

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: Lakeview | Taumata
Application number: PJ-0000748
Date received: 03/06/2021

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: QT Lakeview Developments Limited

Contact person: Paul Burnaby

Job title: General Manager NZ

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

Level 9

45 Queen Street

Auckland 1010

Address for service (if different from above)

Organisation: Mt Hobson Properties Limited

Contact person: Kelsey Bergin

Job title: Senior Planner

Phone: s 9(2)(a)

Email: s 9(2)(a)

Email address for service: s 9(2)(a)

Postal address:

PO Box 37964

Parnell

Auckland 1151

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.

4 Cemetery Road, Queenstown, Otago, 9300, New Zealand

Part of the former Lakeview Campground, located north of Thompson Street, east of Glasgow Street, south of the Ben Lomond Reserve and west of Hay Street.

Legal description(s):

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

Lot 6 DP 543544

Registered legal land owner(s):

Queenstown Lakes District Council

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:

While the current owner of the site is Queenstown Lakes District Council (QLDC), the applicant has a legal agreement with the landowner to redevelop the site. A Development Agreement has been signed between the two entities, with QLDC responsible for implementing the approved subdivision consent on the site, receiving new Certificates of Title, at which point the applicant will take legal ownership of the land.

Part III: Project details

Description

Project name: Lakeview | Taumata

Project summary:

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

Lakeview | Taumata is a large project being developed in partnership between QT Lakeview Developments Limited (applicant) and the Queenstown Lakes District Council. Once complete, it will be a vibrant, residentially focused, extension of the existing CBD offering a diverse range of apartments, co-living, hospitality, hotels, coworking and retail options. This application consists of five mid-rise buildings including 233 apartments, 137 co-living units, commercial, retail and hospitality.

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.

Lakeview | Taumata is one of New Zealand's largest masterplanned developments. When completed, it will be able to accommodate up to 1,500 people and will be an extension to the existing town centre in Queenstown. The project is an initiative of the Queenstown Lakes District Council (as landowner) and is being delivered by a Trans-Tasman consortium of Ninety Four Feet, Centuria (formerly Augusta Capital), and Britomart Hospitality Group.

Located on the site of the Council-owned Lakeview Campground, Lakeview was brought to market in 2018 through a Request for Development Proposal process by Queenstown Lakes District Council (QLDC) seeking development partners. The consortium secured the development rights and is subject to a development agreement with QLDC which among other things governs the use of the site.

The purpose of Lakeview is to give effect to the zoning of the site, which anticipates an extension to the existing town centre, with a higher intensity and density of development.

The objectives of the proposal, which have been formed by QLDC (as landowner) and have guided the project to date, include:

- To establish a thriving residential focused, mixed use precinct, which is stitched into the Queenstown town centre context;
- that the Precinct's development potential is unlocked in a timely and efficient manner; and
- to maximise financial return in a manner that minimises risks for ratepayers.

Lakeview will be developed in 7 stages with the masterplan program including residential apartments, co-living, hotels, coworking, retail, commercial, and hospitality concepts. The masterplan has been prepared by the applicant (QT Lakeview) and approved, in principle, by QLDC (as landowner).

This application is for stages 1 & 2, the project's key residential-focused stages designed to provide a large amount of housing supply to Queenstown's undersupplied market. It will unlock options for key-workers, first home buyers, down-sizers, and investors. Key workers are generally considered to be those crucial elements of the workforce who are seasonally based in the region for a set period of time, filling key roles such as in the tourism and hospitality industry and other shorter term employment. Their rental needs are relatively unique and there is little provision in the current market for this demand.

The stage 1 & 2 program consists of

- Up to 233 apartments
- Up to 137 co-living - key worker units
- Retail
- Co-working
- Commercial
- Hospitality
- Carparking

Stages 1 & 2 incorporates 5 buildings with total Gross Floor Area of over 40,000 sqm.

Sustainability is at the heart of Lakeview, with the aim to be 100% carbon neutral. As such, the stage 1 & 2 buildings have been designed using a mass timber construction hybrid typology on a scale not seen before in New Zealand. Similarly the project will provide ecological regeneration through native planting, and 100% renewable energy through a community energy system.

The project team is working actively with Aukaha, a local Rūnaka, on integrating cultural narrative, values and art throughout Lakeview. As such mana whenua recently formalised a name for the project, Taumata (the summit).

Lakeview is an important project in the economic recovery of Queenstown following COVID-19 and is connected with other significant projects such as the Queenstown arterials project recently consented under fast track legislation. As such, QLDC is willing to deliver infrastructure for Lakeview in a staged approach, expediting the delivery of infrastructure for stages 1 & 2 initially, therefore allowing QT Lakeview Development to begin building quicker while providing financial benefits to QLDC. Having certainty around the timing of obtaining resource consents for these first two stages is a key element to unlocking the project earlier than it otherwise would be and thus, aligns with QLDC's willingness to stage infrastructure, allowing construction to commence on site earlier.

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

Lakeview will be delivered in seven stages. Stage 1 & 2 (this application) include over 40,000 sqm of GFA and will be predominantly residential containing up to 233 apartments and 137 co-living units. It will unlock options for key-workers, first home buyers, down-sizers, and investors. Stage 1 will also have retail and hospitality and include a publicly accessible terrace on level 5 with spectacular views across Lake Wakatipu. An above grade carpark will be located to the rear of the podium. Pre-planning work for Stage 1 & 2 has already commenced with sales to be launched in the second half of 2021. Stage 1 construction is planned to begin in summer 2022/2023, with a target date of October 2022, subject to presales and QLDC providing infrastructure and titles. These are the only two stages that are subject to this application. The remaining stages outlined below are provided for reference purposes only. Stage 3 with 14,800 sqm of GFA will be the heart of Lakeview and includes a gallery space that will connect in with the Isle Street shared space being delivered by QLDC. It includes a 190 room hotel, a large co-working space, and retail and hospitality. Stage 4 with 17,000 sqm of GFA will include a 211 room hotel and ground floor retail and hospitality. It will become the main pedestrian entrance for Lakeview connecting in with stairs running from the Hay Street / Man Street corner. Stage 5 & 6, with 38,000 sqm of GFA, will be a key residential corner for Lakeview containing 183 apartments. The stages will also include ground floor retail and hospitality space. Basement carparking with 250 spaces will be provided across both stages. Stage 7 with 19,000 sqm of GFA includes 65 apartments and 156 room hotel facing Isle Street aimed at millennial travellers. Hotel lobby, retail and hospitality at ground level. Basement parking with 141 spaces will be provided.

Consents / approvals required

Relevant local authorities: Queenstown-Lakes District Council

Resource consent(s) / designation required:

Land-use consent

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 6 DP 543544	Queenstown Lakes District Plan	Town Centre Zone Lakeview Subzone	n/a	n/a

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
Queenstown Lakes Operative District Plan	Rule 10.6.3.2(vi)	Construction of new buildings in the Lakeview Sub-zone	Controlled	
Queenstown Lakes Operative District Plan	Rule 10.3.6.2A(v)	New buildings in the Lakeview Sub-Zone that contravene the height limit	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 10.6.3.2A(iii)	Commercial and retail activities with a maximum gross floor area of less than 400m ² per tenancy in the Lakeview sub zone.	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 10.6.3.2A(i)(b)	The provision of visitor accommodation in the Lakeview Sub-Zone	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 22.3.2.3(a)	Earthworks that do not comply with the standards (volume of earthworks and depth of cut)	Restricted discretionary activity	
Queenstown Lakes Operative District Plan	Rule 14.2.2.3(ii)	Breach of the site standard as no on site coach parks are proposed on site	Restricted discretionary activity	
Otago Regional Plan: Water	Rule 14.5.2	Earthworks for residential development greater than 2500m ² and discharges associated with earthworks	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 14.2.2.3(ii)	Breach of the site standard as the minimum number of car parks for the activities are not provided	Restricted discretionary	

Queenstown Lakes Operative District Plan	Rule 14.2.2.3(ii)	Breach of the site standards as the minimum size for residential car parks is not achieved	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 14.2.2.3(ii)	Breach of the site standards as the width of the vehicle crossings exceeds the maximum	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 10.6.3.1	Provision of residential activities	Permitted	
Queenstown Lakes Operative District Plan	Rule 23.3.2.3(a)	Breach of the site standard for the volume of earthworks proposed (approximately 7,200m ³)	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 23.3.2.3(a)	Breach of the site standard for the maximum depth of cut proposed (greater than 2.4m) and the distance of the cut from the boundary	Restricted discretionary	
Queenstown Lakes Operative District Plan	Rule 18.2.4	The provision of signage	Controlled	
National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES Soil)	Regulation 10	Disturbance of contaminated land that exceeds the permitted earthworks volumes	Restricted discretionary activity	
Otago Regional Plan - Water	Rule 12.B.1.8	Diversion of groundwater	restricted discretionary / yet to be confirmed	
Otago Regional Plan - Water	Rule 12.B.1.8	Discharge of stormwater from a reticulated system	Permitted	

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.

No land use consents have been sought for this project previously or by other parties

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

To enable the proposed project, a Council initiated plan change (Plan Change 50) was sought and adopted by QLDC into the operative district plan in 2016. This rezoned the application site from High Density Residential to the Town Centre Zone, with the creation of the Lakeview Sub-Zone.

Subsequent to Plan Change 50, QLDC sought consent under the Reserves Act 1977 for the exchange of reserve land for freehold land. This was approved in February 2018 under reference RM170923. Following this approval, subdivision consent was sought and approved by (QLDC) in February 2019 under reference RM170924. A variation to this subdivision consent was lodged by QLDC in December 2020 and is currently awaiting approval. The variation related to minor design changes.

The critical infrastructure that will service the Lakeview | Taumata development is being delivered as part of this approved subdivision consent - works have already commenced on site to install new wastewater, stormwater, roading and water supply as part of approved resource consent RM170924.

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:

No other legal authorisations are required for the proposal.

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.

QLDC is currently undertaking land clearance and infrastructure works under the original subdivision consent (RM170924) and as per the development agreement with QT Lakeview Developments. QLDC are able to expedite the infrastructure works for stages 1 & 2 and are planning to provide title to the super lots in October 2022, once title is issued then construction can commence. Construction is planned to commence during the summer of 2022/2023, with a target date of October 2022.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

While the project is not considered to result in adversely affected parties or require formal consultation to be undertaken within the remit of the RMA, the applicant has engaged with a number of government departments, including the following:

- Department of Conservation, given their involvement with the adjacent Ben Lomond Reserve.
- MBIE to discuss the mass timber construction strategy for the project
- NZTE who introduced to the project to the applicant through their investment arm

Local authorities

Detail all consultation undertaken with relevant local authorities:

While the project is not considered to result in adversely affected parties or require formal consultation to be undertaken within the remit of the RMA, the applicant has engaged with Queenstown Lakes District Council Parks Team, Queenstown Lakes District Council Regulatory Team and the Otago Regional Council.

It is noted that this project is driven by Queenstown Lakes District Council and the applicant has been selected as the development partner. Therefore, the project is a collaboration between the applicant and QLDC, who have a development agreement in place. Monthly meetings and PCGs are held with the development arm of QLDC.

The applicant is actively working alongside QLDC who are delivering site infrastructure so that certificates of title implementing the subdivision consent can be issued. QLDC have confirmed that they can bring forward the issuing of the certificates of title for Stages 1 and 2 of the development 12 months earlier if the infrastructure delivery is staged, thus allowing the applicant to begin construction up to a year earlier than originally anticipated. This fast track application will provide certainty of timing for the applicant's resource consent application, being a key component in this stages to begin Stages 1 and 2 earlier.

Other persons/parties

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

While the project is not considered to result in adversely affected parties or require formal consultation to be undertaken within the remit of the RMA, a number of other parties have been 'consulted with', including the following:

- Queenstown Historical Society
- Queenstown Mountain Bike Club
- Chamber of Commerce
- Aukaha
- Wellsmart
- Sklyine Enterprises
- Queenstown Lakes Community Housing Trust
- General public

Detail all consultation undertaken with the above persons or parties:

In November and December 2020 the applicant undertook a public information campaign presenting the Lakeview masterplan to the Queenstown public including setting up a masterplan gallery on Beach Street in central Queenstown. The purpose of the gallery was to be an informal space for the community to learn more about Lakeview. The gallery ran for two months where information on the project was able to be viewed during regular business hours. The community was invited to stop by the gallery through advertising on local newspapers and through local radio, while the applicant ran various larger events. and invited specific parties, including those detailed above. The gallery ran for two months and it is estimated over 300 people came through the space.

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
Aukaha, on behalf of Te Rūnanga o Ngāi Tahu	The applicant has engaged extensively with Aukaha on behalf of the 5 local Runanga. Aukaha have formally named the project Te Taumata or Taumata (the Summit) in consultation with a mana whenua panel. The applicant has asked Aukaha to develop a cultural narrative and values assessment which in time could be intertwined through branding, design, and physically as art in the precinct. This work is ongoing.
Te Ao Marama	Initial correspondence to discuss the project details

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
No details	

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.

The site is not located within Treaty Settlement land or on any land included within a Statutory Acknowledgement Area.

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.

The proposed development will result in a noticeable increase in the intensity of use on the site. However, overall, the project is considered to be a significantly positive addition to the urban landscape in Queenstown. The proposed buildings on site appropriately address the surrounding open space, including Ben Lomond, ensuring views towards the Wakatipu Basin and Ben Lomond are maintained. The scale and form of the buildings proposed do not adversely affect the amenity of the surrounding landscape and resulting shading or dominance effects are

considered to be less than minor. While additional height above the height limit is proposed, the design of the building bulk, including the separation between buildings, the use of local materials, the provision of publicly accessible space and the building orientation sufficiently mitigate potential visual dominance effects such that they are less than minor. A Landscape and Visual Assessment has been prepared to confirm this.

The provision of retail and commercial spaces along the ground floor activates the street frontage, ensuring passive surveillance over the public realm is achieved, resulting in a positive effect.

While there is a shortfall in car parking spaces provided on site, this is unlikely to result in adverse effects on the surrounding transport environment as the wider precinct has been designed as a Transit Orientated Development, where alternatives to private motor vehicle use are encouraged. The provision of off-site coach parking can be appropriately managed within the surrounding transport environment such that any potential resulting effects are less than minor. The overall potential traffic effects arising from the development have been comprehensively designed as part of a wider transport strategy in the surrounding area and can be appropriately managed within the site.

The effects associated with the construction of the project are transient in nature and can be appropriately managed within the site's boundaries and by standard resource consent conditions to ensure that these effects are less than minor.

The disturbance of contaminated land can be appropriately managed through standards conditions of consent and the implementation of a Site Management Plan such that potential adverse effects on the environment and human health are less than minor.

The project does not require any significant works within or close to sensitive receiving environments that would be more susceptible to adverse effects and there are no discharges to water or air as part of the proposal.

Overall, the project does not result in significantly adverse effects on the environment.

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:

The site is not located within or adjacent to the coastal marine area. Therefore, the NZCPS is irrelevant to this application.

NPS

The site has no freshwater bodies or streams and therefore, the NPS for Freshwater Management is irrelevant to this application.

The project does not involve any electricity transmission or a renewable electricity generation. Therefore, the NPSs for Electricity Transmission and Renewable Electricity Generation are not relevant to this application.

The National Policy Statement on Urban Development (NPS-UD) 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, as well as providing sufficient development capacity to meet this wellbeing. The NPS-UD sets out a series of comprehensive and prescriptive objectives and policies that apply to all decision-makers when making planning decisions that affect an urban environment. These objectives and policies seek to enable a variety of housing with good accessibility to the community, open spaces and public transport, recognise that significant changes to urban areas will be needed while being resilient to the current and future effects of climate change. Given the intensity of development proposed for this application, the NPS-UD is considered relevant to this application. The project is consistent with the policy direction of the NPS-UD as it provides for an intensity of housing, in a variety of forms, with good access to the existing Queenstown town centre but also provides an extension to this existing town centre to be created as part of the longer term plans for this development. Alternative methods of transport and a general reduction in individual vehicles are key drivers for this development and the project is uniquely located with access to a range of open spaces. The sustainable approach to this project, through the use of mass timber

construction at the very least, aligns with the values sought by the NPS-UD in reducing emissions and ensuring the resilience of new development against the future effects of climate change. Overall, the project is considered to be entirely consistent with the NPS-UD.

NES

As the site is not located within or adjacent to the coastal marine area, nor are there any freshwater bodies on or near the application site, the National Environmental Standards for Sources of Drinking Water, Freshwater and Marine Aquaculture are not relevant to this application.

As the project does not involve any discharges to air nor the provision of electricity transmission or telecommunication facilities, the National Environmental Standards for Air Quality, Electricity Transmission Activities and Telecommunication Facilities are not relevant to this project.

The site is not a plantation forest and nor are any plantation activities proposed. Therefore, the National Environmental Standards for Plantation Forestry is irrelevant to this application.

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES Soil) applies to the project due to the history of HAIL activities on the site and the project's proposed land disturbance. A Detailed Site Investigation (DSI) has been undertaken for the site and has confirmed that trace elements of contaminants found on site are generally below background levels. QLDC (as landowner) are responsible for the removal of the existing buildings on site and the associated disturbance of land, which is currently being undertaken. Further works on site associated with this application will be subject to a Site Management Plan (SMP) prepared by a suitably qualified experienced professional (SQEP) to ensure that there is no risk to human health or the environment.

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 applicant commissioned Insight Economics to prepare an Economic Impact Assessment. One-off national economic impacts of stages 1 & 2 (this application) - The process of planning for, designing, constructing, and fitting out the various buildings and structures that comprise the development will draw in a wide range of workers and hence create jobs and incomes for numerous district workers. For example, the following workers would be required to complete the project, many of which would be district locals - Architects, planners, lawyers; Quantity surveyors; Civil and structural engineers; Building contractors and sub-contractors; Plumbers, electricians, glaziers; and so on.

Over the estimated construction period of 2.5 years, the one-off impacts of site preparation, construction, fit-out, marketing, financing, and sell-down of stages 1 & 2 could provide - one-time boost in national GDP of \$228 million; Employment for 2,205 people-years; and household incomes of \$105 million.

On an annual basis, this translates to permanent employment for 880 people, with additional annual household incomes (i.e. salaries and wages) of \$42 million. Of the 880, 242 are from the direct economic effects, and 642 are flow-on employment from the wider supply chain that support the immediate entities suppliers. On-going national economic impacts of stages 1 & 2 (this application) - In addition to one-off economic impacts, there will be on-going economic impacts. By the end of Stages 1 & 2 (this application), spending by future guests of the co-living units will generate annual economic impacts equal to: Regional GDP of \$12 million; Employment for 210 people; and household incomes of \$6 million.

The corresponding one-off impacts for all seven stages (the entire project) are as follows: a one-time boost in national GDP of \$930 million; employment for 8,930 people-years; and household incomes of \$430 million. On an annual basis, these translate to permanent employment for 595 people, with annual household incomes of \$29 million. Of the 595 employed, 164 are from the direct economic effects, and 431 are flow-on employment from the wider supply chain. Insight Economics also noted: Critically, the sooner this project begins, the sooner it can provide a much-needed lifeline to help keep the district economy afloat until international tourism recommences. For example, bringing forward the fast-track stages [stages 1 & 2] by 12 months will bring forward employment for 880 people, who will earn wages and salaries of \$105 million over the 2.5-year construction period. Furthermore, QLDC will receive lot settlement payments for the first two stages sooner. Decision makers should therefore do whatever they can to bring this project forward as much as possible to help bridge the gap. Other points noted by: Housing Market Impacts – Queenstown is currently the least affordable district in New Zealand, with the median house price now 13 times the median household income. The proposal will help address this by boosting housing supply and provide greater housing choice in a central location.

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

It is not secret that Queenstown has felt the effects of Covid 19 perhaps more strongly than any other region in the country. The commencement of construction work itself will be a positive sign for the surrounding community that investment is returning to Queenstown. Longer term, the project will introduce more housing into the current supply and in a typology which is currently under catered for in the region. The provision of retail spaces on site will enable small, local businesses to operate and on-going engagement with Aukaha sees the involvement of iwi with elements of the design of the project.

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

Due to the scale of the development proposed, a standard resource consent process is likely to be a protracted affair that may result in delays from notification and a hearing. This process would streamline the application and would proceed much faster than the standard RMA process.

In addition, QLDC are now able to deliver the infrastructure elements of the underlying subdivision in a staged manner, allowing construction on Stages 1 and 2 of the precinct (this application) to occur almost a year earlier than anticipated. Works are currently being undertaken on the site to get the infrastructure installed.

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:

Insight Economics estimate the proposal will generate permanent employment for 880 people during construction. By the end of Stages 1 and 2, spending by guests is estimated to create ongoing employment for 210 people.

Housing supply:

The proposal for stages 1 & 2 will contribute up to 233 apartments and 137 co-living units. Queenstown is currently the least affordable district in New Zealand, with the median house price now 13 times the median household income. The proposal will help address this by boosting housing supply and provide greater housing choice in a central location. Further, with the first two stages providing high density, affordable living options, including for key-workers and first home buyers, it will provide a critical addition to the district's housing stock where it is needed most. The development will include a variety of price points including entry-level product priced below the district median.

Contributing to well-functioning urban environments:

Lakeview's mixed-used nature and proximity to the CBD has enabled it to be planned as a transit-oriented development (TOD). TODs are a special type of mixed-use development that incorporate holistic transport strategies and encourage trips to be taken by walking, cycling, and public transport wherever possible. This directly reduces trips

made by private motor vehicles, which lowers vehicle emissions and eases congestion on the district's busy arterial roads. In addition, the introduction of car sharing scheme within the development will further reduce the dependency on private vehicle ownership.

Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

The Queenstown CBD is physically constrained with no further room to growth. The lakeview development helps address this issue by extending the physical footprint of the CBD, thus giving it room to grow. Lakeview will tie in with other major public works projects including the Queenstown arterial project that passes along the edge of Lakeview (recently consented through the fast-track process).

Lakeview will provide significant open spaces for the public, and also includes fifth-floor podiums offering sweeping views across the lake and town centre towards the mountains that frame them. In addition, the development's ground floor elements will provide a range of additional retail, commercial services, and food & beverage options for the benefits of visitors and locals alike. Finally, the proposal's co-working elements will provide more flexible working options for the local workforce.

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

Lakeview includes innovative features and designs that will enable it to be built and operated in an efficient and sustainable manner. Lakeview aims to be 100% carbon neutral through mass timber construction, 100% renewable community energy system, and energy efficient design and year-round wintergardens both reducing the development's long-run environmental footprint.

A regenerative landscaping strategy supports ecological regeneration through native planting strategies throughout the precinct while green roofs are integrated into the design. Rainwater harvesting is planned to be reused for onsite irrigation.

Transport initiatives, such as car sharing schemes, will reduce the dependency on vehicle ownership, while the close proximity to the existing town centre in Queenstown will improve walkability and reduce vehicle trips.

Minimising waste:

Lakeview is designed using a mass timber construction hybrid typology. Mass timber minimises construction waste through the use of computer numerical control cutting machines that optimise waste minimisation, using the least amount of timber as possible.

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):

Lakeview aims to be New Zealand's first 100% carbon neutral precinct. This is being achieved through innovations such as mass timber construction, a 100% renewable community energy system, and energy efficient building design. The scale of mass timber proposed at Lakeview has never been used in New Zealand before and represents a step change in the way buildings are constructed. Its use is also cheaper than using pre-cast concrete.

The nature of a staged project on this scale is such that efficiencies during construction can be achieved. These include elements such as the storage of large amounts of material on site to reduce truck movements and the use of mass timber construction allows for the implementation of prefabricated methods of construction and assembling, reducing construction time frames overall.

The site's proximity to the CBD has enabled it to be planned as a transit-oriented development (TOD). TODs are a special type of mixed-use development that incorporate holistic transport strategies and encourage trips to be taken by walking, cycling, and public transport wherever possible. This directly reduces trips made by private motor vehicles, which lowers vehicle emissions and eases congestion on the district's busy arterial roads. The precinct itself is designed to be walked, rather than driven through. Laneways connecting buildings are proposed, with pockets of landscaping interwoven. As part of the development, car parking spaces have been reduced overall and the use of these spaces for initiatives such as car sharing is proposed. Electric vehicle charging stations will be located across the precinct, as will bicycle parks. Isle Street, the main road through the precinct, will be a one-way system at low speed,

with shared spaces for coach and taxi parking. Pedestrians connections within the site will tie into existing networks in the surrounding area, ensuring ease of movement from the site to other parts of the Queenstown town centre.

Promoting the protection of historic heritage:

There are no historic heritage places or sites where the project is intended to be located. While the Queenstown Cemetery is within the wider surrounding environment, the proposed development will not result in any effects to the cemetery and no loss of heritage value will result.

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

As the site is located at the base of a mountain, there are potential natural hazard risks present to the site, including overland flow / runoff and rockfall.

As part of the subdivision consent, rockfall mitigation measures have been approved and will be installed prior to the construction of this project. Stormwater diversion drains have been designed into the layout and location of the proposed buildings and secondary flow measures have been designed at a wider precinct level. The location of residential units above ground floor avoids potential risks to habitable uses and the introduction of mass timber construction will positively direct the project towards more sustainable outcomes.

Other public benefit:

Lakeview will provide significant open spaces for the public, over half the precinct will be public. In stages 1 & 2 a publically accessible fifth-floor podiums offers sweeping views across the lake and town centre towards the mountains that frame them

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

The project will not result in any significant adverse effects on the surrounding environment.

The proposed development will result in a noticeable increase in the intensity of use on the site. However, overall, the project is considered to be a significantly positive addition to the urban landscape in Queenstown.

The proposed buildings on site appropriately address the surrounding open space, including Ben Lomond, ensuring views towards the Wakatipu Basin and Ben Lomond are maintained. The scale and form of the buildings proposed do not adversely affect the amenity of the surrounding landscape and resulting shading or dominance effects are considered to be less than minor. While additional height above the height limit is proposed, the design of the building bulk, including the separation between buildings, the use of local materials, the provision of publicly accessible space and the building orientation sufficiently mitigate potential visual dominance effects such that they are less than minor.

The provision of retail and commercial spaces along the ground floor activates the street frontage, ensuring passive surveillance over the public realm is achieved, resulting in a positive effect.

While there is a shortfall in car parking spaces provided on site, this is unlikely to result in adverse effects on the surrounding transport environment as the wider precinct has been designed as a Transit Orientated Development, where alternatives to private motor vehicle use are encouraged. The provision of off-site coach parking can be appropriately managed within the surrounding transport environment such that any potential resulting effects are less than minor. The overall potential traffic effects arising from the development have been comprehensively designed as part of a wider transport strategy in the surrounding area and can be appropriately managed within the site.

The effects associated with the construction of the project are transient in nature and can be appropriately managed within the site's boundaries and by standard resource consent conditions to ensure that these effects are less than minor.

The project does not require any significant works within or close to sensitive receiving environments that would be more susceptible to adverse effects and there are no discharges to water or air as part of the proposal.

Overall, the project does not result in significantly adverse effects on the environment.

Part X: Climate change and natural hazards

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

As the site is located at the base of a mountain, there are potential natural hazard risks present to the site, including overland flow / runoff and rockfall.

As part of the subdivision consent, rockfall mitigation measures have been approved and will be installed prior to the construction of this project. Stormwater diversion drains have been designed into the layout and location of the proposed buildings and secondary flow measures have been designed at a wider precinct level. The location of residential units above ground floor avoids potential risks to habitable uses and the introduction of mass timber construction will positively direct the project towards more sustainable outcomes.

The site is not at risk from sea level rise associated with climate change.

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
No details	

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.

Paul Burnaby and Kelsey Bergin

03/06/2021

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)
No	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.