



TOWNPLANNING
GROUP

Application for Fast Track Schedule 2A
on behalf of Gibbston Valley Station

Gibbston Village

Queenstown-Lakes District / Otago Region

3 May 2024



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1 Project Overview

1.1 Introduction

This document forms part of an application made on behalf of Gibbston Valley Station (**GVS**) which seeks its development project to be listed in Schedule 2A of the Fast-Track Approvals Bill (**Bill**). GVS accepts that Ministers may however make a recommendation for the project's inclusion within Schedule 2B; the priority for GVS is that it is included within an expedited planning process that facilitates the shovel-ready nature of the proposal.

Gibbston Village is a residential development that seeks to establish up to 900 residential dwelling units, alongside supporting commercial activity and ancillary activities, within land zoned Gibbston Valley Resort under the Queenstown Lakes Proposed District Plan (**PDP**).

The development is located within the existing Gibbston Valley Resort Zone which enables development in a locality that can absorb change. The proposal directly responds to the housing needs of the district through increased density to support a Well-Functioning Urban Environment in the context of Policy 1 of the National Policy Statement for Urban Development 2020 (**NPS-UD**).

The application has been informed by a number of technical expert reports, including planning, urban design, transportation, landscape, economic, engineering, geotechnical, and legal inputs. Furthermore, development of this application has been shaped through consultation and active engagement with a number of key stakeholders, including the Queenstown Lakes District Council (**QLDC**), the Queenstown Lakes Community Housing Trust (**Housing Trust**), the Wakatipu Trails Trust, Kā Rūnaka, and the New Zealand Transport Agency (**NZTA**).

The following consenting authorities are relevant to the proposal:

- Queenstown Lakes District Council – Territorial Authority
- Otago Regional Council – Regional Authority

This project application only requires approvals through land use and subdivision resource consent under the Resource Management Act 1991. No other legislative approvals are required.

1.2 Proposal Overview

- **Residential:** The residential subdivision component of the development includes provision of approximately 900 dwelling units, 5% of which will be dedicated to affordable housing to be delivered through the Housing Trust. The development provides for a mix of typologies including standalone homes and multi-unit sites.

The proposal is primarily the subdivision of land to achieve the desired outcome, with land use consents for future residential and commercial buildings.

The development is to be undertaken in stages, with GVS aiming to bring the first stage to the market in 2025 and titles following in early 2026.

- **Commercial:** A commercial precinct – the “Vintners Village” – is proposed within a 2.4ha site providing for a gross floor area of 8,000m² of commercial activities. The Vintners Village is to be designed to be a key component of the development providing for day-to-day amenities for future residents as well as to the wider community.
- **Schooling:** A 3.0-hectare school site is proposed for a primary school (Year 1 to Year 8) of about 350 students.
- **Infrastructure:** A unique aspect of the development is that it has an existing infrastructure foundation for water supply, stormwater, wastewater treatment and disposal, and network utility services. Expert advice confirms that there are a range of feasible solutions for servicing of the Gibbston Village which can be designed at the more detailed consenting and engineering approval stages.

1.3 Key Findings

- The further intensification and development of the Gibbston Valley Resort-Zoned land to create a ‘Gibbston Village’ will support a Well-Functioning Urban Environment as set out under Policy 1 of the NPS-UD.
- Urban development is proposed to be located where it can be absorbed and Gibbston Village is conveniently placed respective to other local district centres of Arrowtown, Frankton and Queenstown, as well as Wanaka and Cromwell (in the Central Otago District).
- Access to Gibbston Village is via existing Waka Kotahi-authorised access locations and underpasses on State Highway 6 (**SH6**), linking to an internal roading network within the development.
- The unique aspect of the proposal is that it is building on an existing zone under the PDP which provides for comprehensive large scale resort development (principally visitor accommodation, residential and commercial activity). A number of consents and engineering approvals are already in place for key matters such as infrastructure and access, and development in the initial stages is already well underway.
- Conservatively the project will house at least 5.7% of projected population growth in Queenstown Lakes over the next 30 years and 2.3% of Otago’s population growth. Labour supplied by residents of the proposed Gibbston

Village residential subdivision could generate \$140 million of GDP annually. There is no doubt that these are significant regional, if not national, benefits.

- Gibbston Village is master planned and guided through a thoughtful design-led directive that will ensure positive urban design and landscape outcomes and the establishment of a community that is both self-sustaining and connected to other centres through an established walking and cycling network. Over time as the Village develops, GVS will work collaboratively with the regional council towards provision of public transportation to further enhance connectivity.
- The proposal is generally consistent with the objectives and policies of the Gibbston Valley Resort Zone under the PDP. Where tension exists, this is primarily relating to the reduction in visitor accommodation activity as part of the proposal and the increase in intensification for residential development. The proposal benefits from strong support from the objectives and policies of the NPS-UD.
- The proposal will add significantly to the provision of affordable housing in the district, with a commitment made via a Heads of Agreement between GVS and the Housing Trust.
- The development is “shovel-ready”, with Stage 1 of the development ready as soon as consent is granted, with a significant amount of the site and infrastructure works already completed under an existing resource consent, and which are suitable to sustain the density anticipated through this proposal.
- Initial transport assessment shows that a significant majority of the development can be undertaken on the basis of those existing access points without further upgrade. Engagement with the NZTA will be ongoing.
- GVS has consulted thoroughly with interested parties. A Memorandum of Understanding is in place with Kā Rūnaka which establishes the protocol and ongoing commitment between GVS and Kā Rūnaka to continue engagement throughout the process.
- GVS has engaged with the QLDC, initially through a request for its land to be included within the Future Development Strategy being prepared under the direction of the NPS-UD, and more recently, through engagement on this specific fast track proposal.
- The proposal meets the purpose and eligibility criteria of the Fast Track Approvals Bill and will greatly benefit from an expedited consenting process, meaning that delivery of Stage 1 titles could be in place as early as 2026, depending on consenting timeframes.
- The development will have significant regional benefits and meets all relevant criteria to be accepted under Schedule 2A of the Fast Track Approvals Bill.

1.4 Stages of Development

Gibbston Village 'Neighbourhoods'	Activity Areas under Resort Zone	Timing of implementation through Fast Track consent
The Vines	AA2	<p><u>Stage 1A:</u></p> <ol style="list-style-type: none"> Commence design work and obtain Council engineering approvals immediately after consent approval (expected to take 6 – 8 months) Site works (bulk earthworks, servicing, landscaping) to commence immediately after obtaining Council engineering approval. Anticipate 12 – 14 months for site works to complete and then commence Council approval process for engineering and other agencies. Titles obtained within 18 months of commencement (Release sections to market end of 2025 and aim to obtain titles by start of 2026)
The Orchard	Open Space and Recreation	<p><u>Stage 1B</u></p> <ol style="list-style-type: none"> Commenced while Stage 1a site works are completing. This allows the machinery and contractors from Stage 1a to move immediately into Stage 1b.
Vintner's Village	AA4 and Open Space and Recreation	<p><u>Stage 2a AA4 (commercial) and school:</u></p> <ol style="list-style-type: none"> Commenced at same time as works on Stage 1b include access to Vintners Village and school site works intention is to ensure Vintners Village underway early on in the project as this underpins saleability and community hub / village intent completion of access from State Highway within 18 months of commencement of this stage and to be completed prior to commencement of stage 3 stages 1a and 1b, 2a and 2b aimed to be completed within 2 years of commencement of consent
Gibbston Commons	AA3, AA6, AA7, AA8 and Open Space and Recreation	<p><u>Stage 2b and 2c</u></p> <ol style="list-style-type: none"> Works will start when works are finishing on Stage 2a <p><u>Stage 3a and 3b AA7 and AA6:</u></p> <ol style="list-style-type: none"> Works start when works are completing on Stages 2b and 2c



		Stage 4 – AA8: 13. Works start when works are completing on stage 3b.
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1.5 Applicant Overview

Mr Greg Hunt is the CEO of Gibbston Valley Winery and one of two directors of GVS. His biography and relevant experience in development is part of the application package and can be referred to for applicable details of the applicant.

Mr Hunt sets out his vision and philosophy behind designing the Gibbston Village project. This project represents a refined vision to respond to the district’s urgent and acute need for greater housing supply in the district. This project will meet the needs of the local community, while still providing for visitors to the area and their expectations for the district, through honouring and upholding the Gibbston Valley’s unique culture and history. Mr Hunt also confirms the financial position of the company to implement the development and timeframes committed to for delivery.

1.6 Project Location

The site is located within Gibbston Valley, situated on the outskirts of Queenstown, approximately 20km from Frankton and 25km from Queenstown’s CBD. State Highway 6 (SH6) runs through the site for approximately 2.5km.

The Development Areas within the Gibbston Village proposal have a northerly aspect looking out towards the Crown Range, Mount Hocken, Rock Peak and Mount Malcolm. To the south views are possible of Ben Cruachan and to the east there are views of Mount Mason, the Antimony Saddle and Mount Rosa. These topographical features characterise the landscape, they are dominant and significant landscape features with steep bluffs, rocky outcrops, incised watercourses, and active natural processes. Native grey shrubland vegetation cloaks the mountainside as a backdrop to the south of the site, in sporadic patterning which responds to the climatic and underlying geological process and soil profiles.

The Site is zoned as Gibbston Valley Resort Zone within the PDP.

1.7 Significance

Expert economic advice has been provided by Mr Benje Patterson specific to the proposal.

Queenstown-Lakes is New Zealand’s fastest growing district, with the District’s population having grown by 8.0%pa in the June 2023 year – which equated to an additional 3,900 residents in one year – equivalent to a town the size of Arrowtown in



just one year. Over the next 30 years, there is expected to be significant population growth within Queenstown Lakes and more generally across Otago Region that will drive up demand for housing.

Mr Patterson concludes that Gibbston Village meets the regionally significant eligibility criteria by:

- **Increasing the housing supply – section 17 (3) (c):** The 900 dwelling units could conservatively house at least 5.7% of projected population growth in Queenstown Lakes over the next 30 years and 2.3% of Otago's population growth. The provision of commercial spaces provides business space that allows access to local services and job opportunities for the Gibbston Village population, and a school would cater for 25% of anticipated primary school demand growth in the district as a whole and 40% of demand growth within the Wakatipu Ward, ultimately contributing to Gibbston Village being a well-functioning urban environment.
- **Delivering significant economic benefits – section 17 (3) (d):** Labour supplied by residents of Gibbston Village could generate \$140 million of GDP annually to the local economy. If 60% of residents in Gibbston Village were in the workforce, this would equate to 1,120 workers.

As noted above, GVS has reached an agreement with the Queenstown Lakes Community Housing Trust to transfer 5% of the residential allotments to the Housing Trust at nil consideration to provide affordable housing. On the current project parameters that would be approximately 45 allotments to be retained and developed by the Housing Trust. The provision of this affordable housing would support social wellbeing outcomes across the district.

1.8 Eligibility Criteria

Section 17 of the Fast Track Approvals Bill 2024 (**Bill**) sets out eligibility criteria for projects that may be referred to the panel. Section 18 of the Bill sets out the ineligible projects and what a project must not include in order to be processed as a Fast Track Application.

The Gibbston Village proposal meets the eligibility criteria under Section 17 and does not trigger any eligibility criteria under Section 18.

A detailed assessment of the eligibility criteria in the Bill is set out in the Memorandum prepared by Todd & Walker Law.

2 Consultation

2.1 Kā Rūnaka

A memorandum of understanding has been in place since the 1st of November 2022 between Kā Rūnaka (representing Te Rūnanga o Moeraki, Kāti Huirapa Rūnaka ki Puketeraki, Te Rūnanga o Ōtākou and Hokonui Rūnanga) and GVS.

GVS has informed Kā Rūnaka of this proposal and kept it updated through the application process, GVS will continue to be consulted with throughout the process of the project in order to ensure that the vision for the project has the utmost respect for wāhi tūpuna and the preservation of the mauri of these areas. GVS acknowledges the significance of ensuring that the project protects Mana whenua values and manages potential threats within these areas. GVS is committed to working closely with Kā Rūnaka through the memorandum of understanding to ensure this project reflects Mana whenua values.

2.2 Queenstown Trails Trust

GVS has a long standing and strong relationship with the Queenstown Trails Trust, being one of the first landowners in the area to enable right of passage of the public through its land and enabling the expansion of the active transport network in the district.

The Trails Trust have been engaged with on a number of occasions and have been supportive of the development that GVS have undertaken. GVS have put in place a public easement over their land for the trail and have a strong and committed relationship to the Trails Trust. This proposal has also seen engagement with the Trails Trust and it is envisioned that engagement will continue to be had with them in order to maintain the relationship that has been ongoing. A letter of support for these proposed trail connections and the recreation and social benefits of the same is included with the Application.

2.3 Queenstown Lakes Community Housing Trust

An agreement has been reached between the Housing Trust and Gibbston Valley Station. This is provided with the application package. As way of summary the agreement is for GVS to commit transferring 5% of the new serviced residential lots created under this project to the Housing Trust at nil consideration should this project be included in the fast-track approvals bill. In return, the Housing Trust has written its letter in support of the application, which is also included in the application package. The agreement also includes that both parties will continue to engage throughout the fast-track process with respective mutual benefits. This quantum of land provided to the Trust is significant with waiting lists for affordable homes, and the district's needs further assessed in the economic assessment.



2.4 New Zealand Transport Authority

The NZTA has been involved in various aspects of the GVS consenting and rezoning processes since c. 2007. This has culminated in the station having designated access locations on State Highway 6 to provide for development within the station land.

They have approved two accesses from the state highway as well as two underpasses connecting the north and south sides of development. There is also an agreement from NZTA for another access in the northeast corner of the site for service vehicles including delivery, rubbish etc. to utilise and go through the north side of the site. NZTA have also been involved in ongoing communications for GVS redevelopment.

It is expected that when it comes to detailed design and further development NZTA will be involved in ongoing consultation and discussions as well as potential authorisations that GVS may be required to obtain in the future.

2.5 Adjoining Landowners

The adjacent landowners are limited due to the fact that GVS holds the majority of the surrounding land. The only direct neighbour to the proposed development land is Mr. Hunter, situated to the south. On the west side, the Winery is the neighbouring property, with a vineyard acting as a buffer between it and Bungy and The Winehouse to the north. Across the highway to the east and north, there are no nearby neighbours. To the south, Peregrine is present, but they are located beyond the vineyard, which is part of GVS's property on the east side.

There was significant consultation with adjoining neighbours and further with the community in obtaining the consent order for the resort, the areas that GVS are proposing development to occur in are the same as the resort. It is anticipated that further consultation will take place with the adjoining landowners and further within the community.

2.6 Queenstown Lakes District Council

QLDC have been involved with various consenting and rezoning of GVS for a significant number of years. Most recently GVS have engaged with Ms Anita Vanstone, the Strategic Growth Manager at QLDC to discuss the proposal and align with the vision that both QLDC and GVS have.

From the conversations had with QLDC the following statements have been made:

- Future Growth Strategy and updated Spatial Plan for the district are currently being worked upon. Gibbston Village made an early submission to the FDS process to be included within the growth strategy. We are hopeful that the work we are preparing will help the Council with its forward decision making towards long term planning in the district.

- Council saw the positive benefits associated with the agreement that GVS has in place, to provide 5% of its land as affordable housing to the Housing Trust. Given the quantum of 900 residential units within the Village, 5% will go a significant way towards supplying more affordable housing within the district, and the Housing Trust's waitlist, which Council were aware was and is a critical issue.
- In terms of infrastructure, Gibson Village is uniquely placed to build upon an existing infrastructure system that was developed for the resort. The intention is to further expand the system so that the Village is self-sufficient and does not rely on existing Council infrastructure. Council queried as to whether this infrastructure would remain private or be vested in the ownership of the Council. GVS are amenable to a mutually beneficial outcome that suits both parties.
- Gibbston Village is unique compared to other development areas in the Queenstown Lakes District insofar that it is building on an existing zone in the District Plan that enables a significant amount of development. This provides a strong catalyst for the Gibson Village proposal to increase the density already consented for the Site and provide a stronger focus on residential and affordable living. In terms of this approach being able to be replicated by other parties, in particular other landowners in Gibbston Valley, this is nil because they do not have this underlying planning framework / Resort Zone.
- Council have stated that they would like to see the benefits of outcomes for the community from this process. This is very much aligned with what GVS wants to achieve itself, and it is currently preparing for active engagement with the community as the Fast Track process moves forward. GVS considers multiple community benefits will flow in terms of available and affordable housing supply, the provision of education, active transport links, community and open spaces, and commercial / retail access to these areas which is currently under-served by these amenities.

2.7 Otago Regional Council

GVS is dedicated to closely collaborating with the Otago Regional Council (**ORC**) to ensure that the proposal is in line with their priorities and effectively addresses any concerns or considerations they may have regarding zoning, infrastructure, environmental impact, and community development.

ORC has been engaged in various consenting and rezoning processes with GVS for a substantial period. GVS intends to be in ongoing discussions with various arms of the ORC to explore the proposal and ensure alignment with the shared vision of both ORC and GVS.

3 Assessment of Effects

3.1 Introduction

This assessment is addressed under the following headings and in no particular order:

- Infrastructure
- Urban design / Landscape
- Cultural
- Heritage
- Geotechnical and Hazards
- Soils
- Acoustic / Reverse Sensitivity
- Transport
- Economic

3.2 Infrastructure

All infrastructural servicing can be feasibility achieved and any effects on the environment can be approval avoided, remedied or mitigated.

3.2.1 Stormwater

(a) General Management Practices

All existing stormwater networks are designed in accordance with QLDC's Land Development and Subdivision Code of Practice (**CoP**), which requires primary drainage networks to be designed for the 5% Annual Exceedance Probability (**AEP**) rainfall event with secondary flows designed for the 1% AEP event. Culverts under SH6 have been designed to convey the 1% AEP rainfall event.

The proposed increase in impermeable areas from the roads and lots result in an increased peak post-development runoff with existing consents for the Site have justified to QLDC that detention of stormwater to the north of SH6 is not required. This is due to there being no risk to people, property, or stormwater networks downstream of the site.

Detention ponds have the purpose of maintaining a development's pre-development peak flow rate, but will then release this stored water over a period of time. This will increase the instantaneous peak flows from the development after the storm event, which may then coincide with the later peak flows from the river. Ultimately increasing

peak flows through the Kawarau River. It is therefore more advantageous to discharge Site flows quickly into the Kawarau River without detention.

(b) Gibbston Winery and The Vines

The proposed Gibbston Village development does not alter the already consented stormwater strategy through The Vines.

(c) The Orchard

The Orchard is bordered by Tom's Creek along its eastern stage boundary. Tom's Creek is a continuously flowing stream that conveys flows from a large 634-hectare mountainous catchment south of the site. The creek flows in a northern direction, through a 1.2m diameter culvert beneath SH6, under a one lane bridge on Tom's Creek Road, past The Orchard, before discharging into the Kawarau George River.

The Orchard stage of the project will either need to accommodate the 1% AEP flows passing overland through the proposed development or upgrade the Tom's Creek Culvert under SH6. Both are feasible solutions that can be designed at the detailed engineering stage within the GVS controlled land and no significant risks would remain.

(d) Gibbston Commons & Vintner's Village

The stormwater catchments to the south of SH6 are significant in size with stormwater flows directed to existing culverts under SH6. A swale has been constructed through part of the catchment to direct overland flows to the east, and around The Reserve. All existing culverts are undersized and upgrades are proposed across SH6 prior to any construction occurring south of SH6 to accommodate the 1% AEP flows.

Additionally, the proposed Gibbston Village development significantly increases the number of lots proposed in this area, which will alter the required overland flow path design including needed to control smaller overland flows through the road network, and larger overland flows through a channel. Stormwater network through the Rockery has been designed using predevelopment flows from the catchments south of SH6. Therefore, these stages will need to manage their stormwater peak flows before crossing SH6 by providing stormwater detention ponds (dry or wet ponds).

(e) The Reserve and The Rockery

The stormwater in The Reserve is a standalone area. The proposed Gibbston Village development has no impact on The Reserve's stormwater as long as runoff from south of SH6 continues to be diverted around The Reserve, either as currently consented and constructed, or in another approved manner.

Runoff from the proposed Gibbston Village development will not impact The Rockery's infrastructure, provided that peak 1% AEP storm flows are controlled at predevelopment levels on the land to the south of SH6, which may require detention ponds.

3.2.2 Wastewater

A centralised wastewater treatment plant (**WWTP**) and Land disposal area (**LDA**) has been consented to service Gibbston Resort Zone, sized to treat and discharge the wastewater generated from all of the originally consented development. The WWTP has been designed to be commissioned in a staged approach, so when expected demand is nearing capacity, expansion can easily occur.

The limiting factor for increasing wastewater treatment at the existing WWTP and LDA area is space. Therefore, to service the increased wastewater generated from the proposed development, a new LDA is proposed on the plateau south of Gibbston Commons.

A low-pressure sewer (**LPS**) reticulation network currently services the completed Gibbston Valley Station, as designed by Ecoflow. The LPS network was designed to service all stages to the north of SH6 for the currently consented scheme plan.

LPS systems require each lot to have their own private wastewater grinder pump and storage. With the increased intensity of proposed buildings, LPS may no longer be the most suitable solution for The Vines or the Gibbston Commons and Vintner's Village neighbourhoods. Instead, a standard gravity network with centralised pump stations within the development area, such as reserves, can be provided to service those stages.

3.2.3 Water Supply

GVS currently provides potable and firefighting water supply to its developments through an infrastructure management entity. At present, GVS has an Otago Regional Council water take consent to take water from Tom's Creek (RM22.054) for use as potable water supply. This intake is currently operational and supplies all GVS's completed stages.

GVS also has consented a water intake from Kawarau River and treatment system at the western end of the Gibbston Valley Resort zone to service the current fully consented scheme with some buffer capacity. The existing consent (RM23.635.01) allows for a maximum take of 100l/s up to 1,000,000 litres per day (1000m³/day). Once this Kawarau River intake is operational, the existing Tom's Creek intake would be retained but used as a backup emergency supply.

The currently proposed Kawarau water intake plant will be evaluated at the detailed consenting stage of the Gibbston Village proposal and will be varied to suit if required. The infrastructure for the water intake, storage and treatment can be expanded as required. The water take consent may also need to be varied for the increased demand.

The existing watermain that distributes water through The Reserve has been sized to distribute water to the south side of SH6 for the currently estimated water demand. The new proposal will increase water demand. To maintain water flows and adequate working pressure to the south side of SH6, there are multiple options that can be explored. Possible options include installing duplicate water lines, installing a new

watermain across SH6 closer to the Kawarau Water treatment plant and loop the watermain to the existing watermain to create, and/or booster pumps with water storage sites.

Given the land is solely under control of GVS, these solutions would be readily available and feasible. Irrigation to each lot is from the potable water supply laterals to the residential lots. There is no separate irrigation supply network proposed for the lots.

In regard to firefighting supply and in accordance with SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of practice, the full development will be designed to provide adequate pressure and flow rate for the appropriate FW classification for each building throughout the proposed development.

3.2.4 Network Utilities

All network utility supplies are expected to be modified to service the proposed develops. Easements (in gross) will be provided for services, benefitting the respective utility holder.

(a) Electricity Power Supply

Aurora has an existing distribution network for electricity supply in the GVRZ. To service the proposed development, it is assumed that the existing distribution network could be modified by upgrades to transformers. Aurora will be approached to confirm there is sufficient capacity to service the development.

(b) Telecommunications Supply

There is an existing network for fibre telecommunications in the GVRZ. The existing network will be extended to service the proposed development. Chorus will be approached to confirm there is sufficient capacity to service the proposed development.

(c) Gas Supply

A gas pipe network is provided and operated within GVRZ. This network is supplied by a centralised gas storage structure. The gas network is operated by Rock Gas and will be extended as required to suit the proposed development.

3.3 Urban Design

Gibbston Village represents positive urban design outcomes and will contribute to a Well-Functioning Urban Environment.

DCM Urban Design Limited has been commissioned by Gibbston Valley Station to undertake an Urban Design Assessment for the proposed Gibbston Village development. This is summarised as follows:

3.3.1 Design Philosophy

The design utilises the underlying zoned and consented development of the Gibbston Valley Resort Zone in the PDP to create a development with a diverse range of housing options for people of all demographics, including affordable housing. Further, the Structure Plan for the Zone ensures that development is carried out in an integrated and planned manner, and that buildings and activities occur where the landscape can absorb change. Consolidating development in a location that can absorb change is the underlying landscape philosophy for the project whereby development is concentrated in locations that are already zoned, and in some locations consented, for large scale development.

The proposal establishes a Well-Functioning Urban Environment and is consistent with the NPS-UD. The proposal includes a small commercial centre and school, which will assist in minimising private vehicle movements and allow residents to live in a sustainable manner. The proposal includes a high level of housing choice and variation in lot sizes with good accessibility. The type, price and location of houses combined with the high level of amenity and access to open space will ensure that future residents enjoy a high-level of residential amenity.

A set of design principles underpin the design philosophy and are aimed at achieving a Well-Functioning Urban Environment in accordance with the NPS-UD. These are as follows:

- **Sustainability** – Sustainability is at the core of Gibbston Village's design and principles. Each of the subsequent four principles contributes to sustainability, from ecological revegetation to self-sufficiency, connectivity, and celebrating the local character and culture. By integrating these principles, Gibbston Village aims to be a model of sustainable development.
- **Distinctive Local Character** – Every aspect of Gibbston Village, from its architecture to its community spaces, will embody and celebrate the unique identity of Gibbston. Vineyards, orchards, and distinctive architecture will contribute to a strong sense of place.
- **Self-Sustained Village** – Gibbston Village aims to be a self-sustaining community, with amenities such as the Vintner's Village and the proposed school site ensuring that residents' daily needs can primarily be met within the village itself. This reduces the reliance on external services and promotes a sustainable lifestyle.
- **Connectivity** – The development will not only provide housing but also establish connections within and beyond Gibbston, contributing to the broader sustainability and growth of Queenstown. It will feature pedestrian and cycling-friendly design, connecting residents to active transport trails and the surrounding landscape. As the Village develops, so will its integration to public infrastructure as the network expands to cater for growth in Queenstown.



- **Ecological Preservation and Regeneration** - Gibbston Village is committed to enhancing the natural environment. Through extensive revegetation and indigenous planting and sustainable land management practices throughout the wider site, plus the creation of orchard and amenity planting within the Village, the development will contribute to ecological health and enhanced biodiversity.

3.3.2 Vintners Village

The proposed Vintner's Village generally correlates with AA4, an existing commercial zoning, and consists of a 2.4ha lot with up to 8,000m² of small scale commercial and convenience retail, office and community space with a maximum building height of 8m. The Vintner's Village is to be designed to be a key component of the wider Gibbston village providing for day-to-day amenities for future residents as well as to the wider community.

The development will not only contribute to the provision of sufficient housing and business development capacity for Queenstown but also provide wider connections within the region. Integrating vineyards throughout the development will add charm and bring economic benefits through tourism and local wine production.

3.3.3 Education

Built over a 3-hectare site, the school caters to the needs for 350 students or up to 1000 families within the Gibbston Valley catchment area, promoting sustainable and accessible education. The future school design will integrate with the natural landscape of the Gibbston Valley incorporating the design principles that underpin the development. Until a school is developed in the Village, this land will be set aside as open space for recreation and enjoyment.

3.3.4 Housing

The Village provides a high level of housing choice, lot size and locations. With 900 dwellings, being a mix of typologies on varying lot sizes, the proposal is focused on providing a high level of housing choice as well as a substantial retained affordable housing component. GVS has reached agreement with the Community Housing Trust to provide for 5% of residential allotments as retained affordable housing. Indicative housing typologies have been prepared by Barry Condon Architects to ensure that the proposed level of housing intensity can be achieved while still also providing a high level of residential amenity.

The design of the development focuses on integrating with the surrounding domesticated pastoral landscape of Gibbston Valley, aiming to preserve and enhance character and values. The architectural style of the development will be tailored to reflect the distinct character and identity of Gibbston Village.

Walkability and connectivity are key principles of the Gibbston Village with a hierarchy of street types and connections provided throughout the neighbourhoods. The aim of the movement network is to provide a range of modal options for residents, to reduce

car-dependency for short local trips while recognising private vehicle use is necessary for longer trips. The Village encourages connectivity using shared pedestrian and cycle network throughout and linking the neighbourhoods to each other as well as the school, Vintner's Village and the existing Gibbston Trail. The design intentionally does not provide multiple vehicle access points to SH6 to promote a greater range of active modal options for residents, to reduce car-dependency for short local trips, but while recognising private vehicle use is necessary for longer trips. Residents will have access to a range of amenities and activities, including the Gibbston Walking Trail, to promote an active and healthy lifestyle.

3.3.5 Summary

In terms of the NPS-UD the proposed development will add significant residential capacity within the district while creating a well-functioning urban environment. The proposal provides a mix of housing choices and lot sizes which will cater to a wide range of the community, including retained affordable housing. The houses will be warm and energy efficient with the layout designed to ensure all dwellings receive high levels of sunlight.

The development utilises existing infrastructure while ensuring the village integrates well and can be readily absorbed into the surrounding landscape. The Village has been designed in a master-planned manner which will allow future residents to enjoy a high-level of residential amenity and access to the wider environment. Implementation of the design principles, proposed standards, and housing typologies for each of the activity areas will result in a well-functioning urban environment.

3.4 Landscape

Development aligns with the underlying premise of the Gibbston Valley Structure Plan and can be absorbed into the setting, such that landscape character and amenity values are maintained and enhanced over time.

DCM Urban Design Limited has also provided a Landscape Visual Impact assessment on behalf of the Applicant. This is summarised as follows:

In terms of effects on visual amenity, the highest visual effects are likely to be felt by road users when travelling along SH6. This is evident from viewpoints have views looking towards the proposed Gibbston Commons and the Vintners Village development areas, where partially screened views of the proposal within these areas may be experienced briefly when traveling along SH6 in both directions. There is extensive enhancement planting proposed along SH6 and further south of the Gibbston Commons Area which is aimed at effectively softening and screening the built environment of the proposal. As a result, views of the development will be intermittent and temporary, until the proposed planting matures to soften and screen the development.

To mitigate potential visual impacts of the development, a set of mitigation measures are proposed. These include the use of recessive colours and materials for the proposed buildings, building height restrictions, extensive planting initiatives, and additional earth mounding. Vineyards have been used throughout the development and play a pivotal role in mitigating perceived visual impacts by serving as a buffer between development nodes and the state highway. They provide a sympathetic transition between the proposed urban areas and the more rural landscapes, effectively preserving the integrity of open spaces while accommodating urban growth.

The proposed mitigation measures will ensure that any perceived residual effects on the visual amenity, landscape values and landscape character, when viewed from SH6 are no more than minor. Effects are likely to reduce further as the existing and proposed vegetation establishes and the proposed built forms 'integrate' into the landscape. Proposed orchard, vine, specimen trees, and native grey shrubland and riparian planting will also assist with restoring indigenous biodiversity across the Village proposal.

The development has been assessed overall less as having than minor effects on the receiving environment landscape character and associated landscape values due to the proposed and existing landscape bunding, extensive proposed planting including the establishment of vineyards, and good design guidance and principles. Evident throughout the development the high quality of architecture, built form, planting, community and open spaces, each reflecting and celebrating the unique identity of Gibbston Valley.

Overall, it is considered that the proposed Gibbston Village integrates well into the receiving environment albeit at a higher density than anticipated by the underlying resort zone. It will be visually sympathetic to existing landscape elements with the existing character of the immediate and wider landscape maintained by utilising a mix of landscape plantings, building setbacks and design controls.

3.5 Cultural

Through ongoing engagement, cultural values of the area are relatively known and sensitive areas have been avoided. Through ongoing consultation and the fostering of the strong relationship between Kā Rūnaka and GVS, cultural matters will be positively managed.

A memorandum of understanding has been in place since the 1st of November 2022 between Kā Rūnaka and GVS.

The proposal has considered the Wahi Tupuna layer of the PDP and has made significant efforts to ensure that this area is protected and avoid any significant effects through the careful consideration and siting of future development. There are a small number of allotments that encroach into this area however these allotments are to have no build areas within the Wāhi Tūpuna overlay to ensure the ongoing protection of these areas are upheld.

Accidental discovery protocols will be adopted for the duration of any works with the Applicant amenable to conditions of any future granted consent to this effect. Should any sites of potential significance be discovered, all works will cease until clearance is provided by an archaeological expert.

3.6 Heritage

Known heritage features have been avoided and an accidental discovery protocol will be put in place to manage the process for encountering unknown heritage features.

Council records do not indicate a Heritage Item being located on the site. There are no known sites of cultural or historical significance. It is however noted that as part of a previous resource consent for a portion of the site (RM080864) a heritage study undertaken by Mr Petchey who looked at the archaeology of the site, and those features have been avoided as part of the Gibbston Village proposal.

It was considered at the time that many of the features on the site would be more readily viewed by the public from the existing walking track and as part of the consented golf course. It was also considered that allowing enhanced public access to these archaeological relics is a significant public benefit.

The Heritage New Zealand Pouhere Taonga Act 2014 is current. The purpose of this act is to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. This Act prohibits the modification or destruction of an archaeological site unless an authority for the modification or destruction is obtained from Heritage New Zealand Pouhere Taonga under this Act.

Given that an archaeological survey has been completed over the site previously the applicant is aware of the location of any archaeological features. Should any of these features be modified or destroyed the applicant would need to obtain an Archaeological Authority from Heritage New Zealand Pouhere Taonga.

This is the appropriate mechanism to address heritage and archaeological matters and therefore it is considered that the potential effects on historic heritage are minor or less than minor.

Should any sites of potential significance be discovered, all works will cease until clearance is provided by an archaeological expert.

3.7 Geotechnical and Hazards

There are no significant hazards on the site and where hazard risk exists, it can be managed.

3.7.1 The Vines & The Orchard

The existing geotechnical reports for The Vines & The Orchard show that there are no significant geotechnical risks for these stages that will negatively influence development on these zones.

3.7.2 Gibbston Commons

Tonkin and Taylor prepared a geotechnical report for the Gibbston Commons neighbourhood. The report identified the following low risks:

(a) Landslides

The toe of a large landslide, known as Resta Road Slide passes through the Gibbston Commons neighbourhood. The slide is inactive, and is recognised as low risk, however further investigation will be required from a geotechnical engineer to assess the influence of this slip on the proposal and make recommendations on any appropriate measures for the toe of the slope.

An assessment will need to be made on whether remedial measures such as shear keys and/or drainage is required to adequately mitigate any remaining risk, or otherwise, whether the location of proposed lots against the toe of this slope is appropriate or needs modification. The report also notes there are signs of shallow surface landslides all along the steeper slopes.

(b) Rockfall

The slope to the south Gibbston Commons has a few schist boulders on the slope. The geotechnical report notes that all slopes need to be closely assessed for risk of mobilising of rocks during an earthquake. This risk can be mitigated by removal of any loose rocks or providing appropriate setbacks.

(c) Flooding and Debris Flow

Flood control and protection works will be required through the area with low frequency, high intensity storms potentially causing a mass of soil and rock to be mobilised down an existing gully or channel. The risk decreases with distance from the mouth of the gully. Debris limits are proposed to mitigate this risk.

3.8 Soils

Mr Christopher Keys provided evidence on Viticulture and Land Viability within the Environment Court Appeal for stage 1 of the proposed Queenstown Lakes District

Plan¹. Within this evidence Mr Keys discussed the soil and productive values in Gibbston. Mr Keys concluded within the evidence that the resort zoned land on the north side of the state highway presented significant challenges for viticulture for the following reasons:

- The area is lower and cooler than vineyards on the southern side of SH6.
- The shadow of the Crown Range directly falls on the North side. Vineyards in this area will not receive sufficient heat or duration of sunlight to ripen fruit during the growing season.
- The North side sites have extreme frost risks. Being significantly lower in altitude, it frosts frequently and severely, remaining blanketed by huge pockets of cold air in the Crown Range's shadow. He stated that he doubts any frost fighting method would be able to mitigate the severity of the frost.

With the above taken into consideration the area to the north of the state highway therefore is not considered to be productive soil and is excluded from any consideration as such.

In terms of the development area to the south of the state highway, this land is all zoned as Gibbston Valley Resort Zone and through this zoning is not subject to the NPS-HPL, as discussed further in this report.

3.9 Acoustic / Reverse Sensitivity

Gibbston Village will not give rise to reverse sensitivity issues.

The site is located within a wider productive working environment which includes frost protection devices. The closest land within the underlying Gibbston Valley Resort Zone that is not owned by GVS is located to the west of Resta Road, where on the eastern side of Resta Road are vineyards that contain frost fighting devices. The location of the proposed development is not in proximity to any potential or existing frost fans, in particular because the Gibbston Character Zone land to the east is also owned by GVS.

Currently within the site, there are no frost fans, and frost fans are not going to be considered in any areas of the proposed development. The existing frost fans on neighbouring allotments not owned by GVS ensure that compliance with the 55 dB LAeq at the boundary of the proposal which is what is required at a minimum. This has been confirmed in the Joint Memorandum of Parties in Support of Consent Order: Resolving Site Specific Appeal ENV-2018-CHC-000054.

Further to this the frost fan that is operational will only operate when temperatures are very low and in the early hours of the morning. In such circumstances, the doors and windows of any dwelling are likely to be closed. With windows and doors closed, any

¹ Statement of Evidence of Christopher Keys on behalf of Gibbston Valley Station Limited ENV-2018-CHC-000054

modern building should achieve sufficient attenuation however, for further consideration and upon finer details of design it would be anticipated that the dwellings are constructed to achieve internal noise levels of 35dB LAeq².

3.10 Transport

Existing NZTA approved access locations will be used to facilitate access to Gibbston Village and traffic effects can be appropriately managed.

The Site is located to the north and south of Gibbston Highway, and the proposed development project includes subdivision and land use consent for approximately 900 residential dwelling units, plus supporting mixed use and commercial development of 8,000sqm GFA, and a 3ha school site to support up to 350 pupils. Carriageway Consulting provided a Transport Assessment on behalf of the Applicant. This is summarised as follows:

As the Site is located towards the north and the south of Gibbston Highway, access is therefore proposed to be from two locations. The existing Gibbston Highway / Vines Way priority intersection is proposed to serve the northern part of the Site, with the Gibbston Highway / Resta Road priority intersection serving the southern part of the Site. However, the existing Gibbston Highway / Resta Road intersection is to be relocated slightly further to the west of the existing intersection location, and upgraded with auxiliary turning lanes as soon as any development takes place.

Whilst there is some degree of uncertainty as to the extent of internal trips within the site, which leads to a range of outcomes, the two access intersections have then been modelled using industry-standard computer software. The analysis shows that the majority of the site can be progressed without the need for any infrastructure improvements to increase capacity. When intersection improvement schemes are required at varying stages through the development, it is relevant that all land in the immediate vicinity of the two intersections is either road reserve or land that is within the control/ownership of GVS. This therefore means that no third party land is required for any improvement schemes.

The most appropriate way of providing additional capacity and the timing of those schemes is best determined at a future time, such as through monitoring traffic flows. However, there are a range of scheme options that could be considered, including prohibiting right-turn movements and providing an underpass below the highway, or converting both intersections to roundabouts. Notably, the resort zoning provides for the establishment of an underpass, if that is required.

The crash history in the vicinity of the Site does not indicate that there would be any adverse safety effects from the proposal with all intersections meeting, or upgraded to meet, current guides and standards.

² Joint Memorandum of Parties in Support of Consent Order: Resolving Site Specific Appeal ENV-2018-CHC-000054

It is likely that the development will lead to an increase in the extent of walking and cycling in the immediate area and it is possible to connect the northern and southern parts of the site to support non-car travel between them. The size of the southern part of the site means that all activities in this area are within a viable walking distance of each other.

Although currently there is no regular public transport service in the area, there are several longer distance services that pass the site on Gibbston Highway. Consequently, it would potentially be viable to make provision for these to pull off the highway and enter the development to pick up or drop off passengers.

Overall, based on the assessment of the likely effects, the proposed development can be supported from a traffic and transportation perspective.

3.11 Economic

The economic effects of the proposal will be significant on a regional scale and Gibbston Village will make significant inroads into the supply of affordable housing in the district.

Mr Benje Patterson prepared an economic assessment on behalf of GVS and concluded that not only will the proposed development supply much needed housing supplies in the Queenstown Lakes area, but it will also provide regionally significant economic benefits.

Collectively the labour supplied by residents of the proposed Gibbston Village residential subdivision could generate \$140 million of GDP annually to the local economy.

The provision of sufficient schooling capacity in the Gibbston Village will contribute towards economic development goals in the district. There are ambitious plans to diversify the Queenstown Lakes economy, which is reliant on attracting and retaining a highly skilled workforce. Education quality and availability are key considerations for many of these workers when choosing to base themselves somewhere.

Up to 900 residential dwellings are proposed within the Gibbston Village project which would be conservatively anticipated to house at least 1,867 people, sufficient to house 5.7% of projected population growth across Queenstown Lakes over the next 30 years and 2.3% of Otago's population growth over the same period.

Vintner's Village would contribute towards a well-functioning urban environment by providing business space that allows access to local services and job opportunities for the Gibbston Village population. The 8,000m² gross floor area of commercial space amounts to 4.2m² per resident, which provides sufficient provisioning of commercial space compared to other local benchmarks and could employ about 200 people.

The Gibbston Village primary school would contribute towards a well-functioning urban environment by providing access to a key community service (schooling) for a

catchment that extended beyond Gibbston Village. The 350 primary students provided for at the Gibbston Village primary school would be able to cater for 25% of anticipated primary school demand growth in Queenstown Lakes District as a whole and 40% of demand growth within the Wakatipu Ward part of the district (an area that encompasses Queenstown and the Wakatipu Basin).

The Gibbston Village project could be developed at pace and so could significantly lift Queenstown Lakes' feasible development capacity. Only 38% of plan-enabled additional housing capacity is practical to develop in the long-term because the remainder is not commercially feasible or infrastructure serviced.

Overall, the proposed development could conservatively house at least 5.7% of projected population growth in Queenstown Lakes over the next 30 years and 2.3% of Otago's population growth whilst labour supplied by residents could generate \$140 million of GDP annually providing regionally significant economic benefits.

3.12 Conclusion

In consideration of the abovementioned, it is considered that there are no persons on adjacent sites that will be adversely affected by the proposed development. Any potential for adverse effects can be appropriately avoided, remedied or mitigated, and will be less than minor in the context of the receiving environment. Significant regional positive effects will arise from the proposal.

4 Statutory Considerations

4.1 National Policy Statement on Urban Development 2022

The NPS-UD identifies Queenstown-Lakes District as a Tier 2 local authority, and Queenstown is listed as a Tier 2 urban environment. As a Tier 2 local authority, the Council is obliged to give effect to all of the objectives in the NPS-UD, along with selected policies.

Objective 1 directs that New Zealand has well-functioning urban environments, with a particular focus on planning decisions that enhance housing affordability by supporting competitive land and development markets. In the context of this proposal, it is significant because the development leverages the existing resort zoning, enabling a high degree of development and further intensifying this to achieve a well-functioning urban environment in the context of **Policy 1**.

The project will foster affordable housing, as outlined in the development agreement with the Queenstown Lakes Community Housing Trust. A key strategy to enhance land and development markets is to provide additional housing to direct housing prices downward, allowing more people to access the market. In this regard, the proposal aligns well with **Objectives 1 and 2**.

Amenity values of urban environments are expected to develop and change over time (**Objective 4**). As set out in the expert urban design evidence, the project will result in high quality urban design outcomes and maintain local amenities values.

The proposal does not contravene the Treaty of Waitangi (**Objective 5**).

Regarding urban infrastructure planning and strategic development, the proposal aligns strongly with **Objective 6**, assisted by the fact that infrastructure is currently privately owned, making it easier to integrate with the development of the Gibson Village. GVS is further consulting with the QLDC regarding the vesting of infrastructure; the key point here is that development can be appropriately serviced.

Policy 1 is a key policy that defines what constitutes a well-functioning urban environment. The proposal strongly aligns with and archives Policy 1 and will result in a well-functioning urban environment, contributing significantly to the wider urban setting within the Queenstown Lakes District and wider Otago Region.

The proposal provides for 900 new residential dwellings in varying forms including standalone dwellings, duplexes, and terraced housing. This will assist the development providing for different households. The proposal includes 5% of residential allotments to be a nil contribution to the Housing Trust and will result in a significant contribution of affordable housing in the district.

The proposal also maintains the wāhi tūpuna area by ensuring that no proposed site intersects this area, and the proposal has the respect for wāhi tūpuna and the preservation of the mauri of these areas.

Gibbston Village is part of the existing Gibbston community and is located conveniently along the State Highway with existing and approved accesses, with a high degree of accessibility. Gibbston Village is also situated along the Trail route for cyclists and pedestrians to gain access to Arrowtown, Frankton, Queenstown and other commercial facilities within Gibbston.

While at this point in time, public transport is limited, this will evolve over time as the Village is developed and a demand is generated for public transportation. Being located on the key transportation route to/from Queenstown will facilitate the expansion of the existing bus network should it be required in the future.

Increasing housing supply is considered as an essential mechanism to facilitate affordable housing, both in way of choice and affordability. By enabling more land for housing, the competitive operation of land and development markets will be supported. Effectively the more housing that is supplied the demand will decrease and so too will housing prices.

Notably, the proposal includes a 5% of new residential allotments to be provided to the Housing Trust at a nil contribution. With the heads of agreement in place, affordable housing will be supplied, and the number of new dwellings proposed will assist in the supply of housing in the Queenstown Lakes district. With the truncated time limits for consent implementation under the Fast Track Bill, GVS is incentivised to deliver sections to market quickly, rather than land banking and therefore limiting competitive land market operations.

By consolidating development that includes housing, commercial, education, open spaces, and community facilities the need for car reliance is reduced. The proposal offers all the necessities whilst providing for an area that people will appreciate living. The proposal is walkable and offers routes for pedestrians or cyclists as well as being within the cycle trail route thus connecting it to other businesses in Gibbston, as well as Arrowtown, Frankton, and Queenstown.

The Village is connected to an existing active transport network that is conveniently located and draws links to all key centres nearby. The continued use and promotion of this active transport network will reduce vehicle dependency and overall assist with reducing greenhouse gas emissions from vehicles.

As a Tier 2 local authority, the Queenstown Lakes District Council is mandated to provide sufficient development capacity to meet the expected demand for housing and business land over the short, medium, and long terms, as outlined in Policy 2. Currently, there is significant demand for housing in the district, and this project will enable the council to meet these requirements under **Policy 2**.

Policy 5 focuses on urban environments, enabling higher density of urban form commensurate with the level of accessibility to public transport, active transport, or relative demand for housing and business in that location. According to the expert economic evidence from Mr Patterson, there is strong demand for housing and business use at the Gibbston Village location. While public transportation is expected to be facilitated as the development progresses (i.e. when there is a demand), there is already an existing active transport network that will significantly benefit and be highly utilised by the Village development. Policy 5 has been effectively addressed in this regard.

4.2 National Policy Statement for Highly Productive Land 2022

The Gibbston Valley Resort Zone is an operative Special Purpose Zone under the Queenstown Lakes Proposed District Plan, and is not a General Rural or Rural Production Zone, and under the definitions of the NPS-HPL falls as an **Urban** zone.

As an Urban zone, it ceases to be highly productive land under Clause 3.5 (6):

"If highly productive land is the subject of an approved plan change to rezone the land so that it is no longer general rural or rural production zone, the land ceases to be highly productive land from the date the plan change becomes operative, even if the change is not yet included in maps in an operative regional policy statement."

The NPS-HPL therefore does not apply to the land subject to this proposal.

4.3 National Policy Statement for Electricity Transmission 2009

The National Grid corridor enters the District around the Nevis area and passes through the Rural Zone and Gibbston Character Zone.

The National Grid Corridor passes through the underlying Gibbston Valley Resort Zone affecting a small area of the Open Space and Recreation Activity Area. The National Grid Corridor is not located in proximity to any of the areas where buildings are proposed, and notably does not pertain to any of the proposed Gibbston Village.

Therefore, the National Policy Statement for Electricity Transmission is not applicable to the proposal.

4.4 National Policy Statement for Freshwater Management 2014

The National Grid corridor enters the District around the Nevis area and passes through the Rural Zone and Gibbston Character Zone.

The National Grid Corridor passes through the underlying Gibbston Valley Resort Zone affecting a small area of the Open Space and Recreation Activity Area. The National

Grid Corridor is not located in proximity to any of the areas where buildings are proposed, and notably does not pertain to any of the proposed Gibbston Village.

Therefore, the National Policy Statement for Electricity Transmission is not applicable to the proposal.

4.5 Otago Regional Policy Statement(s)

At a high level, the ORPS is a developing statutory document and in recent weeks has been subject to a recent decision updating its policy.

The ORPS is required to give effect to the higher order statutory planning documents identified and discussed above. There presents no conflict in the ORPS that would lead to the proposal being inconsistent with its policy.

Notably, the Gibbston Valley Resort Zone under the PDP was prepared under the ORPS and was found to give effect to that document. The PDP is discussed in more detail below.

4.6 Queenstown Lakes District Council Proposed District Plan

Part 2 of the Proposed District Plan (**PDP**) includes strategic objectives and policies that guide development and land use within the district. Chapter 3 underpins the strategic direction of the PDP.

Strategic Objective 3.2.2 ensures that urban growth is managed in a strategic and integrated manner. As set out in the expert urban design advice from Dave Compton-Moen, significant master planning has been involved to ensure that the urban growth at Gibson Village integrates with the surrounding environment and aligns with the strategic expectations of Chapter 3.

Strategic Objective 3.2.3 directs towards a quality-built environment that takes into account the character of individual communities. **Strategic Objective 3.2.5** aims for the retention of the district's distinctive landscapes. As set out in the urban design assessment, these factors have been taken into account, promoting a well-functioning urban environment. Gibbston Village will support and integrate with the urban centres of Queenstown, Frankton, and Arrowtown, complementing rather than undermining these centres.

Chapter 4 focuses on urban development and is similarly aligned to Chapter 3 in terms of directing good urban design outcomes in appropriate locations. As outlined in our assessment, the development builds upon an existing resort zone with strong foundations to support urban growth within Gibson Village. This process will coincide with the QLDC's current work on redefining the spatial plan for the Queenstown Lakes District, which they are aiming to complete by the end of 2024. There is an expectation that Gibson Village will fit within the future growth strategy and consultation is ongoing with the Council in this regard. A key component of the Urban Development Chapter is the provision of infrastructure, as set out above, which is well-planned, integrated

already within the resort, and can be further advanced to support the Gibson Village proposal.

The proposal strongly aligns with the strategic objectives of the PDP.

The most relevant chapter of the PDP regarding the proposal is Chapter 45, which pertains to the Gibson Valley Resort Zone. This zone, specific to the Gibson Valley Station landholding, was recently made operative in 2020 by the Environment Court.

The zone was established in a format that allows development to be absorbed into the landscape setting, guided by a Structure Plan. The Structure Plan approach has been upheld as part of the Gibbston Village proposal. Although the zone is focused primarily on visitor accommodation, feedback from the QLDC and evidence presented as part of the recent Inclusionary Zoning variation to the PDP indicated that visitor accommodation is not seen as a facilitative activity for increasing housing supply within the district; rather, it has been viewed as an inhibitor. In this regard, the proposal needs to be viewed in the context of a shift towards residential development over visitor accommodation. While this does provide some tension with the policies within the zone, it aligns more favourably under the NPS-UD, which is a higher order planning document.

Landscape values are to be maintained and enhanced as per **Objective 45.2.1**, with the range of activities enabled within the resort being developed and integrated in a manner similar to that of the Gibson Village Master Plan.

Development is to be located in general accordance with the structure plan, as set out under **Policy 45.2.1.1**, and as corroborated by the expert urban design input, this has been achieved.

Policy 45.2.1.3 encourages a range of activities in appropriate locations as directed by the Structure Plan, and this direction has been upheld by the proposal. The zone contains a considerable area of commercial activity. The proposal seeks to build within this framework, meaning that the general pattern of the structure plan is maintained as it relates to commercial activity.

The external appearance of buildings is to maintain or enhance the overall landscape character of the zone, which has been achieved as set out in the evidence by urban design expert Dave Compton-Moen, fulfilling **Policy 45.2.1.8**.

The resort zone contains a no-build area as shown on the structure plan. This no-build area has been maintained as part of this proposal, thereby complying with **Policy 45.2.1.10**.

Commercial retail activities will be on a relatively small scale and will not undermine the role or function of the Frankton and Queenstown town centres, ensuring that **Policy 45.2.1.28** is met.

The structure plan identifies access points for the resort, which have been maintained as part of the Gibson Village proposal, ensuring that transportation effects will be managed and will align with the policy direction of the zone.

While there is some tension with the policy specify “limited residential activity” respective to visitor accommodation in the zone (**Policy 45.2.1.2**), regarding the increased residential activity proposed within Gibson Village and the increase in density, the policy is generally consistent, and the outcomes presented by Gibson Village would not be inconsistent with the outcomes anticipated by the resort zoning.

