

# 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: Worker Accommodation- 1 Hansen Road, Queenstown  
Application number: PJ-0000872  
Date received: 28/02/2023

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](mailto: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: No. 1 Hansen Road Limited

Contact person: Graham Jull

Job title: Project Director

s 9(2)(a)

s 9(2)(a)

Postal address:

### Address for service (if different from above)

Organisation: John Edmonds & Associates (JEA)

Contact person: Jo Fyfe

Job title: Planner | Director

s 9(2)(a)

s 9(2)(a)

Email address for service:

Postal address:

Level 2, 36 Shotover Street,  
Queenstown 9300

## 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.

1 Hansen Road, Frankton, Otago, 9300, New Zealand

Legal description(s):

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

Lot 1 Deposited Plan 26426 and Part Section 5 Block XXI Shotover Survey District.

Record of Title OT18B/922- see **Attachment 1**.

The site is made up of two parcels. It is noted the entire project will be applicable to Part Section 5 Block XXI Shotover Survey District, and no works or any part of the proposal will occur on Lot 1 DP 26426.

Registered legal land owner(s):

No. 1 Hansen Road Limited.

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:

The applicant is the owner of the site and has the ability to undertake all work that is required for the project. See **Attachment 2** for Location Plan.

## Part III: Project details

### Description

Project name: Worker Accommodation- 1 Hansen Road, Queenstown

Project summary:

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

Development of 450-600 units of worker accommodation and ground floor commercial use within 7-8 buildings at 1 Hansen Road, Frankton, Queenstown.

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.

No. 1 Hansen Road Limited are proposing to construct 7 - 8 buildings to provide 400-600 units of worker accommodation. The accommodation will provide 2-3 typologies of units, with the intention of a mix of smaller bedroom/bathroom units with communal cooking/services/utilities, and small 1-bedroom/studio apartments including a kitchenette, all for single/couple workers. The scheme will provide accommodation for 600 - 900 people (based on 1.5 people per unit). Two high level concept plans prepared by Mason and Wales are attached at **Attachment 3**. The original concept plan showing 565 units was initially created for the 'upper limit' of development including height. Taking into consideration servicing (particularly wastewater) limitations a further concept plan was developed to reduce the number of units to 465. Considering further urban design and landscape assessments (see Adverse Effects section), the scheme is likely to change again- the final number of units is not yet known, and as such the proposal remains broad at 400-600 units.

The proposal will incorporate a mechanism to ensure the units will be retained for worker accommodation rather than falling into the visitor accommodation realm, through a minimum stay of 3 months.

The purpose of the project is to alleviate some of the incredibly pressured housing market in Queenstown, with particular focus on providing for local employees. This will in turn enable local businesses, including tourism and service businesses to obtain staff and continue operating or grow, which has been a huge challenge in the last few years, particularly as a result of COVID-19. This is supported by the attached Economic Report, December 2022, prepared by Benje Patterson (**Attachment 4**) and outlined in many on-going media publications.

The layout of the site is likely to result in 4 buildings at the front of the site adjoining the State Highway, an internal road (approved by a previous subdivision- **Attachment 5**) and 3-4 buildings in the north-eastern side of the site. The buildings will range from 10m - 15m or 18m (3 - 5 or 6 storeys) in height, whereby the higher height will be located in front of the hill slope at the rear, with the intention of 'stepping down' the building heights towards the front of the site and along the State Highway to protect the 180 degree views from the property. The buildings and heights will be designed to retain view shafts in and out of the site and minimise the effect on the Outstanding Natural Landscape (ONL) behind- see Adverse Effects section. Careful landscaped areas throughout the buildings will be incorporated into the design.

For all the buildings in this worker accommodation scheme, the ground floor will be made up of communal facilities- kitchen, lounge, administration and services. Fronting the internal and external roads the buildings will incorporate small ground floor retail/commercial tenancies.

The units will be designed to ensure the acoustic and ventilation systems are appropriate to mitigate against the Queenstown Airport Outer Control Boundary noise risk, where necessary.

The development will be architecturally designed, with urban design and landscape architecture input throughout. Very little car parking is proposed, to minimise the effect on climate change. The site is within the Frankton centre, where it can be serviced by alternative means of transport through its proximity to public transport and the bus exchange/transport hub. Through the NZUP program, a redesign and upgrade process of State Highway 6, its intersection with SH6A and Hansen Road is underway, which will include, but not be limited to public transport

improvements, creation of pedestrian and cycling connections alongside and across the highway, which will benefit the development to operate with limited car parking provision- see **Attachment 6**. Additionally there are thorough pedestrian and cycle trails throughout the area, including into Queenstown and Five Mile shopping centre. E-bike charging facilities and bike parking will be provided for the scheme. The NZUP works that will provide for the development will be near completion, or completed by the time the first worker accommodation building is ready to be occupied.

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

The proposal will be staged such that each building will be its own stage to ensure each building can be constructed and occupied within a shorter timeframe. The project is anticipated to take 3 - 4 years in two phases (phase 1 at the front of the site, phase 2 at the rear) to construct.

Stage 1 (building 1), is aimed to commence construction mid-late 2024. The first building is likely to take 18 months to construct.

Each subsequent stage will commence construction every 6 months after the start of the previous stage commencement.

The first phase of construction will be the building in the south-western corner adjoining the State Highway, working east to complete all buildings along the site frontage before progressing to the buildings to the north-east of the site. Refer to the Construction Memo- **Attachment 7**, for more details.

## 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
Part Section 5 Block XXI Shotover SD	QLDC Proposed District Plan (PDP)	Local Shopping Centre  Rural	Urban Growth Boundary- applicable to Local Shopping Centre zone  Queenstown Airport Outer Control Boundary (Ldn55)- applicable to Local Shopping Centre zone  Outstanding Natural Landscape (outside application area)  Landscape Priority Area (outside application area)	Building Restriction line (although no applicable rules relate)  Adjacent Designated Cemetery (listed heritage feature)  Located on State Highway 6  Water race (Arrow Irrigation Company Limited) located to the rear of the application site (not affected by proposal)

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Lot 1 DP 26426 (not part of this application but part of the legal site)	QLDC Proposed District Plan (PDP)	Low Density Suburban Residential	Queenstown Airport Outer Control Boundary (Ldn55)  Within urban growth boundary	Road taking and swapping process occurring on this land as part of enabling Waka Kotahi upgrade to Hansen Road / SH6 intersection

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
QLDC Proposed District Plan	Chapter 15 Local Shopping Centre Rule 15.4.3.1- Buildings	Construction of a building	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 15 Local Shopping Centre Rule 15.5.1.2- Building Coverage	Building coverage exceeding 50%	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 15 Local Shopping Centre Rule 15.5.5.d- Number of Residential Units	Site specific rule. Consent required for exceeding 50 residential units	Discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 15 Local Shopping Centre Rule 15.5.7- Height	Exceed the 10m height limit.	Non-complying	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.4.9- Residential Activity	The use of land for residential activity not provided for in any other rule	Discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.4.11- Building not provided for	The construction of a building including the physical activity associated with buildings, including roading, access, lighting, landscaping and earthworks not provided for by any other rule	Discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.4.37- Activity not provided for	An activity not otherwise provided for- ground floor commercial/retail	Non-complying	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District

QLDC Proposed District Plan	Chapter 21 Rural Rule 21.5.1- Building Set Back	Set back from internal boundaries- less than 15m	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.5.2- Set Back from Road Boundaries	Set back from roads less than the permitted 20m	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.7.2- External Materials	External materials not coloured in the range of browns, greens or greys	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.7.3- Building Size	The ground floor of buildings exceeding 500m <sup>2</sup>	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 21 Rural Rule 21.7.4- Height	Height exceeding 8m	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 25 Earthworks Rule 25.4.2 Rule 25.5.15 Rule 25.5.21	Volume of earthworks- 1000m <sup>3</sup> in Rural zone; 500m <sup>3</sup> in Local Shopping Centre zone Depth of excavation to exceed 2.4m Removal of more than 300m <sup>3</sup> of cleanfill from the site	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District
QLDC Proposed District Plan	Chapter 29- Transport Rule 29.4.11	High traffic generating activities- provision of more than 50 residential units	Restricted discretionary	1 Hansen Road- Part Section 5 Block XXI Shotover Survey District

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.

Whilst no resource consent applications have been made or lodged for the same or similar project, the following consents are relevant to the site context and background:

RM161140- 17-Lot subdivision, including 12 urban lots and three road/access lots. Engineering design and physical works underway.

RM181338- Earthworks associated with the subdivision. Consent given effect to and earthworks completed.

RM210491- Variation application to the subdivision RM161140. Lots 1-5 and 8-10 of this subdivision are subject of the worker accommodation project- refer to the Approved Subdivision Plan (**Attachment 5**).

RM211006- Car storage building to the north and west of the proposed buildings- approved and under construction.

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

N/A

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:

Not legal, but required through the District Plan is the upgrade of the intersection of State Highway 6 and Hansen Road is to be completed prior to occupation of the buildings.

### 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.

See attached Construction Program set out in the Construction Memo at **Attachment 7**, prepared by CMP Construction Limited.

Planning works, including design, statutory approvals, financial budgeting is anticipated to take 11-12 months; Construction duration is anticipated to take between 30-34 months.

The complete project is anticipated to take 3-4 years in two phases from beginning to completion, commencing construction the first quarter of 2024 with new buildings starting every 6 months.

It is noted the land is ready for development, as the car storage building is currently being constructed, earthworks associated with the subdivision completed, and other physical subdivision works being designed or under way. Once resource consent is granted, detailed design will commence immediately to progress through building consent and engineering processes, to ensure a swift and progressive program.

As estimated by CMP in **Attachment 7**, the anticipated cost of construction is around **s 9(2)(b)(ii)**. A letter from The Eights Private Equity Group is provided as **Attachment 8**, which confirms their investment and financing of the worker accommodation scheme at this cost.

## Part IV: Consultation

### Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

Pre-application meeting with the Ministry for the Environment, Fast Track Consenting team- 15th February 2023.  
No other consultation undertaken with government ministries and departments at this stage.

### Local authorities

Detail all consultation undertaken with relevant local authorities:

No consultation undertaken at this stage, however once referred, consultation would be undertaken with Queenstown Lakes District Council and Otago Regional Council.

### Other persons/parties

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

No consultation has been undertaken with these parties at this stage, however once referred, consultation would be undertaken with the following parties:

- QLDC as local authority, administrator of the heritage cemetery adjoining to the west, owner of Hansen Road and owner of the local recreation reserves across the State Highway

- Queenstown Airport Corporation
- Waka Kotahi (consultation has been on-going with Waka Kotahi for the urban development of the site for subdivision and the car storage building, but not for this specific worker accommodation scheme)
- The City Impact Church- adjoining to the east
- Country Lane Queenstown Limited- owners of 14 and 26 Hansen Road, and 57 Frankton - Ladies Mile Highway
- Jirreh Holdings Limited- owners of 1092 Frankton Road (Terrace Junction)- adjoining to the west.

Detail all consultation undertaken with the above persons or parties:

No consultation undertaken at this stage with other persons/parties. However once referred, consultation would be undertaken with all above parties.

## 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	No consultation has been undertaken for this project with Aukaha to date, however once the project is referred, consultation will commence.
Te Ao Marama Incorporated	No consultation has been undertaken for this project with Te Ao Marama Incorporated to date, however once the project is referred, consultation will commence.

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.

There are no treaty settlements relevant to the site.

It is noted there is a Wahi Tupuna overlay over the north western corner of the site, however no works or any part of the project are proposed within this 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.

### Planning

The development area of the site is made up of two zones- Local Shopping Centre, and Rural zone. **Attachment 9** sets out a summary of the zoning and background of the site and highlights some inaccuracies in the zoning, particularly the 'rural triangle'.

The PDP provides for a smaller element of residential accommodation on the Local Shopping Centre zoned part of the site, and small scale commercial and business activities. The zone purpose states 'Due to the nature of the Zone's locations in predominantly residential environments, standards limit the potential adverse effects on residential amenity and discourage the establishment of inappropriate activities. Visitor accommodation and residential activities are provided for in the Zone, adding to the vibrancy and viability of the Zone, whilst contributing to the diversity of housing options enabled by the District Plan'.

The site is no longer located within a residential environment, and therefore there will be no effects on residential amenity as a result of the proposal. It is adjoined by a mixed use development (Terrace Junction) and cemetery to the west, a Church and Business Mixed Use zone directly to the east, State Highway 6 adjoining the southern boundary, and across the highway the Queenstown Events Centre and Frankton Golf Centre (to be redeveloped)- all of which are urban activities, within the Urban Growth Boundary (UGB). At the rear of the site is the foothill of Queenstown Hill- an Outstanding Natural Landscape (ONL). Sandwiched between the ONL and the Local Shopping Centre zone is a 'rural triangle', and as explained in **Attachment 9**, is considered a mis-zoning of this part of the site. Rightly or wrongly, it is acknowledged the zone of this triangle is Rural, and therefore the Rural zone provisions apply. Despite its zoning, the land is urbanised, has an urban subdivision approved on it, and although is outside the UGB due to its zoning, should be considered in the context of the surrounding area as an urbanised continuation of the Local Shopping Centre land, where no rural use is practicable or realistic. The zoning of the site does not reflect its current character or amenity, particularly taking into account the nature of the surrounding land use activities. Therefore a continuation of the urban development proposed within the Local Shopping Centre zone is appropriate on the rural triangle.

#### *Local Shopping Centre Zone*

In the Local Shopping Centre zone, the main relevant assessment matters or matters of discretion are summarised as follows:

- External appearance, including materials glazing treatment vertical and horizontal emphasis;

- Signage platforms;
- Outdoor storage;
- Lighting;
- The impact of the buildings and development on the streetscape, compatibility with adjoining buildings and contribution to an integrated built form;
- Where residential units are proposed provision of private or communal open space, or a combination thereof;
- Natural hazard risk;
- Traffic effects, including the effects on the State Highway and intersection of Hansen Road;

Additionally, a non-complying activity and discretionary activity consent will be required for exceeding height, and exceeding 50 residential units, whereby no assessment matters are provided.

The external appearance, signage platforms, outdoor storage, lighting, and private open space will be carefully considered in the further design, to ensure an exemplar development on this prominent site. With regards to the impact of the buildings on the streetscape, this will be particularly relevant along the State Highway frontage, and its interface. Urban design input will be an important part of this outcome to ensure this frontage and other road frontages are appropriately designed- in form, building bulk and design. Reset Urban Design and Landscape Architects have been engaged to provide this input throughout the next phases of design, to ensure any adverse effects are minimised to less than minor.

Natural hazard risk has been fully assessed, and continues to be so, by Geosolve Geotechnical Consultants-

**Attachment 10**, who have assessed any natural hazard risk of liquefaction and schist debris landslide to be 'very low' or none. Traffic effects have been assessed by Carriageway Consulting and summarised below.

Although the project will exceed the number of residential units and building height anticipated within the Local Shopping Centre part of this site, the adverse effects of the proposal will be mitigated through exemplar design, form, modulation, changes of height, layout, landscape design, and the interface between the development and the surrounding roads, to result in minor adverse effects.

#### *Rural Zone*

Within the rural triangle, the project is a discretionary and non-complying activity for residential and commercial/retail activity that is not provided for, whereby the assessment matters are largely limited to effects on the quality and character of the landscape, and visual effects.

The landscape effects have been assessed at a high level by Reset (**Attachment 11**), who consider the project to be acceptable on the site, with overall low (minor) landscape and visual effects provided certain mitigation measures are incorporated into the design, being:

- Stepped height of buildings along the State Highway frontage; and
- Reduction of number of buildings at the rear (within the rural triangle), and reorientation of the buildings to north-south; and
- Reduction of height of the buildings at the rear, to 4 – 5 storeys; and
- Consideration of building form, façade treatment, modulation, and materiality; and
- High quality landscape treatment throughout the site.

These suggestions will be implemented in the further design, and therefore the adverse effects of the proposal in the rural zone and ONL will be minor.

#### **Landscape**

The landscape assessment prepared by Reset (**Attachment 11**) makes a high level assessment of the project within the suite and on the ONL adjoining the rear of the buildings. Reset consider the development at the rear to have moderate effects in its current form and provides some recommendations for the further design of development to minimise effects on the ONL to ensure they're low (minor), as listed above. These recommendations will be incorporated into the further design for the resource consent application, and as such will result in effects on the landscape, and in particular the ONL, will be minor.

#### **Neighbours**

Effects on neighbours are anticipated to be limited to those on the City Impact Church adjoining the eastern boundary considering the buildings in the north-eastern corner of the site will be potentially higher, and close to the boundary. The Church building is orientated away from the site however, and the likely effects on the users of the church would

be limited to the car park area. As such, the effects on the Church and its attendees is not anticipated to be minor or more than minor.

The neighbours to the west, being Terrace Junction will be separated by any buildings by the approved car storage building and cemetery, ensuring the effect on this neighbour will be less than minor.

For users of the cemetery, the interface between the site and the cemetery will be sensitively designed, with due regard to the heritage of the site the historic stone wall along the boundary, good urban design, with exemplar landscape design. As such, it is anticipated the effects on the users of the cemetery will be less than minor.

### **Transport**

The transport assessment provided by Carriageway Consulting (**Attachment 12**) makes a high level assessment of the proposal, including the limited car parking provision- taking into consideration alternative means of transportation and the upgrades to the State Highway and surrounds, with particular regard to the pedestrian and cycle connectivity and anticipated increase in public transport. It should be noted the buildings will be designed to include specific provision for covered and secured conventional and e-bike storage and charging. This, together with the walking proximity provides a key non-automotive solution for worker travel to and from the nearby work locations.

Carriageway Consulting also assessed the safety and efficiency of the State Highway and Hansen Road for the additional demand, in comparison with the approved and anticipated level of development set out in the District Plan. Carriageway Consulting consider 'that there are no transportation-related reasons why the use of this site for a large worker accommodation complex could not be considered further'.

As such, the transport effects are anticipated to be minor.

### **Three Waters**

Paterson Pitts have assessed the Three Waters (**Attachment 13**) based on a worker accommodation scheme of 465 units and one of 565 units.

With regards to the water supply, there is sufficient capacity in the Council system within the State Highway to accommodate the higher number of units. The design of water supply previously approved in the subdivision within the site is appropriate to service a worker accommodation project.

With regards to stormwater, substantial on-site soakage disposal to ground will be provided by the applicant, as required by the underlying subdivision. This solution is considered suitable for the worker accommodation project as the impervious surfaces are similar to that anticipated in a future development provided for by the underlying subdivision.

With regards to wastewater, the lower number of units can be feasibly accommodated with substantial on-site buffering storage, and pump station feeding into the Council's wastewater network. The higher number of units would require further investigation and modelling of the reticulated system to understand whether increased pumping rates could be accommodated within the public system. Based on discussions with QLDC, Paterson Pitts has a 'suitable degree of confidence that a design solution is available to accommodate both Options'.

Based on these initial investigations and the knowledge of the reticulated system and its constraints, it is considered the site is 'infrastructure ready' (in accordance with clause 3.4 of the NPS-UD), and the proposal can be feasibly serviced with less than minor effects on, and off-site.

Given its location in the heart of an urbanised area, it is not anticipated there will be any concerns with provision of electricity or telecommunications.

### **Reverse Sensitivity**

The Local Shopping Centre part of the site is within the Queenstown Airport Outer Control Boundary (Ldn55). The buildings across the development will be designed to ensure the acoustic insulation and ventilation systems for critical listening environments are in accordance with the requirements of the District Plan to minimise the risk of reverse sensitivity from the noise of the Airport operations.

### **Cultural**

Queenstown Hill/Te Tapunui forms part of a larger area of ONL zoning (West Wakatipu Basin ONL) that extends from Frankton through to wider Queenstown encompassing the steep south-eastern mountain slopes of Te Taumata o Hakitekura (Ben Lomond), the steep south and eastern mountain slopes of Bowen Peak and the two elevated landforms of Te Tapunui (Queenstown Hill and including Sugar Loaf). Much of the ONL is mapped as the wāhi tūpuna Te Taumata o Hakitekura (Ben Lomond) or Te Tapunui wāhi tūpuna. The name Te Tapunui signifies a place considered sacred to Kāi Tahu whānui both traditionally and in the present. The subject site has a small area of wāhi tūpuna overlaid on the north-western corner, however no development is proposed in proximity to this area. The anticipated

cultural effects are less than minor. Notwithstanding, consultation will occur with Aukaha and Te Ao Marama Incorporated to ensure there are no values to manawhenua to be considered.

### **Heritage**

The works associated with the approved subdivision will be in proximity to the cemetery and the protected heritage wall, including the on-going protection of the wall throughout the works. As part of the approval of the subdivision, a public pathway and planting on either side is required around the perimeter of the common boundary with the cemetery, adjoining the heritage wall. The worker accommodation project will require works nearby the cemetery, however considering this walkway and planting, a separation distance of 7-10m from the cemetery wall will be provided to the nearest building. A heritage authority is not anticipated to be required, and further, on-going heritage input will be obtained throughout the process to ensure any effects on the heritage features are minimised to ensure they're minor or less than minor.

### **Temporary Effects**

Construction and earthworks management plans will be provided to ensure noise, dust, erosion and sedimentation effects are mitigated to an acceptable level.

### **Positive Effects**

The project will provide accommodation for 600 – 900 people (based on 1.5 people per unit), within 400 – 600 units, intended for local employees and the community. This will in turn benefit the economy of the district by enabling local businesses to operate without staff shortages directly resulting from the housing shortage in the district. The project will also provide for a diversity of housing in the district.

The worker accommodation will be provided within a well-designed development, by a highly regarded architectural firm, of high quality within an established urban area, alongside a public transport route with well-connected pedestrian and cycling provision. The location of the site is between two main employment centres, being the Frankton business hub of Five Mile and Remarkables Park, and Queenstown town centre, providing a worker accommodation node appropriately located.

The project will result in some 540 full time equivalent jobs created, through the design, construction and operation phases.

Car parking provision is limited, and alternative modes of transport are incorporated to ensure the reduction of carbon emissions is at the forefront of the development.

### **Section 104D of the RMA**

From previous referral and EPA decisions, it would seem s.104D can be a barrier to granting consent, and it has been concluded the 'gateway test' prescribed in s.104D of the RMA applies to this project pursuant to clause 32(1) of Schedule 6 of the FTA. With regards to s.104D(1)(a), the project will be designed such that effects are minor or less than minor, as outlined above.

With regards to s.104D(1)(b), for the most part, it is anticipated that the proposal will be consistent with and not contrary to the objectives and policies of the Proposed District Plan, considering the provision of housing and mixed use development within an urban environment and mixed use zone. However there are a few key policies in the Strategic Direction, Urban Development, Landscape and Rural chapters of the PDP relative to the rural triangle that the proposal may be contrary to, considering the urban development proposed within the rural zone. These relevant policies are set out in full in **Attachment 14**.

Policy 3.3.14- This is a directive to the Council, which they have fulfilled by creating the UGB, however it is believed the 'urban area' they have applied the UGB to around this site is incorrect, and should incorporate the 'rural triangle', which should be an urban zone.

Policy 3.3.15 - This is another directive to the Council, which they have fulfilled. It is noted however context is an important consideration in applying these provisions, and in this case the context of the site is such that urban development is appropriate outside of the UGB, due to the fact that this land has been arguably mis-zoned, is urban in nature, is surrounded on three sides by urban zoning, and is too small a piece of land for any feasible or realistic rural purpose. Therefore, a more efficient and appropriate use of the land outside the UGB is that of urban development, consistent with that surrounding it.

Policy 4.2.1.3- Given the location of the UGB, the proposal cannot meet the first part of this policy. However the second part of the policy provides for urban development within existing towns (being Frankton), giving some scope for urban development appropriately located outside of the UGBs, within existing towns.

Policy 4.2.2.20- It is noted this policy relates to 'rural land', rather than 'rurally zoned land', which gives this project scope to be not contrary to this policy. The 'rural triangle' would not be considered rural land considering its context, access and size. This is supported through the NPS for Highly Productive Land, whereby the land is considered Highly Productive through its Land Use Capacity but is excluded from the NPS provisions considering its size, being a small, discrete area, context and use. The NPS also highlights that as the land is identified for future urban development (Queenstown Lakes Spatial Plan and Frankton Masterplan), the land should not be excluded from subdivision or development through the NPS.

Policy 6.3.2.1- The proposal would be contrary to this policy as it is worded. However again, context should be strongly considered when assessing a development, and the context of this rural zone is such that it is located in a highly urbanised environment in central Frankton and is a continuation of the flat urban site to the base of the hillslope, lending itself to being an already urbanised piece of rurally zoned land.

Overall, although the proposal will be contrary to some policies relating to urban development in the rural zone and outside the UGB, given the context of the rural land, and the planning/zoning background, it is clear this area forms part of the urban fabric of the Frankton town centre, and should be included as urban land. Notwithstanding, it is accepted that it lies outside the UGB, and these policies apply. In the EPA consent approval for the Silverlight Studios, EPA considered it inappropriate to decline a proposal solely on the basis of the PDPs UGB policies, as it would be contrary to the purpose of the FTCA when the proposal was to provide significant benefits for employment and the economy. It is suggested the same approach should be taken with this proposal, in that the significant and demonstrable benefits to Queenstown's housing market and consequentially the economy, should be considered in any assessment of s.104D. Additionally, the proposal will be able to be managed such that its effects on the environment will be minor, and therefore the s.104D gateway test will be able to be passed through to enable the EPA to approve consent.

## 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:

### NPS on Urban Development 2020 (NPS-UD)

The NPS-UD is relevant. QLDC is a tier 2 territorial authority.

The project will result in the provision of worker accommodation within an existing urban area to assist with the demand for housing, on land that is 'infrastructure ready', as defined- see Three Waters Feasibility Assessment at **Attachment 13**. The land that is zoned Local Shopping Centre has provision for residential and business use, therefore is land that is 'plan-enabled', as defined. The site is considered to be within an 'urban environment', as defined.

The QLDC does not appear to have completed a (specifically named) Future Development Strategy encompassing this area of the region in accordance with subpart 4 of part 3. They have however produced two non-statutory documents that could be considered a 'similar strategy or plan' (under the defined 'Business Land' in the NPS-UD), being the Queenstown Lakes Spatial Plan and Frankton Masterplan. Both these strategy documents include the site as a whole, with both the Local Shopping Centre (within the UGB) and Rural zone (outside the UGB) included. The Queenstown Lakes Spatial Plan identifies Frankton (including the site) as being a Metropolitan Centre, as is the Queenstown Centre, which provide for 'a broad range of commercial, community, recreational and residential activities... the urban form is predominantly high density'. The Frankton Masterplan identifies the future use of this site to be mixed use- 'including residential', with small to medium format retail fronting State Highway 6.

The proposal is consistent with the direction of the NPS-UD with regards to urban development within an urban environment, and car parking, whereby very little car parking is provided for the project where the area will be well-served by planned public transport, and other alternative modes of transport. This will in turn support reductions in greenhouse gas emissions and enable more people to live in and businesses to be located in appropriate urban areas. It is noted the Medium Density Residential Standards and intensification policies and provisions do not apply as the zones are not considered to be 'residential' under the NPS, although the Local Shopping Centre does have provision for some residential use.

### NPS for Highly Productive Land

The NPS for Highly Productive Land is relevant as the rurally zoned land within the site, particularly the small 'rural triangle' on the flat part of the site that will be incorporated within the development is LUC 2. However this rural area is not considered Highly Productive Land, as assessed below:

Clause 3.4(1)(a)- the 'rural triangle' part of the site is in the rural zone;

Clause 3.4(1)(b)- the 'rural triangle' part of the site is in LUC 2;

Clause 3.4(1)(c)- the 'rural triangle' does not form a large and geographically cohesive area considering differing land ownerships, and the small parcels of urban land;

Clause 3.4(2)- the land is identified for future urban development in the non-statutory growth plan of the Queenstown Lakes Spatial Plan, and the Frankton Masterplan.

Clause 3.4(5)- the land is a small, discrete area of LUC 2, but separated from a large and geographically cohesive area of LUC 1, 2 or 3 land, and therefore need not be included as Highly Productive Land.

Therefore the NPS of Highly Productive Land is not applicable to this project.

### NPS Freshwater Management 2020 (NPS FM)

A water race traverses the site at the lower level of the hill slope, which is managed through an easement in favour of Arrow Irrigation Company Limited. This easement and water race will be unaltered and protected through the project.

With regards to the NPS FM, this water race is not considered a 'wetland' or a 'water body' under the RMA, or a 'natural inland wetland' under the NPS, but it is considered 'specified infrastructure', being 'any water storage infrastructure' under the NPS. The provisions of the NPS relating to this definition are aimed at ensuring natural inland wetlands are protected from specified infrastructure. As there are no natural inland wetlands on the site and the water race will be unaltered, the NPS FM is not applicable to the project.

No other National Policy Statements are relevant to the project.

### NES for Air Quality

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

### NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

A Detailed Site Investigation has been previously prepared for the site which identifies it is not a HAIL site, and therefore the NES does not apply.

### NES for Freshwater 2020 (NES FW)

The same definitions in the NPS FM apply to this NES. As such, the water race traversing the site is not a 'natural inland wetland', and therefore Section 45C relating to Urban Development does not apply. No other sections of the NES are relevant. Therefore the NES FW does not apply to the project.

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

## **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 project will increase the rental housing stock in Queenstown by 400 - 600 units, to provide accommodation for 600 - 900 employees and the community (based on 1.5 people / unit). This in turn provides economic benefits through enabling local businesses to operate without staff shortages directly resulting from the housing shortage in the district. Particularly those businesses most affected by Covid-19, such as tourism, hospitality and associated service industries.

Additionally to facilitating economic benefits through providing accommodation, as outlined in **Attachment 7**, it is anticipated 540 full time equivalent jobs will be created through the different stages of the project, including but not limited to:

- Pre-construction- design, consultation, consenting, detailed design
- Construction- project management, earthworks, infrastructure, building, materials
- Post construction- retail, commercial tenancies, on-site management of worker accommodation.

Therefore the project will provide substantial economic benefit to the people and industries affected by COVID-19, through provision of housing facilitating employment, and provision of employment within the Queenstown district.

In addition to the direct economic benefits of the direct employment created pre, during and post development, it is understood that a 2x or 3x economic multiplier effect could be created which includes the positive effect on other local business, eg. local supermarkets, banks, restaurants, entertainment facilities, sports facilities and trades people undertaking on-going work and maintenance on the site.

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

The project will benefit the social and cultural well-being of current and future generations through the provision of new, well-designed, safe housing. This will in turn create community, allow for positive social connections, and provide for employment prospects now and into the future. The on-going management of the worker accommodation is intended to be kept in-house with a management entity for the letting, supervision and operation of the complex. This is intended to have a social needs component and includes a low-key social club style to assist with users recreation and social needs.

The location of the site is adjacent to a public transport hub, and with the impending significant redesign of SH6, controlled and safe pedestrian access across the highway, connections to public transport systems will be in place, walkable and direct. Together with the limited car parking proposed, the provision for e-bike charging and parking, the proposal will encourage the use of alternative modes of transport.

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 high density residential nature of the proposal within an urban zone that provides for a lower residential density and partially outside the urban growth boundary, its proximity to the State Highway and the Queenstown Airport Outer Control Boundary over part of the site, the application would normally be publicly notified. Under the RMA, a publicly notified process would be a minimum of 130 working days (with a hearing). Actual processing days are higher than this. According to MfE, the median processing time was 206 working days in 2018/2019. Considering the litigious nature of the Queenstown Lakes District, with particular regard to resource consents, it is likely that the decision would be appealed by one or more parties to the Environment Court, and potentially High Court, depending on the nature of the appeals. The Environment Court and High Court processes including mediation can take at least 1 year to multiple years to resolve. If approved, a consent typically has a 5 year lapse date.

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

Therefore in the best case scenario, assuming the consent process follows a notified process and is appealed to the Environment Court, the project would be consented within 1 year and 130 working days, and given effect to within 5 years of that date. Under the FTA, the project would be consented within 45 working days and given effect to within 2 years of that date.

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

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 project will promote significant additional employment opportunities through different stages of the development, including but not limited to- the consultant team preparing the application and design of development, consenting and detailed design; through to the construction and operation phases of the development. The additional employment includes workers and management level employees in both the public and private sector. Post construction the project will facilitate employment elsewhere by providing accommodation for employees. Additionally, smaller retail and commercial tenancies are proposed on the ground floor road frontages which will generate employment for small business operators.

It is anticipated that 540 full time equivalent jobs will be created as a direct result of this project.

Housing supply:

The project will increase the housing supply through the addition of 450-600 units of worker accommodation, which will provide for 600-900 residents (based on 1.5 people / unit). It is anticipated that the project would be staged over 3 to 4 years.

Contributing to well-functioning urban environments:

The development will be architecturally designed, with on-going urban design and landscape design input, to provide for a well-functioning development in amongst the established and developing urban environment of Frankton and Queenstown. The project will provide for a worker accommodation node between two main employment centres- being downtown Queenstown Town centre to the west, and the major Five Mile mixed use development to the east. The transport upgrades currently occurring to SH6 will result in a vast improvement to the transport, public transport and active transport facilities to connect this urban fabric, and provide for a multi-modal transport outcome to and from the accommodation.

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

The project infrastructure delivery will provide for this development, and connect with the existing and proposed QLDC/Waka Kotahi infrastructure. Through design and construction, the infrastructure will provide for employment, and will be in accordance with the environmental outcomes anticipated by the QLDC. Confirmation of capacity and feasibility of servicing has been provided by Paterson Pitts- see assessment at **Attachment 13**.

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

The site is located within an existing urban environment, with no coastal, freshwater or indigenous biodiversity that is likely to be affected by the development. Notwithstanding, the proposal is designed and located such that it will not be primarily vehicle driven, and reliance on alternative modes of transport is promoted. Additionally it is noted the buildings will not be fitted with fireplaces given their high density nature and therefore air emissions will be avoided.

It is intended that the elevated rural portion of the site which rises some 40m to 50m above the body of the site, will be further enhanced by selected native plantings and the creation of a series of terraced walkways and sitting / respite areas. This is particularly to take advantage of the stunning 180 degree views from this area which extend from the Crown Range to the east, through the Remarkables mountains the airport runway to the south and through to Cecil Peak and Walter Peak and Lake Wakatipu itself to the west. This use of this landscape enhancement will assist with the apparent de-intensification of the more intensive



accommodation use of lower part of the site, and provide public benefit through enhancement of a publicly distinctive hillslope in the heart of Frankton.

Through the landscape design across the site, biodiversity opportunities and visual connection between the ONL and the development will be encouraged.

#### Minimising waste:

The project designers will engage waste minimisation consultants to assist in minimising construction waste, and post construction for management and minimisation of waste for residents.

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):

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

1. The limited provision of car parking, provision of car share schemes, provision of e-bike charging and parking and encouragement of public and alternative modes of transport. This is supported by the location of the site adjacent to the public transport hub of Frankton and pedestrian/cycle paths to the west, east and south, including the Te Araroa trail across the State Highway;
2. With the provision of affordable worker accommodation in Frankton, this will eliminate 600-900 residents/employees travelling in vehicles to other suburban accommodation further afield. Currently many workers in the Queenstown area are forced to live in distant locations such as Cromwell, Clyde, Alexandra and Wanaka, whereby daily commutes of 90km and 1.5 hours each way are not uncommon. This project will result in a significant reduction of carbon emissions from fossil fuels due to many workers not having to travel the long commuting distances that they are currently undertaking.
3. The permitted baseline of the site provides for a lower density residential development and larger mixed use commercial, which is likely to be vehicle-centric.
4. Considering part of the site is within the Queenstown Airport Outer Control Boundary, for those units within this designation, noise and ventilation mitigation will be incorporated into the building design.

#### Promoting the protection of historic heritage:

The proposal will promote the on-going protection of the adjoining historic cemetery through an appropriate interface design and preservation and enhancement of the historic boundary wall for the duration of works. This protection and consultation with heritage specialists and QLDC is already underway as part of the underlying subdivision. No archaeological authority is required.

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

Extensive geotechnical and hazard investigation and reporting has been and will continue to be undertaken and incorporated into the application and design, to ensure environmental, economic and social resilience in terms of managing risks of natural hazards and effects of climate change. See **Attachment 10- Geotechnical Assessment and Memo** from the previous subdivision consent (Council's reference: RM161140) and variation (RM210491).

#### Other public benefit:

It is anticipated this unique project will provide a working model and example for others to use of this form of targeted housing of workers which provides all the contemporary services that modern workers demand and need, across the district and country.

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

No significant adverse environmental effects are anticipated by the proposal.

## Part X: Climate change and natural hazards

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

The QLDC hazard register identifies the site to be potentially subject to the following natural hazards:

- Liquefaction - a mix of LIC 1 (nil to low risk) and LIC 1 Provisional (probably low risk); and
- Landslide Areas- active slides in debris derived from schist bedrock with known or apparent episodic activity in historic times (last 150 years).

A geotechnical assessment prepared by Geosolve was provided for the original subdivision application RM161140 (see **Attachment 10**), which assessed the natural hazards relative to the site. To assess this risk, Geosolve completed extensive onsite investigations and testing, and concluded:

- "The risk of liquefaction affecting residential dwellings under either SLS or ULS seismic loading is considered to be very low", and
- "The schist debris landslide located to the north of the proposed development does not pose any significant or catastrophic risk/hazard to the proposed development at 1 Hansen Road, Queenstown".

A supporting memo from Geosolve was provided with the subsequent variation subdivision RM210491, which confirmed irrespective of the use of the site- residential or other- the risk of liquefaction remains very low (also attached at **Attachment 10**).

The recommendations provided by Geosolve will be adhered to in the design of the development including earthworks, and further, on-going consultation and assessment will be undertaken to ensure close alignment to these recommendations throughout the process, and any additional climate change risk will be modelled and mitigated against.

## 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.

Jo Fyfe- JEA

27/02/2023

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](http://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.