



Application for a project to be referred to an expert consenting panel

(Pursuant to Section 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020)

For office use only:

Project name: Flint's Park West
Application number: PJ-0000778
Date received: 30/11/2021

This form must be used by applicants making a request to the responsible Minister(s) for a project to be referred to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

All legislative references relate to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act), unless stated otherwise.

The information requirements for making an application are described in Section 20(3) of the Act. Your application must be made in this approved form and contain all of the required information. If these requirements are not met, the Minister(s) may decline your application due to insufficient information.

Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail, sufficient to inform the Minister's decision on the application, as opposed to the level of detail provided to an expert consenting panel deciding applications for resource consents or notices of requirement for designations.

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry via email: fasttrackconsenting@mfe.govt.nz

The Ministry has also prepared [Fast-track guidance](#) to help applicants prepare applications for projects to be referred.

Part I: Applicant

Applicant details

Person or entity making the request: Vinco Limited

Contact person: Werner Murray

Job title: Senior Planner

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Postal address:

PO Box 2130, Queenstown 9371

Address for service (if different from above)

Organisation: The Property Group

Contact person:

Job title:

Phone:

Email:

Email address for service:

Postal address:

Part II: Project location

The application: does not relate to the coastal marine area

If the application relates to the coastal marine area wholly or in part, references to the Minister in this form should be read as the Minister for the Environment and Minister of Conservation.

Site address / location:

A cadastral map and/or aerial imagery to clearly show the project location will help.

14 Lower Shotover Road, Lake Hayes Estate, Otago, 9371, New Zealand

Legal description(s):

A current copy of the relevant Record(s) of Title will help.

- Section 8 SO 485598
- Lot 3 DP 438514
- Section 107 Block III Shotover SD
- Lot 201 DP 391412
- Paper Road

Registered legal land owner(s):

Michael Paul Henry, Maureen Elizabeth Henry and Philip Vincent Judge

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work that is required for the project:

Vinco Ltd is a development company specifically set up to facilitate the development of the site. The directors of the company are Mark Tylden and Lindsey Topp. Vinco have a sale and purchase agreement to purchase the site once consent is granted. The developers progressing this proposal (Vinco) are also progressing a development to the West

called Flint's Park. There is some overlapping information that also formed part of the Flints Park proposal that it may be useful to consider in conjunction with this application.

Part III: Project details

Description

Project name: Flint's Park West

Project summary:

Please provide a brief summary (no more than 2-3 lines) of the proposed project.

The proposal is to undertake a comprehensive residential development of the site, with the potential for a state-integrated school - The construction of at least 245 -315 residential dwellings (density of 35-45 dwellings/ha). A state-integrated school on 2.7ha of the site.

Project details:

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail.

Site details:

The overall site comprises approximately 8ha on the western side of Ladies Mile bounded by Lower Shotover Road, SH6 (Frankton Ladies Mile Highway) and Slope Hill. The southern part of the site is generally flat, with the northern area sloping upward towards the homestead and the foothills of Slope Hill. The majority of the subject site is currently in pasture, and includes a driveway that leads up to the Homestead and large garden located to the north of the site. Ladies Mile is currently undergoing a masterplan known as Te Putahi Ladies Mile Masterplan. The stretch of Highway along Ladies Mile is part of a \$90m New Zealand Upgrade Programme Package for Queenstown will provide a new bus hub on SH6, a new roundabout at Howards Drive, and an underpass at Ladies Mile to provide better walking and cycling connections between Ladies Mile and Five Mile. Given that Flint's Park West has access that is independent of the roundabout on the State Highway that is proposed as part of the Queenstown Lakes District Council Master Plan, it is ideally placed to be able to start construction earlier than the other properties on Ladies Mile, that are dependent on the roundabout for access. Proposal: The proposal is to undertake a comprehensive residential development of the site, with the potential for a state-integrated school. At the current application stage, the proposal comprises:

- The construction of at least 245 -315 residential dwellings (density of 35-45 dwellings/ha). These comprise at least 105 walk-up apartment units (within a three storey apartment building, including semi basement parking), together with at least 21 terrace houses, 17 lane or courtyard accessed to townhouses, and 36 free standing or duplex dwellings.
- A state-integrated school on 2.7ha of the site. Discussions are on-going with a local state-integrated school. If the school is located on the site then this area would be not be utilised for additional residential housing, reducing the total residential dwellings down to around 140-180 dwellings (density of 35-45 dwellings/ha with 2.7Ha set aside for the school). Should this school look to retain its special character it may be that a chapel/church is also constructed (these are defined as community activity including education activity and church under the QLDC Proposed District Plan).
- Discussions are also ongoing with Kiwi Build, with a proposed 50% of the residential development becoming Kiwi Build homes
- Associated subdivision with necessary earthworks, infrastructure, roads and reserves to vest.
- The roading network is designed to allow for future connections through adjoining sites. The development will be concentrated on the lower (southern) part of the site. Recreational trails, and walkway will be incorporated to enhance the recreational opportunities on the site and the wider area. It is proposed to put an emphasis on attracting native bird species to these green linkages. Queenstown Lakes District Council (QLDC) is currently undertaking a Masterplan exercise over the whole Ladies Mile area. Flints Park West

forms a portion of the wider Masterplan area, however the proposed development can be delivered independently whilst still contributing to the expected outcomes of the Masterplan. The development will be a catalyst to encourage the future development of the wider Ladies Mile area. Importantly, it is not considered that this application under the covid fast-track process circumvents the planning process, but rather expedites the intention of the Council masterplan. The proposal has been carefully designed to meet not only the driving principals behind the master plan but also the principals behind the QLDC Spatial Plan. The proposal is essentially to provide for much needed housing in the Queenstown Lakes District, on a site that is currently zoned for rural, and rural lifestyle, but is earmarked for future development. If the proposal is successful in attaining consent through this process, it will expedite development by years, noting that QLDC is still formulating the proposed plan change for future development of the site. The proposal is not limited to housing, but includes community facilities and commercial activities to support the proposed community, and nearby residential communities. The proposal along with the vision and clear anticipated outcomes, is further outlined in the attached Flints Park West concept plan.

Where applicable, describe the staging of the project, including the nature and timing of the staging:

It is anticipated that development will likely occur over 5-6 stages over 5 years.

Consents / approvals required

Relevant local authorities: Otago Regional Council, Queenstown-Lakes District Council

Resource consent(s) / designation required:

Land-use consent, Subdivision consent, Discharge permit

Relevant zoning, overlays and other features:

Please provide details of the zoning, overlays and other features identified in the relevant plan(s) that relate to the project location.

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Lot 3 DP 438514	QLDC Proposed District Plan	Wakatipu Basin Zone	na	na
Section 8 SO 485598	QLDC Proposed District Plan	Rural Lifestyle	Building Restriction line setback state Highway	na
Lot 201 DP 391412	QLDC Proposed District Plan	Rural	na	na
Section 107 Block III	QLDC Proposed District Plan	Rural	na	Outstanding Natural Feature
Paper Road	QLDC Proposed District Plan	Unformed Legal Road	na	na

Rule(s) consent is required under and activity status:

Please provide details of all rules consent is required under. Please note that Section 18(3)(a) of the Act details that the project **must not include** an activity that is described as a prohibited activity in the Resource Management Act 1991, regulations made under that Act (including a national environmental standard), or a plan or proposed plan.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Proposed District Plan 21.4.9; 21.4.10; 21.4.11; 21.4.17; 21.4.19; 21.4.21; 21.4.34; 21.5.1; 21.5.2; 21.5.7; 21.5.7.1; 21.5.7.2; 21.5.7.3; 27.7.1; 21.7.2; 21.7.2.1; 21.7.2.2; 21.7.2.3; 21.7.3; 21.7.4; 21.9.1; 21.9.4; 22.4.2.1; 22.4.2.3; 22.4.2.4; 22.4.3; 22.4.4; 22.4.10; 22.4.13; 22.5.1; 22.5.1.1; 22.5.1.2; 22.5.3; 22.5.4; 22.5.5; 22.5.5.1; 22.5.8; 22.5.10; 22.5.12; 22.5.12.1; 22.5.12.2; 22.5.12.3; 24.4.3; 24.4.6; 24.4.7; 24.4.21; 24.4.23; 24.5.1; 24.5.4; 24.5.5; 24.5.6; 24.5.7; 24.5.8; 24.5.9; 24.5.10; 24.5.22; 25.4.2; 25.4.5.3; 23.5.11; 25.5.11.1; 25.5.11.2; 25.5.15; 25.5.16; 25.5.17; 25.5.18; 25.5.21; 26.5.7; 27.5.5; 27.5.8; 27.5.12; 27.5.13; 27.5.22; 27.5.24; 27.7.18; 29.4.11; 29.4.18; 26.5.1; 26.5.2; 26.5.6; 26.5.9; 26.5.14; 26.5.22; 31.4.18; 31.10.2; 31.10.3; 31.5.12; 31.11.1; 35.4.16; 36.5.1; 36.5.2; 36.5.13	Proposed District Plan 21.4.9; 21.4.10; 21.4.11; 21.4.17; 21.4.19; 21.4.21; 21.4.34; 21.5.1; 21.5.2; 21.5.7; 21.5.7.1; 21.5.7.2; 21.5.7.3; 27.7.1; 21.7.2; 21.7.2.1; 21.7.2.2; 21.7.2.3; 21.7.3; 21.7.4; 21.9.1; 21.9.4; 22.4.2.1; 22.4.2.3; 22.4.2.4; 22.4.3; 22.4.4; 22.4.10; 22.4.13; 22.5.1; 22.5.1.1; 22.5.1.2; 22.5.3; 22.5.4; 22.5.5; 22.5.5.1; 22.5.8; 22.5.10; 22.5.12; 22.5.12.1; 22.5.12.2; 22.5.12.3; 24.4.3; 24.4.6; 24.4.7; 24.4.21; 24.4.23; 24.5.1; 24.5.4; 24.5.5; 24.5.6; 24.5.7; 24.5.8; 24.5.9; 24.5.10; 24.5.22; 25.4.2; 25.4.5.3; 23.5.11; 25.5.11.1; 25.5.11.2; 25.5.15; 25.5.16; 25.5.17; 25.5.18; 25.5.21; 26.5.7; 27.5.5; 27.5.8; 27.5.12; 27.5.13; 27.5.22; 27.5.24; 27.7.18; 29.4.11; 29.4.18; 26.5.1; 26.5.2; 26.5.6; 26.5.9; 26.5.14; 26.5.22; 31.4.18; 31.10.2; 31.10.3; 31.5.12; 31.11.1; 35.4.16; 36.5.1; 36.5.2; 36.5.13	The rule triggers below are a summary of the activities which require consent and also standards which may be breached. Given the project will be subject to more detailed design, the rules below capture potential bulk and location non-compliances. Final confirmation of compliance or non-compliance will be provided at the time an application is made to the EPA. Discussions are underway with a state-integrated school provider with regard to the potential to locate a school on the site. If these discussions progress and a school will be located on the site, then the applicant will consent via the EPA for a Community Activity including Education Activity and Church. No consents are required in relation to any National Environmental Standard, and no consents are necessary to vary or cancel consent notices.	Non-Complying	Queenstown
Operative District Plan 5.3.3.2(i)(a) & (b); 5.3.3.2(iii); 5.3.3.2(vi); 5.3.3.3(i)(a) and (b); 5.3.3.3(ii); 5.3.3.3(iii); 5.3.3.3(xi); 5.3.3.3(xii); 5.3.3.4(i); 5.3.3.4(v); 5.3.3.4(vi); 5.3.5.1(iii); 5.3.5.1(iv); 5.3.5.1(vi); 5.3.5.1(ix); 5.3.5.2(i); 5.3.5.2(ii); 5.3.5.2(iii); 5.3.5.2(v); 5.3.5.2(vi); 5.3.5.2(viii); 14.2.2.3(ii); 14.2.4.1(i); (vi); (ix); (xi); (vi);	Operative District Plan 5.3.3.2(i)(a) & (b); 5.3.3.2(iii); 5.3.3.2(vi); 5.3.3.3(i)(a) and (b); 5.3.3.3(ii); 5.3.3.3(iii); 5.3.3.3(xi); 5.3.3.3(xii); 5.3.3.4(i); 5.3.3.4(v); 5.3.3.4(vi); 5.3.5.1(iii); 5.3.5.1(iv); 5.3.5.1(vi); 5.3.5.1(ix); 5.3.5.2(i); 5.3.5.2(ii); 5.3.5.2(iii); 5.3.5.2(v); 5.3.5.2(vi); 5.3.5.2(viii); 14.2.2.3(ii); 14.2.4.1(i); (vi); (ix); (xi); (vi);	Activities involved The following activities will require consent (as outlined by the rule triggers below): Community Activity Residential Activity the subdivision of land and construction of buildings, into management lots, unit		

15.2.3.3(i); 15.2.3.3(vi); 15.2.6.3(i); 15.2.21.1; 18.2.5; 19.2.2.3(ii)(a) & (b); 22.3.2.3(a); 22.3.2.3(b); 22.3.3(i); 22.3.3(ii); 22.3.3(vii) Ladies Mile Master Plan Draft provisions 8.4.27; 8.4.29; 8.5.20; 8.5.21; 8.5.22; 8.5.23; 8.5.26; 8.5.27; 8.5.28; 8.5.29; 8.5.30; 8.5.31; 8.5.34; 8.5.36; 8.5.41; X.X.4; X.X.5; X.X.6; 25.4.2; 25.5.5; 27.5.7; X.X.1; X.X.2; 27.6; 27.7.14.1; 27.7.14.1; X.X.2; X.X.3; 29.5.6; 29.5.14; 29.5.2X Otago Regional Council Water Plan - Omnibus Plan Change - Plan Change 8 and Plan Change 1 Rule 14.5	15.2.3.3(i); 15.2.3.3(vi); 15.2.6.3(i); 15.2.21.1; 18.2.5; 19.2.2.3(ii)(a) & (b); 22.3.2.3(a); 22.3.2.3(b); 22.3.3(i); 22.3.3(ii); 22.3.3(vii) Ladies Mile Master Plan Draft provisions 8.4.27; 8.4.29; 8.5.20; 8.5.21; 8.5.22; 8.5.23; 8.5.26; 8.5.27; 8.5.28; 8.5.29; 8.5.30; 8.5.31; 8.5.34; 8.5.36; 8.5.41; X.X.4; X.X.5; X.X.6; 25.4.2; 25.5.5; 27.5.7; X.X.1; X.X.2; 27.6; 27.7.14.1; 27.7.14.1; X.X.2; X.X.3; 29.5.6; 29.5.14; 29.5.2X Otago Regional Council Water Plan - Omnibus Plan Change - Plan Change 8 and Plan Change 1 Rule 14.5	tile lots and fee simple titles: earthworks (including bulk earthworks), this forms part of the subdivision consnet: discharges associated with earthworks and construction activities: landscaping, including planting: works to clear existing vegetation: works to construct pedestrian and vehicular access, roading, parking, and other transport infrastructure required for the development: works to construct three waters services and upgrade existing three waters services, both within the site and within road reserve external to the site		
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Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Act for the same, or substantially the same, activity.

NA

Resource consent(s) / Designation required for the project by someone other than the applicant, including details on whether these have been obtained:

NA

Other legal authorisations (other than contractual) required to begin the project (eg, authorities under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987), including details on whether these have been obtained:

Road Closure application QLDC

Construction readiness

If the resource consent(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed:

Please provide a high-level timeline outlining key milestones, e.g. detailed design, procurement, funding, site works commencement and completion.

The applicant's intention is to progress development as soon as practically possible. The timeframe factors arise from consenting, undertaking detailed design, obtaining necessary Council building and engineering design approvals and the appointment of contractors, project managers, etc to commence construction. Anticipated timeframes are included under separate cover. However it is noted that:

- Resource consents are proposed to be lodged and progressed to completion April-July 2022, with building consents to follow as soon as practicable thereafter.
- Overall, all stages are expected to be completed over 5 years, with development being completed in 2028. The following funding and local investment in the wider area also provide reassurance of the readiness of the project:
- Queenstown Lakes District Council adopted its master plan over Ladies Mile
- Housing and Infrastructure Fund has approved infrastructure, being new stormwater scheme, new wastewater scheme, and new water supply scheme. This loan has been agreed with Central Government for \$17.5m.
- Waka Kotahi have also committed \$6.5 million in funding
- Wakatipu Way to Go are looking at three park and ride facilities to alleviate traffic. This work is tied up in the Ladies Mile master plan work. And includes: Public Transport detailed business case, Howards Drive Bus stops, Howards Drive Roundabout and Westbound bus lane.
- Ladies Mile will support the government's infrastructure upgrades in the Queenstown transport package, which will greatly improve public transport into the town centre on SH6A, ease congestion on SH6 and support continued tourism growth.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

1. Ministry for the Environment (MfE) – A preapplication conversations with was held with Max Gander-Cooper.
2. Kāinga Ora and Kiwibuild – the applicant has had discussions with Kāinga Ora and Kiwibuild regarding the potential for Kiwibuild be become involved in the project. Kiwibuild has responded that the proposal meets a number of its development metrics and that it is interested to progress discussions and undertake further due diligence. Flint Park is proposing to have 50% of the development as kiwi build homes. A letter from Kāinga Ora is included as Appendix F, and letter from Kiwibuild as Appendix E.
3. Waka Kotahi (NZTA) 18 Nov 2021. Discussions are ongoing with Waka Kotahi about Flints park. Consultation has centered on Public Transport and Active travel
4. Otago Regional Council 18 Nov 2021.
5. Consultation in relation to Flints Park has been undertaken as part of the QLDC Ladies Mile Master Plan project, which commenced towards the end of 2020. This consultation has included focused discussions with Government departments such as Waka Kotahi, and MoE, and also with Iwi. There have also been a number of community engagement sessions where members of the community have been able to provide feedback about the development of Ladies Mile.

1. Flint Park has also discussed the project with directly adjacent neighbours.

Local authorities

Detail all consultation undertaken with relevant local authorities:

Discussion with QLDC have been ongoing (in relation to Flint's Park), QLDC are aware of the Fast track process being undertaken by the applicant and prefer that any applications are in accordance with the Ladies Mile Masterplan. The developers of the subject site are also progressing development at Flint's Park which is a project that received the Order in Council November 2021.

Other persons/parties

Detail all other persons or parties you consider are likely to be affected by the project:

Directly adjoining landowners, being:

Donald Bannett and Grant Stalker (Lot 5 DP 463532, Section 9 SO 485598 and Lot 4, 7 DP 463532 and Section 42-44 Block III Shotover Survey District)

Paul Rogers, Paula Kay-Rogers and Peter Rogers (Lot 1 DP 22874)

Detail all consultation undertaken with the above persons or parties:

The proposal largely aligns with the QLDC Ladies Mile - Te Pūtahi master plan. QLDC undertook public consultation, which included drop in sessions and online feedback late 2020 and early 2021 as part of the Ladies Mile - Te Pūtahi master plan process. A preferred option for the master plan was then prepared that was approved by QLDC Councillors on 29 April 2021. This option was then made available for a further 20 days public feedback (April/May 2021) and then the final master plan is to be adopted in July 2021 by QLDC Councillors. QLDC has consulted with iwi on this particular matter, and both Aukaha and Te Ao Marama have been included as part of the broader consultation on the emerging master plan and District Plan variation documentation. Discussions relating to Ladies Mile Master Plan and Flints Park and Flints Park West are ongoing.

Part V: Iwi authorities and Treaty settlements

For help with identifying relevant iwi authorities, you may wish to refer to Te Kāhui Māngai – Directory of Iwi and Māori Organisations.

Iwi authorities and Treaty settlement entities

Detail all consultation undertaken with Iwi authorities whose area of interest includes the area in which the project will occur:

Iwi authority	Consultation undertaken
Ngāi Tahu	<p>Aukaha and Te Ao Marama are organisations that co-ordinate with the local rūnanga on resource management matters. Representatives from Aukaha and Te Ao Marama have formed part of the Project Working Group for the QLDC. In addition there have been several meetings with Aukaha and Te Ao Marama to discuss the emerging masterplan.</p> <p>The feedback has been positive in that the masterplan was considered to have a good degree of alignment with Mana Whenua direction and values.</p> <p>The rūnanga associated with Aukaha gifted the name “Te Pūtahi” as a name for the eastern corridor. The name Te Pūtahi does not have historical origins, but translates as confluence or intersection, relating to the confluence of the two awa Kimi-ākau/Shotover and the Kawarau, both which were traditional trails/movement corridors.</p>
Te Ao Marama	<p>Representatives from Aukaha and Te Ao Marama have formed part of the Project Working Group for the QLDC. In addition there have been several meetings with Aukaha and Te Ao Marama to discuss the emerging masterplan. Discussions are currently underway with Te Ao Marama around cultural impact statement.</p>

Detail all consultation undertaken with Treaty settlement entities whose area of interest includes the area in which the project will occur:

Treaty settlement entity	Consultation undertaken
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N/A

N/A

Treaty settlements

Treaty settlements that apply to the geographical location of the project, and a summary of the relevant principles and provisions in those settlements, including any statutory acknowledgement areas:

Section 18(3)(b) of the Act details that the project **must not include** an activity that will occur on land returned under a Treaty settlement where that activity has not been agreed to in writing by the relevant land owner.

N/A

Part VI: Marine and Coastal Area (Takutai Moana) Act 2011

Customary marine title areas

Customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(c) of the Act details that the project **must not include** an activity that will occur in a customary marine title area where that activity has not been agreed to in writing by the holder of the relevant customary marine title order.

N/A

Protected customary rights areas

Protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(d) of the Act details that the project **must not include** an activity that will occur in a protected customary rights area and have a more than minor adverse effect on the exercise of the protected customary right, where that activity has not been agreed to in writing by the holder of the relevant protected customary rights recognition order.

N/A

Part VII: Adverse effects

Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions:

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19(e) of the Act, whether there is potential for the project to have significant adverse environmental effects. Please provide details on both the nature and scale of the anticipated and known adverse effects, noting that Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail.

Landscape and visual amenity:

The landscape and visual amenity effects of the proposal will be mitigated by the fact that the built development will occur on the southern end of the site which is generally flat and is in the location of anticipated future development, directly adjacent to the state highway and over the road from urban areas. The northern part of the site that form the upper sites of Slope Hill will remain largely undeveloped, thereby maintaining the landscape values of the wider environment.

As part of the Proposed District Plan (PDP) process, effects of urban development on Ladies Mile was assessed, as part of the Wakatipu Basin Landuse Planning Study (WBLUPS). This study was completed in March 2017 in response to a specific minute issued by the Commissioners on 1 July 2016.

In the WBLUPS, Ladies Mile was identified as Landscape Character Unit 10 and as a Ladies Mile Gateway Precinct with a 'high' absorption capacity. This was largely due to the approval of the QCC SHA. The study recommended lot sizes of

1/250m² and/or 1/450m² consistent with low and medium density subject to a 75m building setback from SH6 and providing it has an 'urban parkland' type development character.

The study concluded that a Structure Plan process will be preferred to address amenity, landscape and infrastructure issues to maximise densities of the area, and ensure that it is developed sympathetically in acknowledgement of the area being a key gateway into Queenstown. Overall, it was concluded that the Ladies Mile LCU has a high capacity to absorb increased levels of development and that it should be prioritised for development given its strategic location. Developing densely in preferred locations with access to services and outside of outstanding natural landscapes is important to slow the spread of urban sprawl at lower densities that fails to support Public Transport. Developing in this fashion can consume highly valuable and scenic land at ever increasing rates. Employing principles geared towards Transit Orientated development in areas that are readily developable are critical to ensure that we make the best use of the land in our District.

Given the current developed state of Ladies Mile, especially on the southern side on SH6 the location of the land and the conclusions of the Wakatipu Basin Land Use planning study it is considered that the adverse effects on the landscape would be minor at worst.

The application will be accompanied by a landscape assessment in support of the proposal. It is noted that through the proposed district plan the commissioners were of a view that the area is ideally suited to be urban, but at that time did not have scope to change the zone that the Council proposed at the time.

Urban design and residential amenity:

While Flint's Park has adopted its own design principles as previously stated these principles have been derived from the QLDC grow well principles. QLDC is currently under going a master plan over Ladies Mile that covers a larger area than just Flint's Park. The development philosophy for Flint's Park has been to develop the land in general accordance with the QLDC master Plan.

The Te Pūhahi Ladies Mile - DRAFT Community Presentation 05 May 2021, has been included within Appendix 4 for further context. Flints Park has adopted a design philosophy that reflects that of the Te Pūhahi Ladies Mile Masterplan.

The Flints Park West proposal is based on the premise of establishing a functioning neighbourhood with its own character and identity so that it can function effectively from day 1 – but that can integrate with and compliment surrounding development as it occurs over time. The design of Flints Park is based on a block patters that can be adapted to meet market and community demands. The neighbourhood is based around a school, and a local mixed-use centre with gardens and a green connection to the surrounding lots to the east and west of Flints Park. This design allows flexibility to respond to future demands and creates a structure that favours walking and cycling, with a high level of amenity. It is considered that the contributions that Flints Park can make to the future urban environment of Ladies Mile are positive.

Servicing and infrastructure:

In 2017 and 2018 QLDC applied for HIF funding via an Indicative Business Case (IBC) and subsequent Detailed Business Case (DBC) to enable the development of key infrastructure for Ladies Mile. A Loan & Funding Agreement was signed between The Crown and QLDC on 30 Sept 2018 for \$17.5m HIF funding, and \$6.5m NZTA funding. The QLDC share for HIF infrastructure is ~\$6m, recognising that the scope of HIF works is limited to infrastructure described within the DBC, and is based on the development of 1,100 homes. The IBC/DBC identified that the Special Housing Areas (SHA's) were the likely mechanism for commercial delivery of the proposed housing – however, HIF funding was not dependent on SHA approval. After the SHA's were denied, QLDC submitted a request to The Crown that HIF 'funding' should still be made available if QLDC could enable the delivery of housing via another mechanism (i.e. The Masterplan). The Crown agreed, and a revised programme schedule was agreed, and appended to the existing Loan & Funding Agreement on 12 Nov 2019. An infrastructure Report can be prepared for Flint's Park West and provided under separate cover should it be required. It is considered that the development is able to be serviced and there would be no adverse effects on existing infrastructure.

Traffic and access:

The Ladies Mile provides the opportunity to establish dwellings at a density that can support improved community facilities and recreational areas to what will likely become the largest population centre in the Wakatipu Basin. QLDC has partnered with Waka Kotahi and the Otago Regional Council to form the Wakatipu Way to Go: Collaborative transport partnership. The initiatives below are planned for Ladies Mile:

- Ladies Mile to Queenstown direct service will offer shorter bus travel times to Queenstown, with no transfer at the Frankton Hub, which is a severe hindrance to the uptake of bus travel. This initiative is being worked through with the ORC.
- Ladies Mile Park and Ride, is a car park and direct buses to Frankton and/or Queenstown. This facility would be aimed at those travelling from further out (Cromwell, Arrowtown, Wanaka etc). QLDC have bought land that is currently being planned to fulfil this function.
- Shotover Bridge Bus Gate, is an option being looked at which involves traffic lights to give priority to high occupancy vehicles (HOV) where lanes merge.
- Coronation Drive bus priority, Priority lane for buses entering Queenstown. 'Queue skip' will improve travel time and attractiveness of buses to encourage modal shift from single occupancy passenger vehicles to public transport.
- Preferred active travel network which has been identified and the business case showing these will be complete within weeks.

Flint's Park West will continue to facilitate these objectives by providing for bus stops, reduced car parking spaces and dominance of vehicles in the public space, while also providing for public cycling and walking trails. Adverse effects relating to transport will be mitigated through provision for public transport, creating well connected neighbourhoods with a mix of land uses that encourage walkability. Therefore it is considered that the adverse effects of Flint's Park West on transport and traffic would be minor. In terms of connectivity through out the norther side of Ladies Mile it is feasible to form a paper road that runs along the base of slope hill. This road connection could facilitate alternative modes for transport and the applicant is in discussions with providers that would be able to assist in the provision of alternative modes of transport. These key moves have been incorporated within the design of Flint's Park West.

Housing Affordability:

The Queenstown Lakes District is well known for a lack of affordable housing for both buyers and renters. The shortage of housing stock and resultant high purchase and rental costs has been an ongoing concern for the community for decades. In 2017 QLDC established the Mayoral Housing Affordability Taskforce. In a report that was produced by the task force it was noted that, there is need for both scale and innovation if the district is to address what the report highlights as 'potentially the greatest challenge our District faces'. Over this time, the Wakatipu land development market has been characterised by relatively few large-scale players, which has both limited the number of new sections that can be released and the price competition. The recommendations from the Task force that are relevant to the development at Flint's Park West are:

- Build a range of affordable market offerings
- Provide more land, intensification

The development pattern proposed within Flint's Park West supports a range of compact housing types that can easily be customized and adapted relatively easily – resulting in a wide range of housing typologies and price points. This breadth of range and customization helps ensure wide 'market spread' needed to support a complete and diverse community. The high level of amenity within the development supports more intensive housing types such as terraced houses and apartments. Generally speaking, the development overall is inherently 'affordable by design'. This along with the location and nature of the site mean that the scale of development not only with Flint's Park West but ultimately also that in Ladies Mile mean that there is a large tract of land that will be developed and could make a reasonable impact on increasing on the supply of housing in Queenstown. The proposal is in a unique position to be able to comprehensively plan and deliver a large number of dwellings and mixed use development to the market. As discussed above, existing developed land is not sufficient to meet demand and thus has not translated to affordability as demonstrated by the escalation of housing prices in the district. Part of the solution to affordability is the provision of additional supply. Delaying development until existing zoned areas (for example, Kelvin Heights Lower Density Suburban Residential Zone or the Remarkables Park Special Zone) are developed means that affordability is unlikely to be improved. QLDC have recognised this, and have undertaken a master planning exercise over the land where Flint's Park West is located to maximise the potential to provide dwellings on Ladies Mile. Developing Flint's Park West quickly through a comprehensive design process is considered beneficial to addressing the affordability challenges facing the district. Given the design of Flint's Park West and location of the site on flat, sunny and serviceable land that would not cost as much to develop as steep rocky land as is present in much of Queenstown, it is considered that there will be positive effects that flow from the proposal to housing affordability.

Construction and Earthworks:

Construction and earthworks effects will be temporary, however given the scale and nature of the development these effects will need to be appropriately managed. Any further applications will include draft construction a draft environmental management plans and draft environmental management plans to manage sediment and runoff. Earthworks will be required to control stormwater. This application would also include obtaining consent from the Otago Regional Council for urban earthworks, it is considered that the adverse effects that could arise from the proposed earthworks would be managed on site.

Greenhouse Gas:

With regard to environmental effects, the Act specifically requires consideration of greenhouse gas emissions. It has been estimated that buildings are directly and indirectly responsible for up to 20% of New Zealand's greenhouse gas emissions (source: www.branz.co.nz). With this in mind the development will incorporate high levels of insulation, integrating renewable energy systems and consider innovative green building designs were appropriate. Further, there is limited flat land with good solar access in Queenstown, however the subject site has good solar access, minimising the energy needs for residence. There will also be good provision for enabling public and active transport options. Given that traffic is one of the major contributor to emissions and greenhouse gasses, the most important aspect that this proposal can provide in responding to this challenge is to support modal shift particularly towards walking and cycling. This is principally achieved by having highly connected and legible urban form coupled with expansive greenway routes that link (or will link in future) to surrounding development areas and proposed bus route / stops. To support this, every effort is being made to reduce the provision for, and impacts of, motor vehicles and streetscape. This includes more pedestrian centric design and use of rear service lanes. The other key response is the range of buildings typologies and associated construction techniques. Every effort has been made to optimise the use of compact, attached house forms which inherently use less materials and have less embodied energy than larger free-standing dwellings. Along with is they will achieve high levels of thermal performance and solar access which reduces energy consumption. Collectively these elements deliver a meaningful response to emissions and greenhouse gasses. The applicant has also demonstrated that an existing 10m unformed legal road corridor passes along the northern edge of the site that links from Lower Shotover Road, past the site and could link with SH6 opposite Howards Drive. A minimum road would include a 6.5m sealed carriageway with additional unsealed shoulders. With appropriately designed drainage facilities this road type can be established within the existing 10m minimum width legal road corridor. This road type could serve 150 dwelling units or a traffic flow of 1000vpd. This road could facilitate alternative transport options that could provide for improved future options to address the challenge of urban transport.

Loss of rural / primary production land:

The site is zoned Rural General in the Operative District Plan and Wakatipu Basin, Rural Lifestyle and Rural in the Proposed District Plan. The zoning of the site is currently undergoing further change. QLDC has recently released its Spatial Plan which has been prepared to be consistent with the direction of the NPS-UD (2020) to provide sufficient development capacity and achieve well-functioning urban environments. Further to this, the site, which is part of the wider Ladies Mile area undergoing a master planning process will then undergo a further Council-led plan change. This proposal is generally consistent with that master planning process, and can be supported through any plan change process that is advanced later. It is also noted that, as part of the Proposed District Plan hearings, the commissioners commented that Ladies Mile is best suited to urban development, but it was not within the scope of the proposed district plan at the time to rezone the land to urban so it was rezoned to rural lifestyle. As such it is widely accepted that this land will not remain rural or used for primary production.

Summary:

Whilst a detailed AEE will assess the actual and potential effects of the proposal in significantly greater detail, along with supporting expert assessments, the outline above demonstrates that the effects of the proposal are able to be appropriately managed and mitigated ensuring that the overall effects of the proposal will be acceptable.

Part VIII: National policy statements and national environmental standards

General assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard:

NATIONAL POLICY STATEMENT – URBAN DEVELOPMENT 2020:

The National Policy Statement on Urban Development 2020 (“NPS-UD”) took effect on 20 August 2020 when it replaced the National Policy Statement on Urban Development Capacity 2016.

The NPS-UD 2020 recognises the national significance of:

- having 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
- providing sufficient development capacity to meet the different needs of people and communities.

The proposal is for a comprehensive residential development of vacant land. The high quality of the design of the development will ensure it will result in an attractive, safe and accessible environment both for the occupants of the dwelling and the wider community. The proposal is entirely consistent, and will enable, the outcomes directed by the NPS-UD.

The National Policy Statement for Urban Development (NPS-UD) 2020 sets out the objectives and policies for planning for well-functioning urban environments. Objective 1: 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.

Objective 1 is the most directly relevant objective however all of the objectives are inter-related and help give effect to quality urban outcomes. The Flints Park West proposal is based on the premise of establishing a well-functioning neighbourhood with its own raison d’être, character and identity so that it can function effectively from day 1 – but that can integrate with and compliment surrounding development as it occurs over time.

The Council has spent the past year developing an overall Masterplan for the Te Pūtahi Ladies Mile area in close collaboration with other strategic partners and land owners which are fundamentally focused on responding to 2.1 Objectives 2–8. The Flints Park West proposal is in alignment with this but has also demonstrated its ability to adapt easily to change as required, without compromising the integrity of the core elements of the underlying Framework Plans.

With respect to Policies (2.2) that will enable delivery of these objectives, Policy 1 is the most pertinent to the delivery of quality urban outcomes. The Flints Park West proposal is based around a simple, legible road network and development pattern that ensures good linkages between pedestrian/cycle-centric routes and open space amenity areas. Being almost flat, this urban pattern provides legible, safe and short walking distances to almost anywhere in the Flints Park West neighbourhood. Key aspects of this are (a) a collector road that connects with the Ladies Mile development to the east and lower Shotover road (b) continuing a green urban link along the paper road. This means the development can be initiated immediately without reliance on other surrounding sites for access. In relation to Policy 11 (car parking), the concept plans developed indicate that parking can be provided for every dwelling. With the use of rear lanes and shared accessways, the impact of driveways and garages to the street is reduced, improving on-street parking provision and pedestrian amenity. Collectively these aspects serve to make walking, cycling and the use of public transport more accessible and attractive – thereby reducing private motor vehicle use and associated environmental impacts. As a result, the development pattern supports a range of compact housing types that can easily be customized and adapted relatively easily – resulting in a wide range of housing typologies and price points. This breadth of range and customization helps ensure wide ‘market spread’ needed to support a complete and diverse community. The high level of amenity within the development supports more intensive housing types such as terraced houses and apartments. Generally speaking, the development overall is inherently ‘affordable by design’. The overall outcome will be to deliver a well-functioning urban environment.

NATIONAL POLICY STATEMENT – FRESHWATER 2020:

The Freshwater NPS 2020 is one of several pieces of national direction for managing New Zealand’s freshwater. Water quality will be managed through providing effective management of wastewater and stormwater management. Any necessary discharge consents (if any) will also be sought through the covid fast track process. The proposal will be consistent with the NPS Freshwater 2020.

NATIONAL ENVIRONMENTAL STANDARD - FRESHWATER REGULATIONS 2020 (NES Freshwater):

The future application for resource consents will include consideration of the NES Freshwater. The proposal is not expected to require consent under the NES Freshwater.

NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH REGULATIONS 2011 (NES-CS):

The future application for resource consents will include consideration of the NES-CS. Technical reports have been commissioned that do not identify the site as being a HAIL site and therefore consent is not required under the NES-CS.

Part IX: Purpose of the Act

Your application must be supported by an explanation how the project will help achieve the purpose of the Act, that is to “urgently promote employment to support New Zealand’s recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand, while continuing to promote the sustainable management of natural and physical resources”.

In considering whether the project will help to achieve the purpose of the Act, the Minister may have regard to the specific matters referred to below, and any other matter that the Minister considers relevant.

Project’s economic benefits and costs for people or industries affected by COVID-19:

The construction industry requires certainty of pipeline projects to ensure continuity of employment and resourcing. The project will support the certainty of ongoing investment and employment opportunities in this workforce at a local level, while continuing to promote the sustainable management of natural and physical resources. The Ladies Mile is airmarked for future development, however as the plan change is yet to occur, there is a substantial delay in being able to progress with development. The project being fast tracked through this process would enable design and construction jobs over the immediate, short and medium term.

Queenstown has been particularly hard hit by COVID-19. The project will contribute to needed economic investment in the local economy both through the continued design of the development as well as the future construction. The details of the estimated employment generated by the development is outlined below in the jobs creation section. Importantly Flint’s Park will also provide for ongoing employment through the establishment of a state integrated school.

With 50% of houses going to Kiwibuild, there will be significant provision for more affordable housing, helping with this major issue faced by the Queenstown Lakes community.

Project’s effects on the social and cultural wellbeing of current and future generations:

The vision of the development is to provide a comprehensive urban development that is well connected, and integrates with the wider community while adapting and responding to urban pressures. Creating a strong sense of place, celebrating diversity and the environment. More specifically the design brief is to:

- ensure development responds to the valued attributes of Ladies Mile
- contribute positively to the existing and future vision and character of Ladies Mile as identified in the Ladies Mile master plan
- provide for largely mid-rise, human scaled neighbourhood with a diverse range of building types with some higher built form in specified areas
- maintain and enhance the valued built and social heritage characteristics of Ladies Mile
- ensure development appropriately considers the amenity impacts on neighbouring development and achieves a high standard of internal amenity within the development
- provide a high quality walkable neighbourhood with increased permeability and laneways through blocks
- provide for commercial and community facilities for the wider community, not just future occupants of the subject residential development.
- Allow for an avian corridor along the toe of Slope hill

This clear vision has been developed through to the design of the concept plan, which will result in a high quality urban environment. In addition, the potential inclusion of a state-integrated school will further enhance the community outcomes and employment options sought from the development. For the reasons described above, the proposal will contribute positively to the communities social and cultural wellbeing of current and future generations.

Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case:

By way of background, the site owners and others along Ladies Mile have previously sought to have sites along Ladies Mile included as a Special Housing Area (SHA), so resource consent could be sought under the Housing Accords and Special Housing Areas Act. These proposals were turned down by the Council, despite the application for a SHA including expert reports that were in support of the proposal, and all Council staff members being supportive of the development. The reason the Councillors did not approve the application for a SHA was concern about future community facilities in the wider area, traffic concerns in the wider area, concern over the Council's ability to control future subdivision within the balance area (outside of Flint's Park) of Ladies Mile. Notwithstanding these concerns it was also noted the need to address the housing crisis in the district and that the proposed housing typologies. Since the SHA expressions of interest, the Council has continued to progress the work on what future development may look like in Ladies Mile and have embarked on a Masterplan exercise with an intended plan change process to follow. To this end QLDC adopted the ladies Mile Master Plan on 28 October 2021. The now adopted Masterplan indicates that the appropriate development of the site to be medium density housing in much the same manner as proposed. It is our intention to develop in general accordance with the adopted Masterplan for Ladies Mile. Given the indication that Council has given in all planning work done on Ladies Mile to date, there will be development on Ladies Mile in some form. Should the development of Flint's Park go through the usual RMA process the delays to development on Ladies Mile commencing would be significant. The RMA process from here will see the District Plan be reviewed to include Ladies Mile as a development area. Council may seek to do achieve this through the Streamlined Planning Process. The planning provisions relating to the masterplan still need approval from Full Council before a plan change application is made. Should this approval be forthcoming and the application be made swiftly, the completion of processing the plan change is currently expected to be done by mid 2023. At that point the developer for Flint's Park can commence the resource consent process and then on to detail design. It is expected that that process could take up to 2-3 years.

The proposal does not align well with the current District Plans and, as such, a consent under the RMA would almost inevitably be publicly notified and subject to appeals. Although consent is ultimately considered possible, the length of time and risk mean that a consent application is unlikely to be pursued, until a point of time the masterplan plan change is operative.

The time saved, should the applicant be able to go through the Covid-19 Act, could be as significant as: 3-6 months gap between the master plan process ending and the SPP process beginning. Then 9 months – 24 months for SPP process, and then 15 months to get to resource consent under any SPP plan provisions. In other words, to achieve consent without the fast-track process = 27 – 45 months.

Whether the project may result in a 'public benefit':

Examples of a public benefit as included in Section 19(d) of the Act are included below as prompts only.

Employment/job creation:

The development will support the certainty of ongoing investment and employment opportunities in this workforce at a local level, while continuing to promote the sustainable management of natural and physical resources. The employment opportunities that the development supports are in the short term through the development design and construction of the project. Long term opportunities also exist with the potential for mixed use development as well as in the Homestead café and gallery. A summary of FTE is below.

FTEs	2021	2022	2023	2024	2025	2026	2027 onwards
Total	3	29	28	53	18	40	35

Housing supply:

The proposal directly increases housing supply for the local community. The concept plan currently includes 264 residential dwellings offered through a variety of housing typologies. The concept plan illustrates a large portion of the site set aside as a potential state-integrated school site. Whilst the applicants are supportive of a school on the site, this does not go ahead, then this area could accommodate additional residential development that will further increase the housing supply (up to 337 dwellings).

Kiwibuild has also expressed an interest in continuing discussions with the applicant. This presents an opportunity for affordable housing to be included in the development and there are active discussions between Flint Park West and government for 50% of the proposed housing to be Kiwibuild.

Contributing to well-functioning urban environments:

The vision of the development is to provide a comprehensive urban development that is well connected, that integrates with the wider community, while adapting to urban pressures. Creating a strong sense of place, celebrating diversity and the environment. This is coupled with the following delivery outcomes:

- create an environment that supports social interaction and liveability
- provide infrastructure that supports growth
- ensure a sustainable response and approach

Flint's Park West has adopted universal design principles to cater for a diverse community at all stages of life. The project allows for a diversity in living options, while providing for a focal point for the community based on the green linkages. A key function is also to provide for trails and cycle/pedestrian walkways provide connections to the countryside.

It is widely acknowledged that there is a demand for housing in Queenstown that suits the needs of residents of Queenstown and is affordable. The subject site has been earmarked as one of multiple along Ladies Mile that can absorb development. This project aims to enable the development to move forward in a timely manner.

It is also worth noting that the design has considered the Kāi Tahu Ki Otago Natural Resource Management Plan. It has been important for the project to be located outside of culturally significant and highly visible landscapes, and to adopt the approach of having an accidental discovery protocol during earthworks.

Given that traffic is one of the major contributor to emissions and greenhouse gasses, the most important aspect that this proposal can provide with regard to responding to this challenge is to support modal shift – particularly towards walking and cycling. This is principally achieved by having highly connected and legible urban form coupled with expansive greenway routes that link (or will link in future) to surrounding development areas and proposed bus route / stops.

The other key response is the range of buildings typologies and associated construction techniques. Every effort has been made to optimise the use of compact, attached house forms which inherently use less materials and have less embodied energy than larger free-standing dwellings. Along with is they will achieve high levels of thermal performance and solar access which reduces energy consumption. Collectively these elements deliver a meaningful response to emissions and greenhouse gasses.

The National Policy Statement for Urban Development (NPS-UD) 2020 sets out the objectives and policies for planning for well-functioning urban environments. Objective 1: 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.

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The Council has spent the past year developing an overall Masterplan for the Te Pūtahi Ladies Mile area in close collaboration with other strategic partners and land owners which are fundamentally focused on responding to 2.1 Objectives 2–8. The Flints Park West proposal is in alignment with this but has also demonstrated its ability to adapt easily to change as required, without compromising the integrity of the core elements of the underlying Framework Plans.

With respect to Policies (2.2) that will enable delivery of these objectives, Policy 1 is the most pertinent to the delivery of quality urban outcomes. The Flints Park West proposal is based around a simple, legible road network and development pattern that ensures good linkages between pedestrian/cycle-centric routes and open space amenity areas. Being almost flat, this urban pattern provides legible, safe and short walking distances to almost anywhere in the Flints Park West neighbourhood. Key aspects of this are (a) a collector road that connects with the Ladies Mile development to the east and lower Shotover road (b) continuing a green urban link along the paper road. This means the development can be initiated immediately without reliance on other surrounding sites for access. In relation to

Policy 11 (car parking), the concept plans developed indicate that parking can be provided for every dwelling. With the use of rear lanes and shared accessways, the impact of driveways and garages to the street is reduced, improving on-street parking provision and pedestrian amenity. Collectively these aspects serve to make walking, cycling and the use of public transport more accessible and attractive – thereby reducing private motor vehicle use and associated environmental impacts. As a result, the development pattern supports a range of compact housing types that can easily be customized and adapted relatively easily – resulting in a wide range of housing typologies and price points. This breadth of range and customization helps ensure wide ‘market spread’ needed to support a complete and diverse community. The high level of amenity within the development supports more intensive housing types such as terraced houses and apartments. Generally speaking, the development overall is inherently ‘affordable by design’. The overall outcome will be to deliver a well-functioning urban environment.
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Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

The concept plan outlines the principles for delivering infrastructure as being:

- encourage a mix of uses to establish social infrastructure
- support affordable living
- ensure integrated water management solutions are incorporated into Flint’s Park West to support a resilient and liveable neighbourhood
- sustainable movement patterns
- ensure good access to community and creative infrastructure within and around Flint’s Park car parking
- deliver new open spaces in Flint’s Park to meet the different needs of the growing community
- help ensure delivery of public realm and community infrastructure

How the concept plan responds to these guiding principals is further outlined in the attached concept plan. This demonstrates that the proposal will provide infrastructure that improves economic, employment and environmental outcomes and increase productivity.

Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity:

The infrastructure will be designed to ensure that the effects on freshwater quality will be avoided or mitigated through appropriate stormwater management. The proposal will not result in any adverse effects on air quality or indigenous biodiversity.

Minimising waste:

The proposal is to construct a comprehensive development. The applicant is committed to sustainable building and utilising natural materials where appropriate. The proposal will entail new builds and prefabricated off site design which will entail less waste and highly insulated panels that require less heating once the dwellings are built.

Contributing to New Zealand’s efforts to mitigate climate change and transition more quickly to a low-emissions economy (In terms of reducing New Zealand’s net emissions of greenhouse gases):

It has been estimated that buildings are directly and indirectly responsible for up to 20% of New Zealand’s greenhouse gas emissions (source: www.branz.co.nz). With this in mind the development will incorporate high levels of insulation, integrating renewable energy systems and consider innovative green building designs were appropriate. Further, there is limited flat land with good solar access in Queenstown, however the subject site has good solar access, minimising the energy needs for residence. There will also be good provision for enabling public and active transport options.

Given that traffic is one of the major contributor to emissions and greenhouse gasses, the most important aspect that this proposal can provide in in responding to this challenge is to support modal shift particularly towards walking and cycling. This is principally achieved by having highly connected and legible urban form coupled with expansive greenway routes that link (or will link in future) to surrounding development areas and proposed bus route / stops. To support this, every effort is being made to reduce the provision for, and impacts of, motor vehicles and streetscape. This includes more pedestrian centric design and use of rear service lanes. The other key response is the range of

buildings typologies and associated construction techniques. Every effort has been made to optimise the use of compact, attached house forms which inherently use less materials and have less embodied energy than larger free-standing dwellings. Along with is they will achieve high levels of thermal performance and solar access which reduces energy consumption. Collectively these elements deliver a meaningful response to emissions and greenhouse gasses. The applicant has also demonstrated that an existing 10m unformed legal road corridor passes along the northern edge of the site that links from Lower Shotover Road, past the site and could link with SH6 opposite Howards Drive. A minimum road would include a 6.5m sealed carriageway with additional unsealed shoulders. With appropriately designed drainage facilities this road type can be established within the existing 10m minimum width legal road corridor. This road type could serve 150 dwelling units or a traffic flow of 1000vpd. This road could facilitate alternative transport options that could provide for improved future options to address the challenge of urban transport.

As outlined above, the Flints Park concept is in alignment with the Te Pūhahi Ladies Mile Masterplan and underlying Framework Plans. In essence, the proposal represents the first stage the masterplanned (by Council) area. Furthermore, having a dedicated SH6 access that will loop west from Flints Park, along a paper road that could be formed with the ability to construct a dedicated entry (using an existing paper road route) from Lower Shotover Road supports a number of potential bus routes as early as possible in the development of the site. The probable bus stops are legible and safe within short walkable distances from anywhere within the neighborhood. The development pattern is simple and robust, meaning it is future-proofed for change including the ability to accommodate new opportunities (ie driverless, autonomous vehicles) with ease. Modal shift is enhanced by by reducing the general physical and visual impact of motor vehicles, elevating streetscape and pedestrian and cycle amenity along with providing for public transport early. These elements are central to the notion of self-sustaining, resilient communities capable of accommodating further growth and change over time. These measures will contribute to New Zealand's efforts to mitigate climate change and assist in reducing the country's net emissions of greenhouse gasses.

Promoting the protection of historic heritage:

The site does not contain historic heritage items but will be connected to Flint's Park to the east here there is already a proposal for a mixed use development centered around the historic Gelnpaen Homestead.

Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:

Site due diligence has confirmed the site is not expected to be at risk from natural hazards. Notwithstanding this, the proposal has been designed to incorporate resilience, including:

- encouraging water-efficient design to help with resilience (drought and fire), and decrease demand on Council infrastructure •
- utilise land scrape setback from the State Highway for stormwater purposes
- soft landscaping between carparking bays to be used for stormwater detention

With regard to economic and social resilience, the proposal includes the ability to accommodate a school site and enable a childcare facility, it has a density that supports local services and creates strong connections to future town centre areas.

Other public benefit:

The wider public benefits of the proposal include creating recreational connections to the northeast and the west. The site has the ability to accommodate a school site and enable a childcare facility that would serve the wider community. More schooling option on the eastern side of the Shotover bridge would mean less travel across the Shotover Bridge into Frankton.

The streetscape and landscape strategy will allow for the introduction of native plants and will in turn encourage birdlife to return to Ladies Mile.

The proposal will provide for a diversification in housing stock and more affordable housing, noting 50% of the housing will likely be Kiwibuild. Further, by going through the Fast Track process, this housing can come online much quicker than waiting for a plan change of Ladies Mile followed by RMA consents.

Whether there is potential for the project to have significant adverse environmental effects:

The project will result in significant positive effects – as discussed in the above sections. Overall, the development will result in a high quality urban development that enhances the wider environment.

The construction period will result in some temporary adverse effects; however, these will be adequately mitigated.

The proposal will not result in significant adverse environmental effects.

Part X: Climate change and natural hazards

Description of whether and how the project would be affected by climate change and natural hazards:

The site is not subject to natural hazards, in particular, the site is not subject to flood hazards that could be exacerbated by climate change.

The building design will manage any potential risk from seismic activity.

Part XI: Track record

A summary of all compliance and/or enforcement actions taken against the applicant by a local authority under the Resource Management Act 1991, and the outcome of those actions:

Local authority	Compliance/Enforcement Action and Outcome
Queenstown-Lakes District Council	NA

Part XII: Declaration

I acknowledge that a summary of this application will be made publicly available on the Ministry for the Environment website and that the full application will be released if requested.

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.

Werner Murray

29/11/2021

Signature of person or entity making the request

Date

Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application

and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.

- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA although the grounds for withholding must always be balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance, disclose a trade secret or other confidential information. Further information on the OIA and LGOIMA is available at www.ombudsman.parliament.nz.

Checklist

Where relevant to your application, please provide a copy of the following information.

Yes	Correspondence from the registered legal land owner(s)
Yes	Correspondence from persons or parties you consider are likely to be affected by the project
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.