

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Otago Regional Council
Contact person (if follow-up is required)	Alexandra King, Consents Manager (Acting)
	s 9(2)(a)
	P 0800 474 082 s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Hansen Road
General comment – potential benefits	No comment. This question would best be addressed by the District Council.
General comment – significant issues	<p>The ORC Transport team noted the location of the development is adjacent to the Frankton Bus Interchange. There is significant development in this area via the New Zealand Upgrade Programme (NZUP), which will make access to Public Transport easier and more attractive to the proposed location.</p> <p>The ORC Policy team stated that they have previously made a submission on a proposed plan change for this site to enable mix density use. The issues raised in this submission are relevant to this proposed activity as well:</p> <ul style="list-style-type: none"> • Natural Hazards (liquefaction, land instability, debris/flood flow) • Contaminated Land • Stormwater <p>The ORC Consents Team believe that the site disturbance for the activity may trigger rule 14.5.1.1 in the Regional Plan: Water for Otago for residential earthworks. Consideration will have to be given to determine if they can meet the permitted activity criteria or require resource consent.</p> <p>Likewise with the construction of the accommodation, consideration needs to be given to rule 16.3.13.1 of the Regional Plan: Air for Otago.</p>
Is Fast-track appropriate?	There is no reason, from a regional council perspective, why this application could not go through the standard RMA consent process within statutory timeframes. However, ORC have no objection to this proceeding as a Fast-Track application.
Environmental compliance history	<p>The following have no mentions in ORC's records management system and do not have any compliance concerns.</p> <ul style="list-style-type: none"> • No 1 Hansen Road Limited (the consent holder)

	<ul style="list-style-type: none"> • Eli Shellim (the director (from Australia) of No 1 Hansen Road Ltd) • Gleneagle Securities Nominees (the sole shareholder, and an Australian company) • Graeme Jull (the project manager) <p>The project consultant (John Edmonds & Associates) does appear in ORC's records management system related to a number of consent applications.</p> <p>There are no compliance concerns with the project consultant.</p>
Reports and assessments normally required	<p>Under the Regional Plan: Water for Otago, permitted activity rule 14.5.1.1 addresses the use of land and the associated discharge of sediment into water or onto or into land where it may enter water for earthworks for residential development. If the criteria of the rule cannot be met, consent is required.</p> <p>It is noted that under the Regional Plan: Air for Otago rule 16.3.13.1, discharges from building and construction activities, including road construction and maintenance, but excluding the remediation of asphalt surfaces (seal burning) is a permitted activity, providing any discharge of smoke, odour, particulate matter or gas is not noxious, dangerous, offensive or objectionable at or beyond the boundary of the property. If this cannot be met, consent is required.</p>
Iwi and iwi authorities	Te Rūnanga o Ngāi Tahu (for notified applications only) and Aukaha and Te Ao Marama (consultancies operating on behalf of iwi).
Relationship agreements under the RMA	Nil
Insert responses to other specific requests in the Minister's letter (if applicable)	N/A
Other considerations	N/A

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Local authority providing comment	Queenstown Lakes District Council (QLDC)
Contact person (if follow-up is required)	Fiona Blight (Manager Resource Consents)
	s 9(2)(a)
	Click or tap here to enter text.
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

Project name	Worker Accommodation – 1 Hansen Road, Queenstown
General comment – potential benefits	<p>The proposal is to construct a residential development for the purpose of providing worker's accommodation at 1 Hansen Road, Frankton consisting of 7-8 buildings with a height of 10-18 metres (3 to 6 storeys) high. The project will include 400-600 residential units, communal utility facilities, ground-floor retail/commercial space, new infrastructure and internal roads, parking and pedestrian and cycle paths.</p> <p>Queenstown Lakes District Council (QLDC) recognises, and is actively working on solutions to, the lack of housing availability in the District, particularly for workers. QLDC is therefore very supportive of any development which seeks to provide accommodation for workers, providing it is in a location and of a form that does not fundamentally compromise key matters that are protected in the District, such as the Outstanding Natural Landscapes (ONL).</p> <p>In this case this application is located on an urban site within Frankton, two thirds zoned Local Shopping Centre and one third zoned Rural (the western side of the site part of which contains the slope of a hill). The third of the site zoned Rural is within the ONL. Only a portion of the development is within this Rural zoned area. Given the site specifics and surrounding land uses this is not seen to be fatal to the proposal in terms of the proposed development being within the ONL.</p> <p>This proposal will increase worker accommodation housing stock in Queenstown by 400 - 600 units, and from the application material will provide accommodation for 600 - 900 employees and the community (based on an average of 1.5 people / unit). QLDC recognises that this will assist in enabling local businesses to operate without staff shortages that directly result from the housing shortage in the district.</p> <p>In terms of transportation matters, the worker accommodation is to be located on a site in Frankton that is in close proximity and walkable to the Frankton Bus Hub, and easily accessible to the Queenstown Trails network for cycling and walking in multiple directions.</p>
General comment – significant issues	<p>As above a portion of the development being located in the ONL is not insurmountable and should be able to be addressed appropriately through an application process.</p> <p>A portion of the Rural zoned part of the site is classified as Class 2 land under the NZ Land Resource Inventory and is therefore subject to the National Policy Statement for Highly Productive Land (NPS HPL), which came into effect in October 2022. Under the NPS HPL development of land classed 1,</p>

	<p>2, or 3 should be “avoided” unless it meets one of the exemption criteria. Currently interim provisions apply under the NPS HPL which only allow the Regional Council to change the class of land and therefore whether land is subject to the NPS HPL. This means that any application will need to demonstrate that it meets one of the exemption criteria or the proposal could be modified to avoid development on this part of the site (proposed blocks A, B and D appear to be affected blocks). These comments are being provided because the NPS HPL from a statutory test perspective is very prescriptive. This challenge is considered the most significant issue that the applicant will need to address in an application.</p> <p>The site holds an approved subdivision consent which has through until June 2024 to be given effect to (Council references RM161140, as amended by RM210491, and extension of time ET161140). Should the subdivision be given effect to, this would result in individual saleable lots being created. It appears from the application information that the lots that can be created under this subdivision will allow for the proposed worker accommodation buildings to be on sold individually. Therefore, it is recommended that the Expert Panel would need to consider relevant statutory mechanisms to provide for the worker accommodation to be retained in perpetuity, as well as ensuring that any required easements (particularly for servicing and access) are retained. This may be required to avoid the use of the new units for visitor accommodation which would not assist in providing housing for workers in the District.</p>
Is Fast-track appropriate?	<p>QLDC is neutral on whether or not the application is accepted for the Fast-track Covid-19 Consenting process. This is because the proposed development on this site is not unanticipated in terms of the location and zoning and would likely be consented in some form (noting the over height elements and the HPL matter would need to be addressed appropriately in any application). Similarly, Council has no issue should the Minister accept this application to be progressed through the Fast Track Covid-19 process.</p>
Environmental compliance history	<p>There is no known environmental compliance history.</p>
Reports and assessments normally required	<p>Council considers that the following matters will need to be addressed in either an application or by the Expert Panel:</p> <ul style="list-style-type: none"> - An assessment of the proposed height breaches to the limits set under the District Plan. - That an urban design review is commissioned of the proposal to provide comments on suitability of the proposed built form in context of the surrounding environment, including integration with transport (private vehicle, public transport, walking and cycling). - An assessment against the NPS-HPL as described above under the Significant Issues section. - The site contains specific controls relating to a building restriction area alongside the historic cemetery. Details of this area should be included in the application, and confirmation as to whether any buildings are proposed within this area, inclusive of any proposed mitigation if necessary. - The application will need to contain some further information on the three waters servicing. While this application includes a feasibility assessment prepared by Paterson Pitts Group, for the application to the Expert Panel the actual wastewater generation and pumping regime will need to be confirmed with Councils Property and Infrastructure Department, particularly that the proposed large buffering tank is appropriate. Details are required regarding the location and ownership of this tank; if a single tank is proposed to serve several buildings, for example, that tank could end up in separate ownership should the approved subdivision consent be completed. It is currently unclear how this would work, including how ongoing maintenance and replacement or replacement of the tank would be performed in perpetuity. - The applicant should also confirm with Councils Property and Infrastructure Team the ability to accommodate the required firefighting water supply for the development from

	<p>Councils reticulated water network and whether upgrades would be required to provide the required fire-fighting water pressures.</p> <ul style="list-style-type: none"> - The transport assessment provided by Carriageway Consulting Limited states that there are at least 70 on-street parking spaces on Hansen Road. Council notes that there is no formed carparking spaces along this stretch of road but rather the grass verge is used for informal parking. Council also has a Traffic and Parking Bylaw that currently prohibits parking on grass verges, but it is anticipated that any proposal to use the road for car parking would include a requirement to form that car parking. The application should address the on-site car parking requirements in context of the proximity to the public transport, cycling and walking trails through provision of an Integrated Transport Assessment.
Iwi and iwi authorities	Aukaha and Te Ao Marama
Relationship agreements under the RMA	N/A
Insert responses to other specific requests in the Minister's letter (if applicable)	<ol style="list-style-type: none"> 1. Are there any reasons that you consider it more appropriate for the project, or part of the project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA? <i>QLDC response: Please see comments under this same question above.</i> 2. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your district? <i>QLDC response: Please see comments under this same question above.</i>
Other considerations	There are no other considerations that are noted at this time.

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Organisation providing comment	Queenstown Airport Corporation Ltd (QAC)
Contact person (if follow-up is required)	Melissa Brook
	General Manager Strategy
	s 9(2)(a)

Comment form

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Project name	Worker Accommodation – Hansen Road Project
General comment	<p>QAC appreciates the opportunity to provide comment to the Minister.</p> <p>QAC acknowledges the need for a range of appropriate housing solutions in the Queenstown Lakes District but does not consider this an appropriate site for intensive residential activity. The site of the proposed application is approximately 550m from the centreline of Queenstown Airport’s main runway and is wholly within the Outer Control Boundary (OCB). Properties within the OCB are subject to aircraft noise levels of at least 55 decibels on average measured over a 24-hour period. ‘Single event’ noise exposure is significantly higher. The purpose of the OCB being identified in the District Plan is to minimise the number of people and the degree to which they will be affected within what is considered a moderate to high noise area near the airport.</p> <p>QAC has an ongoing interest in reviewing and considering the full application following any decision by the Minister as to the consenting process to be followed.</p>
Other considerations	<p>The addition of 400 – 600 residential units within the Queenstown Airport OCB significantly increases the risk of reverse sensitivity effects, far beyond that which is anticipated by the District Plan. Reverse sensitivity effects have the potential to significantly constrain airport operations. Residential activity is considered ‘activity sensitive to aircraft noise’ (ASAN). QAC is concerned that locating ASAN within the OCB may constrain the ongoing operation, management, and development of Queenstown Airport.</p> <p>QAC notes that it is not required to provide a detailed assessment of the effects of this proposal and that it has not done so. Reverse sensitivity is not the only potential effect that could impact on operations and development at Queenstown Airport.</p> <p>QAC holds concerns with the proposal to establish residential activity within the Outer Control Boundary on property approximately 550m from the runway</p>

	centreline. It is QAC's position that this application has the potential to result in significant adverse effects, particularly as they relate to reverse sensitivity effects. QAC anticipates that this matter would be given full consideration in any future resource consent application.
[Insert specific requests for comment]	Click or tap here to insert responses to any specific matters the Minister is seeking your views on.

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Organisation providing comment	Waka Kotahi New Zealand Transport Agency (Waka Kotahi)
Contact person (if follow-up is required)	Sonya McCall, Team Lead Environmental Planning, Waka Kotahi NZ Transport
	environmentalplanning@nzta.govt.nz;

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Project name	Worker Accommodation – Hansen Road, Queenstown
General comment	<p>Waka Kotahi is a key stakeholder to this project given the potential for significant adverse effects on the safe and efficient functioning of State Highway 6 (SH6) and its reliance on New Zealand Upgrade Programme (NZUP) Queenstown Project improvements to the Hansen Road intersection, the SH6 and State Highway 6A intersection at Frankton, and provision of shared user paths (SUP) along SH6.</p> <p>Waka Kotahi supports the project being referred for consideration under the COVID-19 Recovery (Fast-track Consenting) Act 2020 (FTCA). This is on the basis that it would appear to align with matters of relevance to the Minister's decision set out in section 19 of the FTCA, particularly in relation to increasing housing supply and associated benefits to the social and cultural well-being of current and future generations, as well as potential economic benefits and employment generation.</p>
Other considerations	
[Insert specific requests for comment]	That Waka Kotahi is considered a key stakeholder to this project, given the potential for adverse effects on the highway network and significant improvement projects proposed. If referred to an expert consenting panel, it is requested that the applicant be directed to consult with Waka Kotahi prior to lodgement of their application.

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