

Response ID ANON-URZ4-5FKJ-5

Submitted to Fast-track approval applications
Submitted on 2024-05-03 17:23:43

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Mt Iron Junction Limited

2 Contact person

Contact person name:
Peter Greene

3 What is your job title

Job title:
Director and Shareholder

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:

43 Sargood Drive Wanaka

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:

237 Wanaka - Luggate Highway Wanaka

File upload:
Plan Bundle - 2 May.pdf was uploaded

Upload file here:
Supporting Figure Bundle.pdf was uploaded

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

Yes

upload file:

MIJ Title Search 060524.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Mt Iron Junction Limited

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:

Mt Iron Junction Limited is the Registered Proprietor of the land subject to the proposed project.

Section 2: Project details

What is the project name?

Please write your answer here:

Mt Iron Junction Housing Scheme

What is the project summary?

Please write your answer here:

The proposal is for a comprehensive mixed use housing project in Wanaka proposing to establish 263 units of high density affordable 'build-to-rent' 'build-to-buy' housing, combined with a childcare centre, a retail building, restaurant and service station. The site is fully serviced and has formed access off the main highway via the new Mt Iron roundabout recently completed by NZTA.

What are the project details?

Please write your answer here:

The proposal is for a mixed use commercial and housing project in Wanaka on a site that is already consented for commercial and housing activity. 263 high density residential housing units are proposed.

The objective of the project is to create a comprehensive and integrated development of the site to deliver a significant number of smaller more affordable housing typologies; combined with supporting commercial activities and recreational opportunities, in a convenient and accessible location. The site is strategically located within walking and biking distance from the majority of Wanaka's shopping, working, education and recreational sites. The project provides the opportunity to contribute a significant supply of increased density housing, at pace, which is currently in demand in the local market and necessary to meet predicted population growth.

The proposed development consists primarily of residential development totalling 263 residential units in five different building typologies. The housing typologies have been designed to provide a range of reasonably dense, smaller and more affordable residential accommodation options with mixture of 'build to rent' and terrace houses for rental or occupation by homeowners. . Each of these typologies are described further in subsequent paragraphs.

Typology A – consists of 14 units. These are two storey units of 147m² in size, with three-bedrooms, two bathrooms, and a single garage. Kitchen, dining and living are on the ground floor.

Typology B – consists of 17 units. These are two storey units of 90m² in size, with two bedrooms, one bathroom. Kitchen, dining and living are on the ground floor. These are attached units in blocks of three to six units.

Typology C – consists of 160 units. These are three-storey units of 96m² in size, with two bedrooms, two bathrooms, and a single garage. Kitchen, dining and living are on the first floor. These make up the majority of the proposed units and are attached units in blocks of three to seven units.

Typology D – there are two areas of Typology D apartment units within the site, comprising four blocks each and a total of 48 units. These are the proposed 'Build to Rent'; housing block, containing both one and two bedroom units. The Typology D units have no garage but are built around a central parking area. The 'built to rent' typology is proposed to provide a solution for seasonal workers accommodation by providing long-term rental accommodation.

Typology E – consists of a single two storey building containing 24 studio apartments of 45m² in size.

These typologies have been selected to specifically meet demand for lower-cost housing and housing for seasonal workers at a scale that is both regionally and locally significant for the size of Wanaka. There is well documented shortage and demand for such housing types and more affordable housing options, this demand is predicted to grow as the Upper Clutha area continues to develop. Each of these typologies is described further in

subsequent paragraphs.

The proposed residential use is to be supported by a childcare centre (shown 1 on the masterplan), a retail building (shown 3 on the masterplan) and a restaurant and service station (shown 2 and 4 respectively on the masterplan). It is noted that the service station has already been consented by way of a consent order from the Environment Court and a resource consent has been lodged, but not yet determined, for the restaurant under the RMA. There are also parks proposed at the south-western and northern ends of the site.

The childcare centre has been centrally located to the residential units and has good accessibility to the transport networks including active transport (the adjacent footpath and cycle networks), the roading links particularly for those in Albert Town, Luggate and Hawea that commute into Wanaka as well as future possible public transport. Childcare facilities are also experiencing significant demand locally with constrained supply and long wait lists.

The retail market building is proposed to contain a small-scale boutique type fresh fruit, vegetable and meat market to support self-sufficiency of the site through enabling immediate residents to meet their daily needs without the need to make offsite vehicle trips; as well as those in nearby environs that currently lack such services, such as Albert Town and further north to Hawea. This activity has the same location advantages within the site and connections to the transport network as the childcare centre.

The project will meet the demand for long term rental accommodation and more affordable housing for people who work in and around Wanaka. The site is located within convenient distance (approximately 1 km) to Three Parks, a significant and rapidly developing mixed use commercial centre which contains a range of businesses supporting the daily needs of residents for the supply of grocery products and other goods and services, and also the Wanaka Town Centre. Three Parks is anticipated to progressively develop as the most significant area of employment in Wanaka. The Mt Iron project has been carefully designed in terms of scale and activity mix to not compete with or undermine either of those existing centres.

The site is on the edge of the Mt Iron walking and biking tracks and has direct access from the new roundabout, which is the junction of all major roads leading into Wanaka. The site is already under construction and is bounded on two sides by major roads

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

Please write your answer here:

The development will be staged. The Build to Rent Block (Refer Typology D on Masterplan) would be built as one of the first priorities.

The site already contains roading, power, telecommunication, water and wastewater networks. These have been designed to be extended to service future development on the site. This infrastructure will allow construction to commence shortly after consent and building consents have been obtained.

Development of the site required the construction of a roundabout at the intersection of the State Highways to provide access into the site. A condition was imposed on the existing consent for the service station requiring that the roundabout be completed and operational prior to the commencement of operation of the consented activities. The roundabout is now nearing completion, and as such the implementation of this consent is progressing. as further detailed below. The current appearance of the site and the roundabout can be seen in Figure 2 of the attached figure set.

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

Please write your answer here:

RESOURCE CONSENTS

The table below outlines the consents required for the proposal under the Resource Management Act 1991 (RMA). In addition to those listed below, it is noted that detailed design may result in additional breaches to land use standards.

1. Otago Regional Plan: Water - Restricted Discretionary Activity under Rule 14.5.2 for the use of land and associated discharge of sediment into water or onto land from earthworks for residential development.
2. Queenstown Lakes District Council Section 127 RMA Discretionary Activity for the Change to conditions of consent to resource consent decision RM181471 including removal of the Protected Landscape Area.
3. Queenstown Lakes District Council Proposed District Plan - Non-complying land use consent.

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

Please write your answer here:

Queenstown Lakes District Council, Otago Regional Council

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

Please write your answer here:

Mt Iron Junction – Land use consent (RM181471)

Resource consent was granted by the Environment Court on 19 April 2021 for the Mt Iron Junction development, a mixed-use development comprising a Caltex service station, nine workers accommodation units with 54 bedrooms, and 13 two-storey terrace housing units on the site (Decision No. [2021] NZEnvC 53; QLDC Reference RM181471). Sheet C of the provided plan set (DCM Urban) contains a copy of the consented master plan. The granting of this resource consent by the Environment Court was supported by the Queenstown Lakes District Council and all Section 274 parties to the relevant appeal.

The Environment Court decision approved development across the north-eastern portion of the site only. The remainder of the south-western part of the site was identified as a 'Protected Landscape Area' (PLA) due to the Site's rural zoning and is required (by condition 60 of the decision) to be retained in open space or rural use and restricted from further development by way of a Covenant in Gross registered on the title. This covenant requirement therefore is severely limiting of any further development of the site.

In their determination the Environment Court acknowledged evidence regarding the disconnect between the zoning and the character of the Site. The Court stated:

Despite its zoning, the landscape architects each agreed (more or less) that the zoning of the site did not reflect its current character or amenity, particularly taking into account the nature of the surrounding commercial and residential land use activities. Context was an important consideration for the experts.

Mt Iron Junction - Subdivision consent (RM230506)

Following the approval of the above master plan (above), the applicant has been progressing with subdivision of the site and separation of the site into individual development lots for the service station (Lot 1) and the workers accommodation and housing (Lot 2). Subdivision consent was granted in November 2023 (RM230506), with the approved subdivision plan shown as Figure 2 in the plan bundle. This subdivision is currently progressing with physical works and the construction of infrastructure well advanced. This subdivision is anticipated to be completed in mid-2024.

Caltex Mt Iron Junction (RM230478)

An application was lodged in 2023 seeking a variation to resource consent RM181471. This variation seeks to amend the consented design and layout of the Caltex service station to reflect minor design changes since the date of the Environment Court decision. This application has been lodged with Queenstown Lakes District Council (QLDC). This application is currently on hold.

McDonalds Mt Iron Junction (RM230874)

A resource consent application was lodged in 2023 for the development of a McDonalds restaurant on the site. This application is being progressed separately by McDonalds NZ and is not being undertaken by the applicant. The proposed fast-food restaurant is proposed to be located within a vacant part of the site/master plan area which was not previously approved for development. This application is currently on hold and has been volunteered for public notification which has not yet occurred. The location of this development is shown as the 'restaurant' on the Master Plan.

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

No

Please explain your answer here:

The Applicant owns the land subject to the proposed project.

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

Please write your answer here:

Development of the site is underway with the construction of the required roundabout nearing completion as discussed below. The Site is shovel ready in every sense.

Development of the site required the construction of a roundabout at the intersection of the State Highways to provide access into the site. A condition was imposed on the existing consent for the service station requiring that the roundabout be completed and operational prior to the commencement of operation of the consented activities. The roundabout is now nearing completion, and as such the implementation of this consent is progressing.

Detailed building and infrastructure design can begin within 30 days of consent being granted. Construction can begin as soon as building consent has been obtained from the local authority. This could be within 6 months of the consent being granted. The applicant has a relationship with a major New Zealand home building company to partner with for the completion of the project. It is anticipated that the project could be completed approximately 3 years from all necessary consents being granted.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Queenstown Lake District Council.

Otago Regional Council.

Queenstown Lakes District Housing Trust.

NZTA.

Immediately adjoining properties.

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:

As part of the consenting process that resulted in the 2021 Environment Court consent the applicant carried out substantial consultation with the Queenstown Lakes District Council (QLDC), including meetings with local Councillors.

Further, the consented aspects of the project were publicly notified allowing the local community the opportunity to be involved and provide comment at that time. Some members of the local community joined the Environment Court appeal. These persons were included in the settlement of the Environment Court appeal that led to the granting of land use consent (RM181471):

- Bert Govan
- Deidre Graham
- James Helmore
- Richard Hutchinson
- John McFadden
- Brent Pihama
- Sue Pihama
- Simon Redai
- Donna Stevenson
- Telford Stevenson
- Richard Taylor
- The Ohapi Trust
- John Wellington
- Willowridge Developments Limited
- Waka Kotahi/New Zealand Transport Agency

As the site is located adjacent to and accessed from the State Highway, any development on the site requires consultation with and approval from NZTA/Waka Kotahi. The applicant has been engaged in ongoing consultation and engagement within NZTA on the roundabout construction and land acquisition process. The applicant is committed to ongoing consultation and engagement with NZTA.

The applicant is also partnering with the Queenstown Lakes District Community Housing Trust (Trust). Should the project receive approval under the Fast Track, the applicant has committed to an inclusionary housing agreement and gifting the Trust a percentage of the total number of dwellings created for the purposes of the Trust establishing housing on a strategically located site. A letter of support from the Trust is attached. The applicant has also been in numerous discussions with local businesses over recent years who have indicated (and as has been well documented for some time), a desperate need for rental and affordable housing for their employees in order to attract and retain staff. This is shown in the letter of support by Mons Royale which is attached.

Upload file here:

Letters of Support.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:

The construction of the roundabout has required NZTA to acquire 2,669m² of land for the roundabout. There is a compensation certificate (12356112.1) registered on the title, but this land will be vested in the Crown as part of the current subdivision of the site.

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

N/A

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?:

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:

SCOPE OF THE ASSESSMENT

As the Site has already been the subject of an approved resource consent, environmental effects are well understood.

The following provides comment on the potential adverse effects for the purposes of assisting the Panel to understand the scope of the project and the potential effects. A detailed assessment of effects would be provided with the application should the project be accepted for referral.

Landscape Character and Visual Amenity

The landscape character and visual amenity of the surrounding environment has changed considerably since the date of the original Environment Court decision as a result of the construction of the roundabout, the exotic tree clearance within the site associated with the installation of QLDC water and wastewater trunk mains, and the advancing development of nearby sites including Three Parks. As noted above, commercial and residential activity on the site has already been consented through a previous resource consent process. Construction of the already consented buildings would result in further changes in landscape character and visual amenity. Due to the Rural Zoning this commercial and residential activity does not fully utilise the Site's capacity and results in an inefficient layout and an inefficient use of land A future stage was always planned to resolve that when the zoning was amended.

As a result of changes arising from the construction of infrastructure and consented development on and nearby the site no longer retains rural character. Instead, the landscape values of the site are largely derived from the backdrop of Mt Iron. The proposal will result in an urban character of the site through more density of built form on the site. This change has been anticipated by the Applicant through a future two step rezoning and resource consent process. That scenario was also provided for in the wording of the landscape covenant approved by the Environment Court that will no longer apply once the land is rezoned.

External visual amenity from the adjacent roads will be provided by the 5 metre wide landscape planting and bunding around the road perimeters of the site. This is shown on the concept plans and can be conditioned.

Overall potential landscape character and visual amenity effects arising from the proposal can be appropriately addressed through conditions of consent.

Views and Amenity from Adjacent Properties

The proposed buildings will be visible from outside the site. However, this change in visibility and character is to be considered in the context of the surrounding environment and can be mitigated through setback of the proposed units 5 metres from the site's the north-western boundary and associated landscaping as shown on the master plan. This mitigation will be secured by consent conditions.

Internal Amenity

The units have been designed in a way that provides levels of internal amenity consistent with developments of similar design. Ground floor units will have space at ground level for outdoor courts, other units will have outdoor living courts on elevated balconies. In addition to the private outdoor spaces there is to be a centrally located open space and the site adjoins and has direct access to the adjacent Mt Iron Recreation Reserve. Internal amenity is also provided by proposed landscaping shown on the plans. This internal amenity will be secured by consent conditions.

Infrastructure Servicing

Servicing of the site was assessed as part of the original resource consent that has been granted (RM181471), and conditions imposed for the provision of waters and firefighting infrastructure necessary to support the development of the site. These services are in the process of being constructed. Modelling undertaken for the original proposal indicated that services were able to be provided in accordance with the QLDC code of practice and that there is sufficient capacity in the network. The revised proposal may require further extensions or upgrades and if necessary, the costs of new infrastructure will be borne by the developer. There are not anticipated to be constraints on the provision of further service capacity to accommodate the fast-track proposal and this is an issue that can be addressed through conditions of consent.

Transport Effects

The proposal is for 263 residential units across the site. Additional commercial development is also proposed. Potential transport effects may arise from:

- Traffic generation
- Parking provision and demand
- Access and manoeuvring
- Queuing
- Loading
- Safety, connectivity and legibility of the roading design and layout/

It is noted that there are no longer any minimum parking standards within the PDP, other than for accessible parking spaces. It is anticipated that potential transport effects arising from the proposal can be appropriately addressed through conditions of consent.

Urban Design

Potential adverse urban design effects include:

- Architectural design, colours and materials
- CPTED
- Privacy and internal amenity
- Provision for recreational space
- Waste management
- Lighting and effects on the night sky
- Pedestrian and cycle access and connections to active travel networks
- Landscaping

These effects have been considered through the masterplan design and the design of the units and can be appropriately addressed through conditions of consent if required.

Noise

The use of the site and additional density proposed may generate some additional noise associated with increased activity of vehicles and persons accessing and using the site, as compared to the consented design. However, these effects are anticipated by existing activities and considered to be internal to the site and could be managed by way of appropriate design and sound insulation secured by consent conditions.

The previous approval (RM181471) included condition 88 relating to noise mitigation for residential units located within 100m of the highways. It is anticipated that the units would be designed in accordance with this standard in order to mitigate against noise effects from the highways.

Cultural

The site is not identified as having cultural heritage significance and is not known to contain any significant archaeological sites. Appropriate accidental discovery procedures secured by consent condition will be followed during the construction period should any significant find occur.

Construction Effects

There is the potential for adverse effects during construction associated with noise, vibration, lighting, dust, erosion and sedimentation, and construction traffic. Construction works would be undertaken in accordance with an Environmental Management Plan (EMP) and an Erosion and Sediment Control Plan (ESCP). The EMP and ESCP will address these potential nuisance effects and ensure the construction works are designed and staged in a manner to mitigate such effects. These plans can be prepared as conditions of consent.

Hazards

Assessment of geotechnical conditions and natural hazard risk was undertaken as part of the previous application and Environment Court decision, and the site was not considered to be subject to natural hazard risk. Further specific assessment would be required for the modified proposal and increased density, however, these hazards are not anticipated to affect the development. Appropriate allowance will be made for seismic loading during detailed design of buildings, foundations and retaining walls. These are standard development matters that can be addressed through conditions of consent.

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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 ENVIRONMENTAL STANDARDS

There are no National Environmental Standards that are relevant to this application.

NATIONAL POLICY STATEMENTS

NPS on Urban Development 2020 (NPS-UD)

A key objective of the NPS-UD is to ensure New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Local authorities are required under section 31(1)(aa) of the RMA to "...ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district".

Queenstown is identified as a 'Tier 2' urban environment under the NPS-UDC requiring the implementation of policy to ensure sufficient housing supply to meet demand. As described below Wanaka is included in this Tier 2 identification.

The first Housing Capacity assessment was completed in 2021, with the next due to be released this year (2024). The Wanaka urban area has been considered to be part of the 'urban environment' to which the provisions of the NPS-UD must be applied. The QLDC 'Spatial Plan Gen 2.0' is soon to be released as the next Future Development Strategy (FDS) for the district. The applicant has submitted seeking the inclusion of the site as a future development area within the Spatial Plan Gen 2.0 but is not yet aware of the outcome.

The proposed development concept for the site is consistent with and aligned with the direction of the NPS-UD as it would provide for a well-functioning urban and residential area, providing a supply of high density attached dwellings within an area of existing demand and that is accessible to adjacent business, education, and recreational areas. The increased density of housing and convenient proximity to centres may support increased affordability through reduced housing prices, rent and reduced need to travel by motor vehicle.

There are no other National Policy Statements relevant to the application.

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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:

The fast-track process provided for in the Bill will enable the project to be processed in a more efficient and timely manner than could otherwise occur under a traditional consent regime for the following reasons:

The current Rural zoning of the land does not align with the relevant receiving environment on and surrounding the Site. This is despite the Site being only 2.5km from the town centre. Resource consent RM181471 allows commercial and residential development on the site. The site is an anomaly in this sense. The impact of the Rural zoning is that the consenting of the project is unusually onerous and complex for a project of this nature due to the relevant District Plan policy framework effectively preventing any development of an urban nature in the Rural zone. The previous decision also resulted in a 'Protected Landscape Area' to be registered via a covenant over some of the site that will need to be removed through the fast-track application.

It is likely that the impact of the Rural zoning and the covenant would result in public notification under the RMA 1991, despite the numerous positive elements of the proposal, and the effects not being out of character with the surrounding area. Given the litigious nature of the Queenstown Lakes District this could result in an Environment Court appeal. This is likely to result in consenting for the project taking multiple years and being uncertain, risky, and costly for a proposal that would contribute significant local and regional benefits and is well suited to the location.

Access to the fast-track process will minimise project risk and significantly reduce the enable consenting timeframe and costs for the project. This will allow the benefits of the project to be realised in a timelier manner than under traditional processes at a time when the community is in desperate need of long-term rental accommodation. Ultimately, the fast-track process will bring the increased housing and commercial activities to market more quickly.

The QLDC's district plan review has been in progress for 9 years so far and has not yet been made operative. In this time, Wanaka has grown and extended beyond what was projected 9 years ago and urgently needs developments such as this within proximity to the Wanaka town centre. The fast-track process will therefore enable a comprehensive and integrated development of the site with construction works potentially able occur at a faster pace and in sequence, as opposed to what would otherwise be the case with piecemeal implementation of complex resource consents, over many years, with significant development costs and uncertainty of outcomes.

The fast-track process will provide for a more focused and efficient approvals process to deliver the housing and other activities to the people of Wanaka.

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

Please write your answer here:

This project is well suited to and appropriate for the fast-track process.

The site already has resource consent for development over part the site, with site preparation, earthworks, roading and service installation presently occurring. The applicant is therefore in a position to commence the project as soon as consents are granted.

The location of the site also ensures the development is commercially feasible, resulting in the timely construction and realisation of the proposed housing and commercial capacity earlier than would be the case under standard resource consent processes, which would otherwise have the potential to again result in piecemeal approvals over several years.

The requirements of the project and its potential adverse effects are known. The local developer has the resources, capacity expert advisors and technical experts to lodge the Fast Track application and commence construction quickly to deliver the project without further delay should approvals be granted under the fast track process. This is particularly relevant as high density and multi-level housing projects many instances are known to have difficulties in achieving economic viability, resulting in reduced capacity within the market. The fast-track process for this particular site will enable the opportunity a significant portion of this housing typology to be provided in an efficient and timely manner.

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

Other

Please explain your answer here:

This specific project has not been specifically listed as a strategic priority. However, it is supported by the Queenstown Lakes District Housing Capacity Assessment 2021, which identifies significant housing demand over the short, medium and long terms, with Wanaka playing an increasing role and demand for attached dwellings increasing in the medium and long term. QLDC is due to release its next HBA in 2024.

Will the project deliver regionally or nationally significant infrastructure?

Not Answered

Please explain your answer here:

N/A

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The proposal will provide a significant supply of higher density housing, in a location which is accessible and within convenient access to existing centres, education and recreation; as well as additional proposed business activity on the site including a market and childcare facility to support community needs. The integration of these activities supports the creation of a well-functioning urban environment, where supply is provided in locations of demand and that is accessible and may support reduced car dependence and travel costs.

The site is the ideal location within walking and biking distance to schools, workplace, recreation and shopping and a park and ride facility across the road. Reduced car dependence will also contribute to reduced greenhouse gas emissions.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The scale and density of residential development proposed will have regionally significant benefits. It will allow for the establishment of a significant number of affordable housing and worker accommodation options which are in demand within the District and required to meet predicted population growth, as well as to provide suitable worker accommodation to enable economic diversity and growth around Wanaka.

Significant economic benefits may also be realised through the provision of workers accommodation to support the viability and operation of local business through enabling housing for their employees and contributing to economic growth. The construction phases and commercial aspect of the project will also create jobs.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

N/A

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

No

Please explain your answer here:

N/A

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

Yes

Please explain your answer here:

The proposal will support reduction in greenhouse gas emissions through a comprehensive and integrated development of the site, through the creation of a well-functioning urban environment with reduced car dependence and associated emissions. The project achieves this through the proposed co-location of residential, retail and commercial services and its proximity to services and recreational amenities.

The housing will be built for the conditions in Central Otago so it will be very energy efficient, well insulated and with up to date heating and cooling systems. Further, construction will have greater opportunity to utilise more sustainable processes and materials at scale.

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

No

Please explain your answer here:

N/A

Will the project address significant environmental issues?

Yes

Please explain your answer here:

The project will address the issue of housing availability and housing affordability in the Wanaka area. This has become a significant issue in recent times. The project addresses this issue by providing residential units in a variety of styles, tenures and price points.

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

Yes

Please explain your answer here:

The setting of the site is unique within the Wanaka urban environment, and this context is relevant to consider with regard to the suitability of the site for the fast-track process and the particular development proposed.

The site is a flat, isolated pocket of Rural zone land, located between various urban zones and at the intersection of two state highways. The site itself has no significant landscape or built features.

Any remaining rural context has now been removed by the construction of the five-legged roundabout at this intersection, which comprises a significant urban infrastructural element with extensive lighting and signage, as illustrated in the photo in Figure 1. The character of the site will also change as a result of development of the service station, the worker's accommodation and the medium density housing already approved for the site under RM181471.

The site is located within a convenient distance (approximately 1.1 km) to the Three Parks commercial centre. The Wanaka Town Centre and lakefront is approximately 2.5 km west of the site, with a recently constructed active travel network existing along much of this length. North of the site is the residential area of Albert Town. The site also has convenient access to recreational trails within the adjacent Mt Iron Reserve.

The Council's vision for future growth and development of the District is outlined in the Queenstown Lakes Spatial Plan (2021) . With regard to the Upper Clutha, the spatial plan notes (at page 63) "The urban extent of Wānaka is consolidated within the area bound by the Cardrona and Clutha Rivers". This urban containment within the two river systems can be seen within the zoning map included at Figure 3 and 4, and Figure 5 from the QLDC Spatial Plan. Figure 5 from the Spatial Plan also indicates (in the blue dots) a vision for future public transport along both highways adjacent to the site.

The Council is currently developing a revised spatial plan as required to meet their responsibilities under the NPS Urban Development. This is referred to as the 'Spatial Plan Gen 2.0'. This strategy has not yet been released, however in 2023 Council invited landowners to submit locations that may be suitable for future urban development. The applicant made a submission identifying this site as a location for future development through this process, however at this time the outcome of that submission is unknown.

Anything else?

Please write your answer here:

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

No

If yes, please explain:

Section 8: Climate change and natural hazards

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

No

If yes, please explain:

N/A

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:

No compliance and/or enforcement actions taken against the applicant 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:

Joshua Leckie

Important notes