of uncertainty for the future owners of the proposed Lots 1 – 1438.</p>
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