

**Craig Barr for QLDC: Summary of Evidence, Stream 18 – Chapter 30 variation & Universal Developments Hawea Limited rezoning**

**Variation to Chapter 30 Energy and Utilities**

1. I consider the variation to Chapter 30 Energy and Utilities will improve certainty, generate a reduction in potential cost transactions with regard to plan implementation, the relationship between utilities and other PDP chapters, the Partially Operative Regional Policy Statement, and introduce a clearer and more certain consenting pathway for natural hazard mitigation activities.
2. With regard to recommended Rule 30.1.5.7, which relates to stormwater management and potential bird strike compatibility issues at Queenstown and Wanaka Airports, in my S42a report I adopted the Aircraft Approach and Protection Measures Figures 1 and 3. I note that Queenstown Airport Corporation have not yet provided any additional information in relation to maps that may more precisely identify the zone of influence in relation to where a stormwater management area requires intervention to manage effects from potential bird strike on aircraft operations at Queenstown and Wanaka Airports. I note that I omitted to attach the Figures 1 and 3 as appendices to my s42A. These are located in the PDP Planning Maps, as identified in the advice note to that rule.

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## Universal Developments Limited Rezoning Submission

3. I recommend that the rezoning submission should be rejected unless there is greater certainty that the identified infrastructure constraints, in particular roading, are resolved.
4. While I consider my recommended suite of policies and rules, that would effectively require consideration of key infrastructure matters once more than 500 lots have been created, is appropriate and would be effective, a more efficient outcome may be that there is an agreement between the Council and the developer to facilitate and cost share infrastructure. However, I am not aware of any such proposal beyond what may have been agreed as part of the resource consent obtained under HASHA legislation, which only applies to a limited part of the rezoning proposal.
5. Notwithstanding the above, there remains the potentially significant constraint identified by Mr Smith in relation to the requirement to take land at the intersection of Cemetery Road and Domain Road to facilitate intersection improvements.
6. I also consider that an urban extension to the south of Cemetery Road could be appropriate, however any new urban extension must have an effective urban edge defensible urban growth boundary. I also maintain the extent of any urban extension to the south of Cemetery Road should be commensurate with the nature and scale of Lake Hawea Township and environs, even taking into account the PDP zoning of LDSR over much the existing Lake Hawea Township.