

Response ID ANON-URZ4-5F8Q-S

Submitted to Fast-track approval applications
Submitted on 2024-05-01 14:42:25

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Roa Property Holdings Limited ('Roa')

2 Contact person

Contact person name:
Jo Fyfe

3 What is your job title

Job title:
Chief Operations Officer - Roa

4 What is your contact email address?

Email:
§ 9(2)(a)

5 What is your phone number?

Phone number:
§ 9(2)(a)

6 What is your postal address?

Postal address:

Roa
PO Box 582
Wanaka 9343

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

The project is located within a largely greenfield area of Wanaka called Three Parks, which is zoned for a mix of commercial, business, community facilities, and residential uses. Three Parks is 1.2km from Lake Wanaka and is slowly developing with some retail (big box and smaller stores) a primary school, a recreation centre, and a number of office and commercial buildings already established. Three Parks has a central spine road – Sir Tim Wallis Drive – which extends through the whole development area, connecting State Highway 84 to the north, and Ballantyne Road to the south.

The project site is legally described as Lot 981 DP 587232 – a 5.81-hectare parcel of land on the south-eastern side of Sir Tim Wallis Drive. The Record of Title and a Description of the Title Instruments is attached. A subdivision has been approved by Queenstown Lakes District Council (‘QLDC’) in 2023 approving 29 commercial lots. The Scheme Plan showing the approved lots from this subdivision is attached in the ‘Relevant Consent Decisions’ attachment, with QLDC Reference RM230084. The application site (‘Site’) is made up of 13 of these approved commercial lots and a laneway, where:

- Lots 49 – 61 are the commercial lots;
- Lot 911 is the 970m² central laneway;
- Lots 149 – 154 are car parking lots amalgamated with Lots 49 – 54.

The Site has road frontage on four sides, being Sir Tim Wallis Drive, Deering Street, and two new roads – an extension to McCormick Street (approved Road 4), and an extension to Grace Wright Drive (approved Road 6).

The total Site area of this application is 13,160m² (1.316 hectares) across the 13 lots and laneway. The Site is vacant and flat due to earthworks undertaken through previous subdivisions.

The Site is owned by Willowridge Developments Limited, who have provided their written approval for this project – attached. Roa (the applicant) has sale and purchase contracts over all lots encompassed in the Site, which transfer ownership upon the granting of titles for the subdivision creating the lots (RM230084). The physical works for this subdivision are underway, and titles are anticipated to be issued late 2024.

The Site has two zones in the QLDC Proposed District Plan (PDP). The front portion of the Site adjoining Sir Tim Wallis Drive encompassing Lots 49 - 54 is zoned Business Mixed Use. The rear portion of the site encompassing the laneway and Lots 55 - 61 is zoned Three Parks Business zone.

The project site and surrounds location, and zoning information are attached in the Project Location Maps.

Whilst a large area of land is zoned residential in Three Parks, no residential development has been consented, or commenced. As such, the nearest established residential land is some 550m away, on the corner of Ballantyne Road and Golf Course Road. To the north-east of the Three Parks development is Mount Iron – a 240m hill (Roche moutonnee), and 1.8km to the west of the Site is Lake Wanaka.

File upload:

Project Location Maps.pdf was uploaded

Upload file here:

Architectural Plans.pdf was uploaded

Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

Record of Title and Description of Title Instruments.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

The Site is owned by Willowridge Developments Limited, who have provided their written approval for this project – attached.

Detail the nature of the applicant’s legal interest (if any) in the land on which the project will occur

Please write your answer here:

Roa (the applicant) has agreed sale and purchase contracts over all lots encompassed in the Site, which transfer ownership upon the granting of titles for the subdivision creating the lots (RM230084). The physical works for this subdivision are underway, and titles are anticipated to be issued late 2024. Roa has agreed rights to access the land prior to titles being issued and will commence construction upon granting of titles.

Section 2: Project details

What is the project name?

Please write your answer here:

Wanaka Integrated Regional Hospital and Health Precinct.

What is the project summary?

Please write your answer here:

Roa has embarked on a considered project to establish a new comprehensive health precinct in Wanaka, which will be an integrated regional hospital and allied health/commercial buildings to meet the future health needs of Central Otago’s rapidly growing population.

What are the project details?

Please write your answer here:

The five-level hospital will provide four operating theatres, imaging services, a 24-hour emergency department and 71 inpatient, emergency, and post anaesthetic care beds. The hospital is designed to provide for both public and private patients. A helicopter landing area is provided on the hospital roof as required by the emergency department. The surrounding health precinct on the remainder of the Site will include four new purpose-built commercial buildings for a mix of allied medical services such as consulting and treatment rooms and office use, with ground floor hospitality and retail to service the comprehensive precinct. An electric vehicle (EV) charger parking building is proposed to provide for the activity, with 305 spaces and underground loading and servicing for the hospital.

The buildings will have varied heights between 12m (EV charger parking building), and 21m plus helipad and lift shaft for the hospital. The final detailed design will not be undertaken until an operator for the hospital is engaged, whereby these discussions with operators are underway.

Throughout the precinct are communal spaces including a piazza fronting Sir Tim Wallis Drive, and a pedestrian laneway designed to bring the community together through interactive features, gathering areas, eateries, and provision for food trucks and markets.

Roa has engaged renowned New Zealand architects Warren and Mahoney to design the hospital and health precinct – the Architectural Plan package is attached. Urban design and landscape architecture input has been integral to the overall comprehensive design.

The **s 9(2)(b)(ii)** privately funded project is now at the consenting stage. The process of applying for resource consent through the QLDC has begun. This process is anticipated to take at least two years to achieve an approved consent, possibly considerably longer.

The purpose of the project is to provide for and respond to considerable community concern about the lack of healthcare facilities available in Wanaka and Upper Clutha, in particular. This health precinct will provide significant social and economic benefits to the region and community whilst delivering a positive environmental outcome through designing to the highest New Zealand sustainability standards – Green Star 6 Communities and Buildings.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The resource consent process will not be staged; however, the construction of the project will progress in a three staged approach. This stage sequencing could be subject to change, depending on resourcing and tenant demand, and conditions of consent would be prepared to reflect this. At this stage the staging of construction will be as follows:

Stage 1a, 1b, 1c and 1d: Buildings 1, 2, 3 and 4

Each building will be its own stage, whereby they could be constructed concurrently, or individually, depending on tenant demand.

Roa is taking on the risk to progress Building 3 and 4 through the detailed design process concurrent to the resource consent process, so they can be constructed as soon as possible after resource consent is granted.

Construction is aimed to commence immediately after resource consent is granted, and the build of each building is anticipated to take 18 months from commencement of construction.

Stage 2: Hospital, EV charger car park building and open common areas

The priority of the project is enabling the integrated regional hospital to open doors as soon as possible. As such, detailed design, building consent and procurement will commence as soon as resource consent is granted. Construction is anticipated to commence 15 months after consent is received, with an anticipated construction timeframe of 24 months.

The hospital construction will commence concurrently with Buildings 1 – 4.

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource consent is sought under the Resource Management Act 1991.

Consent will be sought concurrently through the QLDC until such time as the application will be withdrawn to progress through the Fast-track Approvals Act.

The QLDC Proposed District Plan (PDP) is operative for this Site and project, which are the applicable District Plan provisions. The QLDC Operative District Plan (ODP) is not applicable.

The Otago Regional Council's (ORC) Regional Plans, and Policy Statements are also applicable.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

The relevant local authorities are:

• Queenstown Lakes District Council

- Otago Regional Council

Both local authorities have been consulted with through the pre-application process, and on-going engagement is forthcoming.

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

The project is progressing through the local authority consenting process with the QLDC concurrently. Whilst resource consent has not yet been applied for, the process has commenced through pre-application meeting and consent lodgement is imminent. The following consents are also relevant to the site context and background:

- RM230084 Subdivision consent granted May 2023 for 29 commercial lots, and associated access, parking, roading lots and servicing. The lots and surrounding roads subject to this application were approved under this subdivision.
- RM230650 Land use consent granted in January 2024 for construction and operation of an electric vehicle charging station within the Site. This activity will be moved to different lots within the same Site and enlarged as part of this application.

No other applications have been applied for, for this project, or a similar project in this region.

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

N/A

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Planning works, detailed design, building consent, construction and financial procurement is anticipated to take 12 months for Stages 1a – 1d, and 15 months for Stage 2.

Construction duration is anticipated to take 18 months for stages 1a – 1d (per building), and 24 months for Stage 2.

The anticipated cost of construction is currently estimated to be **§ 9(2)(b)(ii)**. Roa is well capitalised and can deliver all project stages alone, albeit in an asynchronous way over a 12-year period. Roa has been approached by numerous potential funding partners which will facilitate concurrent construction staging and quicker project delivery. All funding will be in place prior to each construction stage commencing.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- Queenstown Lakes District Council
- Otago Regional Council
- Adjacent and nearby neighbours.
- Relevant Iwi Authorities:

There is one relevant iwi authority: Te Rūnanga o Ngāi Tahu, who represent Ngāi Tahu- the sole relevant iwi for the project area.

There are 2 organisations that liaise between Te Rūnanga o Ngāi Tahu and the rūnanga of the Otago/Southland regions, and engage on their behalf with the local authorities in relation to RMA matters, being:

- o Aukaha (1997) Limited
- o Te Ao Mārama Incorporated

- Relevant Treaty Settlement Entities:

Ngāi Tahu is the sole relevant iwi for the project area, and the only relevant treaty settlement entity. Engagement has commenced with Ngāi Tahu through Aukaha and Te Ao Mārama Incorporated, as above.

- There are no protected customary rights groups, customary marine title groups, applicant groups under the Marine and Coastal (Takutai Moana) Act 2011 applicable to this project or site.
- Ngā hapū o Ngāti Porou are not considered an affected party.
- There is no person affected with a registered interest in land that may need to be acquired under the Public Works Act 1981.

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Consultation and engagement is on-going with relevant parties. A record of consultation is as follows:

Roa has had positive and productive discussions with Hamish Brown, Group Director of Operations, Health New Zealand Te Whatu Ora – Southern. These discussions are on-going.

Relevant Landowners:

The landowner – Willowridge Developments Limited has been consulted with, and they have provided their written approval to the project. Willowridge Developments Limited are also the owners of the majority of the land surrounding the Site.

The adjoining neighbour at 20 Sir Tim Wallis Drive - Southern Lakes Property Trust Limited have been consulted with and provide their full support to the project.

Other nearby landowners and stakeholders have not yet been consulted with, however once listed in Schedule 2 of the Fast-track Approvals Bill, consultation will be undertaken with the following parties:

- o Owners of 17 McCormick Street
- o Owners of 19 Sir Tim Wallis Drive
- o QLDC Property department – owners of 101 Ballantyne Road and 41 Sir Tim Wallis Drive
- o Ministry of Education – Te Kura O Take Kārara School at 3 Grace Wright Drive.

See Figure 3, in the attached 'Project Location Maps' for details of landowners in the vicinity of the site.

Relevant Local Authorities:

Pre-application meetings have been applied for with the QLDC and the ORC. These meetings have been organised and are occurring imminently.

Outcomes of these meetings will be incorporated where possible into the project.

Relevant Iwi Authorities:

The applicant has commenced engagement with Aukaha and Te Ao Mārama Incorporated through a number of emails and phone calls as of 5th February 2024, however no response has been received from either organisation to date. The applicant will continue to engage with Ngāi Tahu, however there are no known cultural ties or values with the land.

The project has been designed to provide for and respond to considerable community concern about the lack of healthcare facilities available in Wanaka and Upper Clutha. The outcome of this consultation thus far has shaped the project to the current proposal, as shown in the attached Architectural Plan package.

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Written Approval - Willowridge Developments Limited.pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

No processes have been or will be necessary to be undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur.

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

As above, Ngāi Tahu are the sole relevant iwi for the project area.

The 2 organisations that liaise between Te Rūnanga o Ngāi Tahu and the rūnanga are:

1. Aukaha (1997) Limited – based in Dunedin, is owned by and represents Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnaka o Ōtākou, Hokonui Rūnanga, and Te Rūnanga o Waihao.
2. Te Ao Mārama Incorporated – based at Murihiku Marae in Invercargill, represents Hokonui Rūnanga, Te Rūnaka o Ōraka-Aparima, Te Rūnanga o Awarua, and Waihōpai Rūnaka.

The Ngāi Tahu Claims Settlement Act 1998 relates to the project area. The relevant principles and provisions of the settlement are as follows:

Crown acknowledgements and apology

As part of the Ngāi Tahu Treaty settlement, the Crown offers acknowledgements and an apology as part of Treaty settlement redress to atone for its past failures to acknowledge Ngāi Tahu rangatiratanga and mana over the South Island lands within its boundaries, and, in fulfilment of its Treaty obligations, the Crown stated that it recognised Ngāi Tahu as the tāngata whenua of, and as holding rangatiratanga within, the takiwā of Ngāi Tahu Whānui.

Affording respect to the views of Ngāi Tahu iwi on resource management matters and enabling iwi to meaningfully participate as a Treaty partner in resource management decision-making within their takiwā/area of interest are important ways in which the Crown can give effect to these acknowledgements and apologies.

Other redress

The Treaty settlement does not create any new co-governance or co-management processes which would affect decision-making under the RMA for the project. The project does not appear to directly affect any specific commercial or cultural redress provided by the Treaty settlement.

Cultural associations with ancestral lands, water, sites, wāhi tapu, and other taonga – regardless of whether or not they are specifically identified in a Treaty settlement – are deemed to be matters of national importance, recognised through Part 2 of the RMA.

The project does not appear to interfere with the Ngāi Tahu Treaty settlement, and on-going consultation will be continued and encouraged with Aukaha and Te Ao Mārama Incorporated.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

There are no parcels of Māori land or marae within, or near the project area. Through the PDP process, Ngāi Tahu provided input as to identified wāhi tapu areas in the district. The site and surrounds have not been identified as wāhi tūpuna in the PDP.

The project is not proposed on, or near any land returned under a Treaty settlement, or any identified Māori land described in the ineligibility criteria.

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

Whilst the full assessment of the project is yet to be undertaken, the following is an assessment on the anticipated and known adverse effects of the project on the environment.

Planning

The Site is split into two zones under the QLDC PDP – Business Mixed Use zone which fronts Sir Tim Wallis Drive and encompasses the four commercial/allied health buildings, and Three Parks Business zone which covers the remainder of the site, including the hospital, EV charger car park, and common areas - pedestrian laneway and piazza. The zoning map is shown at Figures 4 and 5, of the attached 'Project Location Maps' as it relates to the site and surrounding Three Parks land. The anticipated and known adverse effects in each zone have been addressed below.

Business Mixed Use Zone

The purpose of the Business Mixed Use zone is to provide for complementary commercial, business, retail and residential uses that supplement the activities and services provided by town centres. Whilst 'buildings' in general require consent under this zone, the four commercial buildings and uses are otherwise permitted in the zone rules, with exception of the height exceeding the permitted height of 12m, with a maximum of 20m proposed. Significantly greater building heights are enabled in this zone in Queenstown, provided that high quality urban design outcomes are achieved. In 2023 directed by the National Policy Statement on Urban Development 2020, QLDC prepared a variation to the PDP – the Proposed Urban Intensification

Variation, whereby the purpose of the Business Mixed Use zone was proposed by the QLDC to be changed to also enable significantly greater building heights in Wanaka, provided that high quality urban design outcomes are achieved, demonstrating the QLDC's appetite for increased height in this zone. This is reinforced through two recent resource consent decisions for commercial buildings approved in the Business Mixed Use zone in Three Parks to a similar height as proposed:

- o Aspiring House - A commercial building across the road from the Site, approved through a non-notified process (QLDC reference RM230893), to a height of 19.35m.
- o Mount Iron Resort Hotel at the northern end of Three Parks, approved through a notified process (QLDC reference RM220141) to a height of 19.5m.

Both decisions have been attached at in the 'Relevant Consent Decisions' attachment.

The original and proposed changes to the zone reference the QLDC's Business Mixed Use Design Guide, which encourages additional height where positive design resolve and visual interest are created, without resulting in adverse effects. Additional height is also encouraged for corner sites that have the opportunity to create landmark buildings. In this case the comprehensive development is designed to a very high standard by Warren and Mahoney, with significant positive design resolve and visual interest, without creating adverse effects. Furthermore, the sites surrounding the front portion of this project are all owned by Willowridge Developments, or the applicant, of which both have provided their written approval. There is one adjoining neighbour yet to be consulted, on the opposite corner at 19 Sir Tim Wallis Drive – a two storey office building. The tenants of this building will be diagonally across the road from Building 1, which the main brick structure of the building is only marginally over the permitted 12m, and the additional level on top of this will barely be visible considering its setback from the building façade and light nature and glass cladding.

Overall in the Business Mixed Use zone, with the building height being the only rule trigger, the anticipated adverse effects will be minor in nature, considering the anticipated scale of development enabled through the Proposed Urban Intensification Variation, the design guide, the comprehensively designed nature of the project, and the high design standard.

Three Parks Business zone

The purpose of this zone is to provide for a range of industrial, service and trade related activities. The zone provides for a range of activities that are not necessarily suited to other zones, including the Three Parks Commercial zone and the General Industrial and Service zone. A hospital is not specifically provided for in this zone (or any other zone), and therefore consent is required for a non-complying activity. The objectives and policies of this zone largely focus on ensuring compatible activities are co-located. This Business zone enables a wide range of activities, all of which do not 'fit' within other zones, lending itself to the ideal area for such a comprehensive development incorporating healthcare. The comprehensively designed project provides an opportunity for complementary uses to be co-located on the same site. In the vicinity of the Site are uses that are equally as complementary, with low-impact commercial buildings and storage units being the predominant type of development. With the size of the lots approved to the rear of the Site and their context, it is unlikely that any noisy heavy industrial uses will be located, instead being located in the General Industrial and Service zone to the west. As such the nature of development to the rear is anticipated to complement the health precinct use. Further, it is anticipated once a hospital and associated car parking is approved, uses that complement this health provision are likely to be intuitively established in the vicinity.

There are no objectives and policies relating to height in this zone, enabling a consenting pathway for a building of this scale to be approved. Notwithstanding, as with the Business Mixed Use zone, the hospital has been specifically designed to respond to the site and surrounds and will provide significant positive design resolve and visual interest on the street scene and surrounding areas.

The car parking building use is partially considered 'service station' for the EV charger component, which is a permitted activity in this zone, and the remainder of the car parking is accessory to the uses on the site, thereby being a permitted activity. The ancillary food and beverage and retail spaces would be permitted as they're ancillary to the principal use of the site (hospital). Whilst all buildings require consent in this zone, the matters of assessment largely relate to design and infrastructure, of which the project will achieve a high standard.

Considering the above assessment, the adverse effects of the project are considered to be less than minor to minor, and acceptable, particularly when balanced against the significant positive regional benefits.

Transport

An Integrated Transport Assessment has been undertaken by Novo Group – attached in 'Specialist Assessments', which assesses the project against the PDP, analyses the anticipated traffic generation that would result from a permitted activity compared to the proposed project, and considers the anticipated effects of transport on the wider roading network established through the rezoning of the Three Parks development. The overall findings of the transport assessment are that adverse effects on the transport network would be less than minor and acceptable. Specifically, it is anticipated the project would create 5,090 vehicle movements per day, and 492 vehicle movements in the peak hour. Compared to the permitted baseline for the Site, which enables 7,794 vehicle movements per day and 1,112 vehicle movements per hour, the effects on the transport network would be considerably less than anticipated through the PDP.

Noise

An acoustic assessment has been undertaken by Marshall Day Acoustics - attached in the 'Specialist Assessments' attachment, which addresses potential effects of the helipad on the roof of the integrated hospital, required by the emergency department. The acoustic assessment identifies the PDP noise rules to be very stringent and recommends using the New Zealand Standard for Noise Management and Land Use Planning for Helicopter Landing Areas as a more appropriate standard for analysis. The New Zealand Standard sets out 50 dB Ldn as being an acceptable level of noise experienced day and night at a residential and rural receiver, being the most sensitive. Marshall Day considers the area where noise levels may potentially exceed 50 dB Ldn is localised around the hospital, and predominantly sits across a relatively small area of Three Parks Business and Business Mixed Use zoned land. Outside of this area, there may be limited effects on amenity (with amenity becoming less affected with increasing distance from the landing area), however whilst there is a primary school operating partially within the 45 dB Ldn area, there are no established residential properties. Noise effects may be largely insignificant beyond 500 to 600m from the landing area (where noise levels fall to below 45 dB Ldn).

With this analysis, it is clear whilst there will be some level of acoustic effects resulting from the helicopter landings and take-offs, particularly to commercially zoned land, these effects will be limited in nature, largely accord with the applicable NZ Standard, and should be balanced with the positive

effects the emergency nature of this mode of transport provides to the region.

Cultural

The Site and surrounds are not mapped as wāhi tupuna in the PDP, and there are no known cultural ties to the Site. Through the sustainable design and sensitive response to three waters infrastructure, it is understood cultural values will be well addressed, however on-going engagement is forthcoming with the relevant iwi authorities.

Landscape

Prior to 2007, the Three Parks development land consisted of farm paddocks. Through rezoning of the land, the area has been enabled to be fully urbanised, and is now an area of intensification opportunity, both in the business and residential realm. Three Parks, including the Site have been fully earthworked, and there is no landscape prominence or quality worthy of protection. The Site is 1km from the nearest significant landform, being Mount Iron to the north, and 3.25km from the foothills of Roy's Peak to the south.

Considering the highly urbanised and modified environment, there are no adverse effects on landscape resulting from the project.

Infrastructure

The 13 subdivided commercial lots that form the Site will be fully serviced with connections to the public reticulated system for water supply, wastewater and stormwater. Electricity, gas and telecommunication connections will also be provided to each lot. These physical servicing works are currently under construction and are anticipated to be completed with titles issued at the end of 2024. An Infrastructure Assessment has been undertaken by Holmes Consulting – attached in the 'Specialist Assessments' attachment, who assess that considering all 13 lots have been incorporated into one comprehensive project, and due to the nature of the uses, the proposal will generally have a lower impact on infrastructure than an otherwise anticipated permitted development would, if there were to be a commercial building constructed on each lot. Water and wastewater demands are anticipated to be lower, and stormwater can be adequately managed on site.

The adverse effects relating to infrastructure are considered to be less than minor and acceptable.

Neighbours

As shown on Figure 3 of the 'Project Location Maps', the neighbour along three of the boundaries of the Site is Willowridge Developments Limited – the developer of Three Parks, who has provided written approval to the application. There are three other adjacent neighbours across Deering Street and Sir Tim Wallis Drive from the Site, as follows:

- o 19 Sir Tim Wallis Drive, owned by Cornering Limited. This site has a recently constructed office building, with the key tenant being Ray White Real Estate.
- o 20 Sir Tim Wallis Drive, owned by Southern Lakes Property Trust Limited. This site is currently vacant; however a recent resource consent has been granted for a four-level commercial building. Southern Lakes Property Trust have been consulted on the project and provide their full support.
- o 17 McCormick Street, owned by Cassandra Jackson and Nicholas Davison. A 'wash station' and offices are located on this site.

Effects on Willowridge Developments Limited and Southern Lakes Property Trust Limited have been disregarded. The project has been designed to be largely compliant along the south-western side of the development in terms of height, with permitted uses, whereby aligning with the anticipated development on these lots.

Noise associated with the intermittent helicopter operations may adversely affect some neighbours, however as assessed by Marshall Day Acoustics, these effects will be limited, balanced by the emergency nature of the activity, and lessen as the helicopter moves away from the site.

Other neighbours in the vicinity include Queenstown Lakes District Council, other commercial lot owners, and the Ministry of Education. These neighbours are considered to be an adequate distance from the Site such that they would not be directly adversely affected by the built form and uses. Conversely these neighbours are likely to benefit from the public benefit the healthcare, retail and community spaces provide to the area.

As such, adverse effects on neighbours are considered to be less than minor to minor, largely anticipated, and acceptable.

Temporary Effects

Construction and earthworks management plans will be provided by way of condition of consent to ensure noise, dust, erosion and sedimentation effects are mitigated to an acceptable level. All temporary effects can be adequately mitigated to an acceptable level.

Positive Effects

The project will provide significant regional benefits, by meeting the current and future health needs of Central Otago's rapidly growing population, through delivering a comprehensively designed health precinct with an integrated regional hospital including 24-hour emergency department, and four new purpose-built offices for predominantly allied medical services such as consulting and treatment rooms. This regionally significant health precinct will not only provide for the region's health needs, but also benefit the economy of the region by facilitating population growth, and creating employment, through the design, construction and operation phases.

The Site is located in the establishing commercial heart of Wanaka, being the Three Parks development, in a fully serviced, highly urbanised and modified area, ideally suited to a medical precinct.

The project helps enable one of the coalition government's key priorities – delivering better health and education.

The comprehensively master planned development is designed by renowned New Zealand architects Warren and Mahoney to meet New Zealand's highest standards of sustainability – Green Star 6 Communities and Buildings, and alternative modes of transport are incorporated, to ensure the reduction of carbon emissions is at the forefront of the project.

Upload file:

Specialist Assessments.pdf was uploaded

Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

National Policy Statements

The relevant National Policy Statements (NPS) are the NPS on Urban Development, and the NPS for Renewable Electricity Generation.

NPS on Urban Development 2020 (NPS-UD)

The NPS-UD is relevant as QLDC is a tier 2 territorial local authority. The NPS-UD requires the Council to provide at least sufficient development capacity to meet expected demand for housing and for business land over the short, medium and long terms, with particular focus on plan-enabled, infrastructure ready, and suitable land for business. The relevant objectives and policies are assessed as below.

The project achieves objective 1 through providing for a significant benefit for the social, economic and cultural wellbeing, and for the health and safety of the community, now and into the future. The hospital and allied health buildings will provide for this wellbeing and health and safety, and the project is specifically designed for resilience and sustainability.

Objective 3 seeks more businesses and community services to be located in an urban environment. Whilst the whole of Wanaka, including the Site is not serviced by existing or planned public transport, the Site is within the commercial centre of Wanaka in a highly urbanised locality, with many employment opportunities in close vicinity. There is high demand for business land in the area relative to other areas within the urban environment, and therefore the community services and businesses will be appropriately located.

With regards to Objective 4, the project responds to Wanaka's changing urban environment by providing a larger scale community health opportunity outside of the Wanaka town centre, enabling a lower intensity to remain in the town centre, and more intensive development at Three Parks which appears to be the overwhelming desire of the community.

The project provides a medium to long term provision for health services for the region in Three Parks, on land that is 'infrastructure ready', ensuring the location of the development is strategically located, aligning with Objective 6.

Objective 8 seeks that NZ's urban environment support reductions in greenhouse gas emissions, and resilience to the current and future effects of climate change. The project as a whole has been designed to New Zealand's highest sustainability standards, being the Green Star 6 Communities, and the allied health/commercial buildings fronting the project are designed to the imminent Green Star 6 Buildings standard, being the highest New Zealand building standard, to support the reduction in greenhouse gas emissions, and create a development resilient to climate change effects.

The project will enable the site to provide for a much-needed regional integrated hospital and business sectors, in a prime, urbanised area. The design of buildings and comprehensive development as a whole will support the reduction in greenhouse gas emissions and resilience to climate change, ensuring alignment with Policy 1.

Policy 2 enables heights and density of urban form commensurate with the level of accessibility to active transport, or relative demand for business use in each location. The height of the buildings exceed that permitted, and being a tier 2 urban environment, the greater height is directed to be enabled considering the high demand of business use in this location, providing for community services. Accessibility of active transport is high, however public transport is currently low. With the Site location near two main transport routes into Wanaka (Ballantyne Road and State Highway 84), once public transport opportunities are developed, the site will have a high level of accessibility.

The QLDC have prepared a variation to the Proposed District Plan to enable the NPS-UD. The Urban Intensification Variation enables increased heights and densities in some residential and commercial zones, and some areas of rezoned land in the urban environment of Wanaka, to enable intensification of development. Within this variation, the height in the Business Mixed Use zones in Wanaka is proposed by the QLDC to be increased. This is applicable to the Site being the front four commercial buildings are located within the Business Mixed Use zone. This variation recognises the changes occurring in the Wanaka area, through enabling greater heights, which will in turn bring further changes to the locale. With a higher height of buildings enabled, this in itself is not necessarily an adverse effect. This is reinforced through the design of the comprehensive development, ensuring amenity values will not be adversely affected through the project as proposed. The provision of additional regional health and commercial space enabled by greater heights will be a relevant contribution to meeting the requirements of the NPS-UD, aligning with Policy 6.

With the provision of an integrated regional hospital and comprehensively designed health precinct designed to New Zealand's highest sustainability standards on plan-enabled, infrastructure ready land in the commercial heart of urbanised Wanaka, the project aligns with the overall principle and policy direction of the NPS-UD.

NPS for Renewable Electricity Generation 2011

This NPS is relevant as the photovoltaic (PV) panels proposed on top of the four commercial buildings and EV charger car parking building are considered 'Renewable electricity generation', and 'Small and community-scale distributed electricity generation' is applicable.

The project contributes towards achieving the overall objective of this NPS through the provision for renewable electricity generation. Objective and policy A recognises the benefits of renewable electricity generation activities through reducing greenhouse gas emissions, of which this project is aligned with. Objective and policy F require regional and district plans to incorporate provisions for small and community-scale renewable electricity generation activities, which QLDC have achieved, and as such there are local consenting requirements providing for such activities.

There are no other National Policy Statements that are relevant to the project.

National Environmental Standards

The relevant National Environmental Standards (NES) are the NES for Assessing and Managing Contaminants in Soil to Protect Human Health, and the NES for Air Quality.

NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)

The NESCS applies if the activity is included in Section 5(2)-(6), on a piece of land that a HAIL activity is being, or has been undertaken on it, or is more likely than not to have been undertaken on the land. Using the method set out in Section 6 of the NESCS, information held by the territorial authority and the regional Council has been reviewed with regards to any HAIL activity being known to be undertaken on the site.

The QLDC and ORC records show in the wider Three Parks area a HAIL site was located on this parent site - Lot 981 DP 587232, which was identified in 2007 when the Three Parks Plan Change was being assessed. The HAIL activity was associated with a previous air strip including the storage of fuel tanks which have since been removed. Whilst this activity was located on the same lot as the project, it was 460m away. As such, the piece of land subject to this HAIL activity is not subject to this application. This is reinforced through the recent subdivision approved to enable the Site. There is no other record of any HAIL activity in this piece of land subject to this application, and therefore the NESCS does not apply.

NES for Air Quality 2004

The proposal will not have any air discharges during construction or once occupied, and the proposal will be a permitted activity under this NES.

There are no other National Environmental Standards that are relevant to the project.

File upload:

Relevant Consent Decisions.pdf was uploaded

Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Due to the scale of the project within an urban zone that provides for a lower height, and the activity of a hospital that is not provided for in this area (or any area within the district), the application would normally be publicly notified. Under the RMA, a publicly notified process would be a minimum of 130 working days (with a hearing). Actual processing days are higher than this. According to MfE, the median processing time was 206 working days in 2018/2019. Considering the litigious nature of the Queenstown Lakes District, with particular regard to resource consents, it is likely that the decision would be appealed by one or more parties to the Environment Court, and potentially High Court, depending on the nature of the appeals. The Environment Court and High Court processes including mediation can take at least one year to multiple years to resolve. If approved, a consent typically has a 5-year lapse date.

Under the fast-track process, the statutory timeframe provides for a decision within 45 working days (or 70 working days if the panel extends the decision timeframe). If an appeal to the High Court follows, this is likely to be resolved within 6 months, taking into account the fast-track process. If approved, a consent typically has a 2-year lapse date.

Therefore, under the RMA, in the best-case scenario, assuming the consent process follows a notified process and is appealed to the Environment Court, the project would be consented within 1 year and 130 working days and given effect to within 5 years of that date. However, a realistic scenario under the RMA, is estimated to follow at least a 3-year consenting process. Under the fast-track process, the project could be consented within 45 working days and given effect to within 2 years of that date.

As such, the project would progress significantly faster by using the processes provided by this Bill than through the standard Local Government RMA process.

It should be noted that whilst the project is concurrently progressing through the QLDC consenting process, the application will be withdrawn when processing commences under the Fast-track Approvals Bill.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

Roa considers this project to be at the heart of the Fast-track Approvals Bill, being provision of significant positive social and economic benefits to the Central Otago region, whilst having minimal adverse effects considering the nature of the project, its location, and surrounding area. Detailed design is progressing on some of the buildings prior to resource consent being granted, enabling an expedited delivery process upon receiving consent. The project is adequately funded and will be sufficiently resourced to be able to be given effect to within the required lapse date. As such, by referring this project through the fast-track process, the project will enable the efficient operation of the fast-track process.

Has the project been identified as a priority project in a:

Other

Please explain your answer here:

The hospital and health precinct has not specifically identified as a priority project, purely from a public funding perspective. The project however helps enable one of the coalition government's key priorities – delivering better health and education, enabled through a privately funded opportunity.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The project will deliver regionally significant infrastructure to the Central Otago Region, being much-needed healthcare in the way of an integrated regional hospital, including a 24-hour emergency department, four operating theatres, imaging services, and more than 70 inpatient, emergency, and post anaesthetic care beds. The surrounding health precinct will include four new purpose-built offices for allied medical services such as consulting and treatment rooms. The provision of such healthcare services and social infrastructure is essential for the functioning of the growing region.

Roa is responding to considerable community concern about the lack of healthcare facilities available in Wanaka and Upper Clutha, in particular. This health precinct will provide significant social and economic benefits to the community and region whilst delivering a positive environmental outcome through the use of state-of-the-art green building techniques.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

Whilst the project does not increase the supply of housing, it will contribute to a well-functioning urban environment, through providing sympathetically designed community services and publicly useable open spaces on a site that is suitably located and sized for the health precinct. The site is accessible through private and active transport methods, and when public transport is provided in Wanaka, is likely to be located adjoining a main route.

Adverse impacts on the competitive operation of land and development markets are not likely to arise from the project considering its nature.

The project will support the reductions in greenhouse gas emissions as explained above and below and will be resilient to the likely current and future effects of climate change, particularly with an Importance Level 4 design of the hospital.

It should be noted that Roa has another regionally significant project in planning that will contribute to the increase of housing supply in the Upper Clutha region. This project is not sufficiently advanced for Schedule 2 consideration. Roa believes this project will also be suitable for fast-tracking.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project will provide economic benefits to the region by creating employment throughout the whole lifecycle of the development, including but not limited to:

- Pre-construction: design, consultation, consenting, detailed design, procurement;
- Construction: project management, earthworks, infrastructure, building, materials;
- Post construction: health-care providers and staff including ancillary staff, commercial tenancies, retail, concierge, food and beverage staff, on-site management and maintenance.

Additionally, local businesses will benefit, eg. Local supermarkets, banks, restaurants, entertainment facilities, sports facilities, and trades people undertaking on-going work and maintenance on the site.

As such, the project will provide significant economic benefit to the people and industries involved in such a project, through the provision of employment in the Central Otago region.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

The project will not support primary industries.

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

The project will not support the development of natural resources.

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The project will contribute to New Zealand's efforts to mitigate climate change through multiple means:

- o The built environment is responsible for approximately 20% of New Zealand's carbon footprint. Through its sustainable design and focus, the project will address and contribute to minimising climate change through reducing its carbon intensity (both embodied and operational), to enable New Zealand to meet our carbon reduction commitments, to ensure the prosperity of future generations.
- o The comprehensive project is designed to the Green Star 6 Communities certification, and the four commercial/health buildings are designed to a Green Star 6 Buildings certification. Whilst the hospital and EV charger car park cannot be designed to meet such a high sustainability rating, where possible, carbon conscious design and methods have been, and will continue to be adopted as the hospital develops.
- o With the provision of a hospital providing a 24-hour emergency department and secondary and tertiary healthcare in Wanaka, this will reduce the number of people travelling to Dunedin, Invercargill, Christchurch for such healthcare, in turn reducing the greenhouse gas emissions associated with this currently necessary travel.
- o Whilst vehicle parking cannot be eliminated at this stage due to the lack of public transport provision, the structure has been designed as sustainably as possible- to enable future repurposing/reduction in scale, 78 EV charger ports, provision of a large number of secure bicycle parking spaces including e-bike charging facilities, and end-of-trip facilities, all encouraging more sustainable modes of transport where possible.
- o The location of the project is near two main transport routes into Wanaka (Ballantyne Road and State Highway 84). Once public transport opportunities are developed for the region, the site is likely to be located adjoining a public transport route, enabling a high level of accessibility for the future.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

The hospital will be designed to an Importance Level 4 (IL4) to ensure in the case that an earthquake or other disastrous event occurs, that it can remain open and operating post-disaster. With a local hospital operating during the recovery period from a natural hazard disaster, the whole of the Central Otago region will benefit. Appropriate allowance for seismic loading is to be made for the remainder of the project during the detailed design of the buildings and foundations to comply with the Building Code for this region.

The project is being designed to the highest sustainability standard of Green Star 6 Communities, and Green Star 6 Buildings certification, which will provide resilience through materials, waste, longevity, and use.

Regarding adaptation, the car parking building is designed with a simple structure to ensure repurposing of the structure into a future use when the reliance on standard vehicles is no longer necessary, particularly when public transport is provided to the region. Alternatively, adjustment of the size of the structure is easily done through adaption of the building design.

Geotechnical and hazard investigation has been undertaken and incorporated into the application and design, to ensure environmental, economic and social resilience in terms of managing risks of natural hazards and effects of climate change.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Through its sustainable design and focus, the project will address and contribute to minimising climate change through reducing its carbon intensity, to enable New Zealand to meet our carbon reduction commitments, to ensure the prosperity of future generations.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

The Queenstown Lakes Spatial Plan, July 2021 identifies the project area as:

"...the emerging centre at Three Parks. This area is the focus of commercial activities and employment in the Upper Clutha and provides for a variety of commercial services, community activities and new housing choices".

Considering the project is a mix of commercial services and community activities (hospital and health services), in the commercial centre of Three Parks, the project aligns with the Queenstown Lakes Spatial Plan.

No consent is required under the regional plans, and it is wholly aligned with the regional plans and policy statements.

The project is consistent with the local QLDC planning documents, being the PDP. Particularly the Strategic Direction chapter of the PDP, and the objectives and policies of the Three Parks Business zone, and Business Mixed Use zone, through locating urban intensification, community facilities, and commercial uses in a highly urbanised, well-serviced areas, encouraging the efficient use of land and minimising adverse effects.

Anything else?

Please write your answer here:

Sufficient information is provided in this application to inform the referral decision, considering the architectural plans are complete to a resource consent level of information, an overview of the planning risks is assessed above, and the significant regional benefits are outlined to understand that the project aligns with the purpose of the Bill.

Regarding Section 17(4) The project does not involve an aquaculture activity, and therefore this section does not apply.

Regarding Section 17(5) The project is not a prohibited activity under the Resource Management Act.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

With regards to the matters set out in Section 18 – Ineligible projects, the project is not ineligible for the following reasons:

- a) The project does not involve an activity that is located on land returned under a Treaty settlement, or on identified Māori land.
- b) The project does not involve an activity that would occur on any class of Māori land.
- c) The project does not involve an activity that would occur in a customary marine title area under the Marine and Coastal Area (Takutai Moana) Act 2011.
- d) The project does not involve an activity that would occur in a protected customary rights area under the Marine and Coastal Area (Takutai Moana) Act 2011.
- e) The project does not involve an aquaculture activity or any other incompatible activity within an aquaculture settlement area or identified within an individual iwi settlement.
- f) The project will not require an access arrangement under the Crown Minerals Act 1991.
- g) The project does not involve occupation of common marine and coastal areas, and therefore would not be prevented under Sections 165J, 165M, 165Q, 165ZC, or 165ZDB of the Resource Management Act 1991.
- h) The project does not involve an activity that is listed in items 1 to 11 or 14 of Schedule 4 of the Crown Minerals Act 1991.
- i) The project does not involve an activity on a national reserve.
- j) The project is not a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012, or regulations made under that Act.
- k) The project does not involve a decommissioning-related activity within the meaning of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012, or regulations made under that Act.
- l) The project is not an offshore renewable energy project.

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

A geotechnical assessment prepared by Ground Consulting Limited (GCL) was provided for the underlying subdivision (QLDC reference RM230084), dated 23 November 2022. GCL assessed the risk of natural hazards relative to the Site. The following includes the identified risks and proposed mitigation:

Seismic

The site is within a seismic-prone area comprising Cardrona-Hawea Fault 500m to the Site's southeast and the Alpine Fault 75km towards the Site's west. The hospital will be designed to an Importance Level 4 (IL4) to ensure in the case that an earthquake or other disastrous event occurs, that it can remain open and operating post-disaster. For the remainder of the project, appropriate allowance for seismic loading is to be made during the detailed design of the buildings and foundations to comply with the Building Code.

Liquefaction

LIC 1 category of liquefaction susceptibility, with a nil to low perceived risk of liquefaction. Foundations and buildings designed to the Building Code and IL4 requirements will adequately satisfy this nil to low risk.

The project is designed to meet the New Zealand certified Green Star 6 Communities rating, which applies to larger scale development including precincts, to promote the development of sustainable communities against best practice sustainability benchmarks. A Gap Analysis of the project against the New Zealand Green Star certifications has been undertaken by Warren and Mahoney – attached in the 'Specialist Assessments' attachment. The project is on track to be the first precinct in the South Island to achieve this high level of sustainability (Green Star 6 Communities). The key design categories that contribute to this certification are:

- Governance – coordinated and transparent approaches, stakeholder engagement, implementation commitment, sustainable cultures and behaviours.
- Liveability – diversity and accessibility, healthy, safe and secure communities, inclusiveness and cohesiveness, adaptability.
- Economic prosperity – education and learning, enhanced employment opportunities, investment, efficiency and effectiveness.
- Environment – enhancements to the natural environment, reduced ecological footprint.
- Innovation – design and implementation.

The Green Star Gap Analysis identifies the project is on track to achieving this 6-star rating.

The four commercial buildings fronting the Site are designed to achieve a Green Star 6 Buildings NZ certification, which is a new sustainability benchmark to be introduced in 2024. This certification will achieve greater reductions in carbon emissions from the built environment, and create a resilient and sustainable outcome, where the built environment generates up to 20% of the total greenhouse gas emissions in New Zealand, and up to 40% globally. The key philosophies that contribute to this certification are:

- Responsibility – ensure projects are designed, procured and built in a responsible manner
- Health – promotion of mental and physical health of occupants
- Resilience
- Positive environmental contribution
- Safe, enjoyable integrated and comfortable places
- Provide for the social health of the community
- Encourages active connections between people and nature
- Leadership – recognises projects that set a strategic direction, build a vision for industry, or enhance the industries capacity to innovate.

Additionally, across the project, PV panels are proposed on top of the four commercial buildings and EV charger car park building, which will assist in using and providing renewable, low carbon electricity to the project and wider community. An energy centre is provided between the EV charger car parking building and the hospital, providing for all energy needs to facilitate the sustainable operations.

Whilst the risk of natural hazard affecting the Site and project is a nil to low risk of liquefaction, and the wide-spread risk of seismic activity, mitigation measures will be in place through design and operations. Additionally, to mitigate against climate change and to build a resilient district, the project will be designed to the highest national benchmark for sustainability – Green Star 6 Buildings, and Green Star 6 Communities.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

There have been no compliance or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Jo Fyfe - Roa

Important notes