

**BEFORE THE HEARINGS PANEL APPOINTED BY THE QUEENSTOWN
LAKES DISTRICT COUNCIL**

Under the Resource Management Act 1991 (**Act**)

In the matter of the Upper Clutha Landscape Schedules variation to the
Queenstown Lakes Proposed District Plan

On behalf of Exclusive Developments Ltd

SUPPLEMENTARY EVIDENCE OF SCOTT EDGAR (PLANNER)

6th September 2026

1. The following evidence is provided in response to questions from the hearing panel on 2nd September 2026.
2. The panel's questions related to my recommended wording for the capacity rating for urban expansions in the Mata-au Clutha River landscape schedule.
3. For ease of reference my recommended wording is as follows:
 - iii. ***Urban expansions – extremely limited or no landscape capacity, with any capacity likely to be in locations that immediately adjoin existing urban growth boundaries and/or existing or zoned urban development where there is scope for environmental enhancement and where future development can be absorbed by existing landform and/or vegetation such that the values of the wider ONF are protected.***
4. The panel sought clarification as to the extent of land that might be captured by the guidance included in my recommended wording.
5. The locations where the Mata-au Clutha River landscape schedule area adjoins existing urban growth boundaries and/or existing or zoned urban development are limited.
6. As shown in **Figure 1** below, at its western end the schedule area adjoins the UGB (red dashed line) and the Northlake Special Zone.

7. In this location there are two privately owned pieces of land within the schedule area that adjoin the UGB and Northlake Special Zone. These pieces of land are owned by Callum Urquhart and Exclusive Developments as part of their respective land holdings.
8. These pieces of land would be captured by the *“immediately adjoin existing urban growth boundaries and/or existing or zoned urban development”* part of the qualification. Whether future development could be absorbed in these locations and the extent of environmental enhancement achievable would be subject to detailed design and assessment.

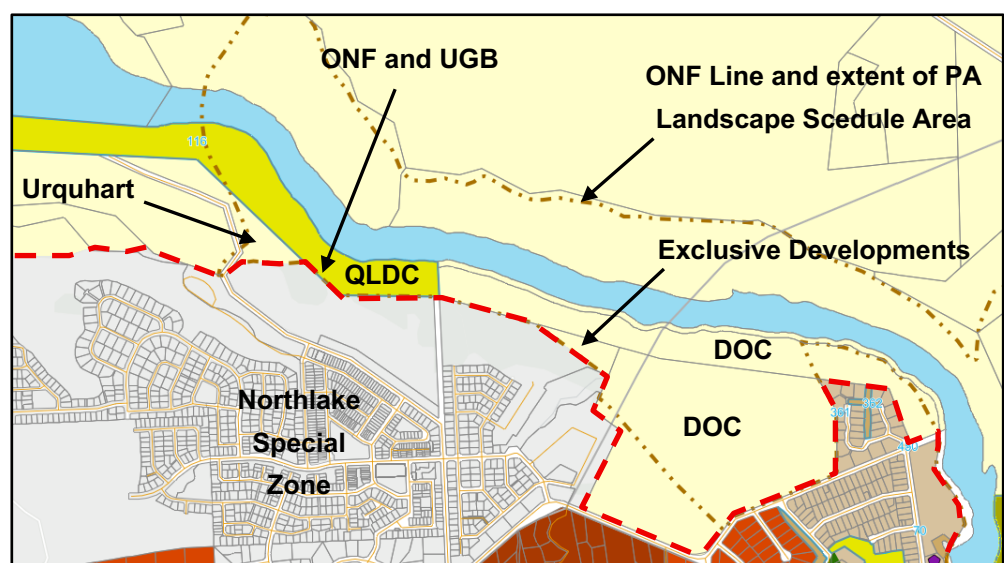


Figure 1 – Mata au Clutha River Schedule Area in proximity to Northlake Special Zone

9. It is noted that the UGB and the Northlake Special Zone and the Large Lot Residential Zone and Suburban Residential Zone at Albert Town also adjoin reserve land owned by QLDC and the Department of Conservation. While the QLDC and DoC land would also align with the *“immediately adjoin”* part of the qualification it would appear unlikely that these parts of the schedule area would be subject to urban expansion.
10. As shown in **Figure 2** below, at Albert Town the UGB and schedule area boundaries follow the marginal strip of the river such that there is no developable land within the schedule area that adjoins the UGB, urban zones or existing urban development at Albert Town.
11. It is noted that the Informal Recreation Zoned land that is owned by QLDC and adjoins the UGB at the confluence of the Cardrona and Mata au Clutha

River is outside of the schedule area.

12. Similarly the privately owned Rural Lifestyle and Rural Zoned land that adjoins the UGB (between the UGB and the Cardrona River) is also outside of the schedule area.
13. The Community Purpose – Campground Sub Zone and the Informal Recreation Zone on the north side of the Mata au Clutha River are within the schedule area but are not urban zones and do not include any existing urban development. Therefore any land adjoining those zones within the schedule area would not be subject to the qualification.

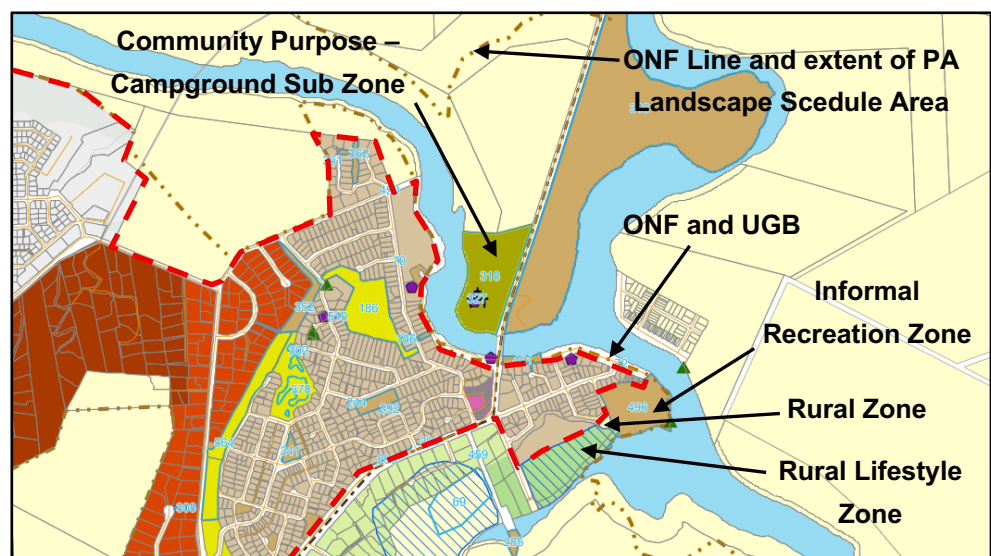


Figure 2 – Mata au Clutha River Schedule Area in proximity to Albert Town

14. As shown in **Figure 3** below, the Mata au Clutha River landscape schedule area adjoins the south eastern end of the Airport Zone associated with the Wānaka Airport. **Figure 4** below, which is an extract from Chapter 4 – Urban Development of the Proposed District Plan, shows the Airport Zone as an existing urban area outside of the UGB.
15. The Mata au Clutha River landscape schedule area that adjoins the Airport Zone would be subject to the “immediately adjoin” existing urban development part of the recommended qualification. The schedule area in this location comprises an escarpment that falls from the airport towards Luggate to the south east.
16. Whether future development could be absorbed in this location and the extent of environmental enhancement achievable would be subject to

detailed design and assessment.

17. It is noted that a rural subdivision (known as the Poplar Beach subdivision) extends into the schedule area to the north of the Wānaka Airport. The lots that form part of the Poplar Beach subdivision are 20ha or greater in area and therefore do not constitute urban development. Therefore the land within the Poplar Beach subdivision that extends into the schedule area would not be subject to the recommended qualification.

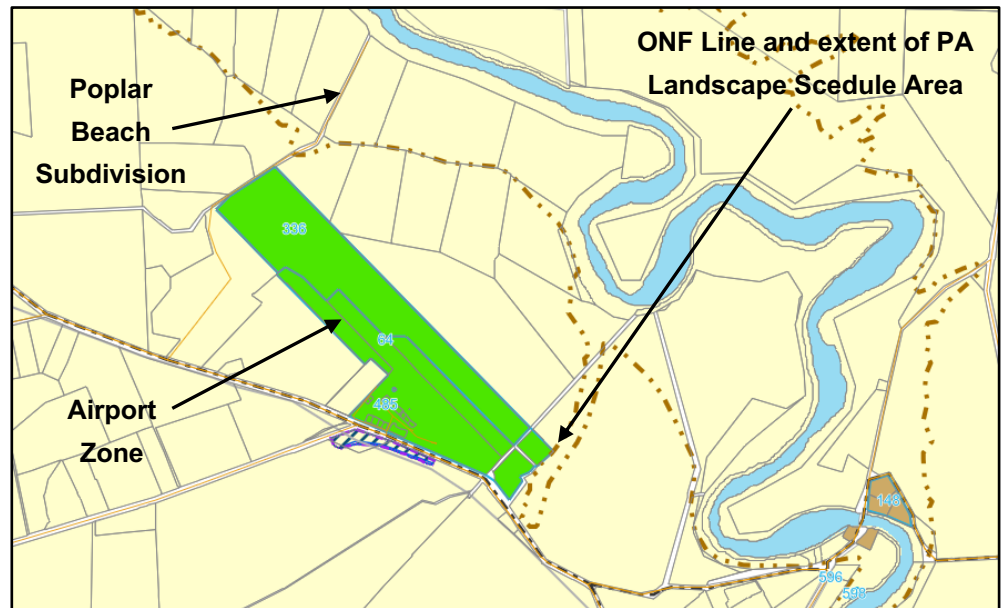


Figure 3 – Mata au Clutha River Schedule Area in proximity to the Wānaka Airport

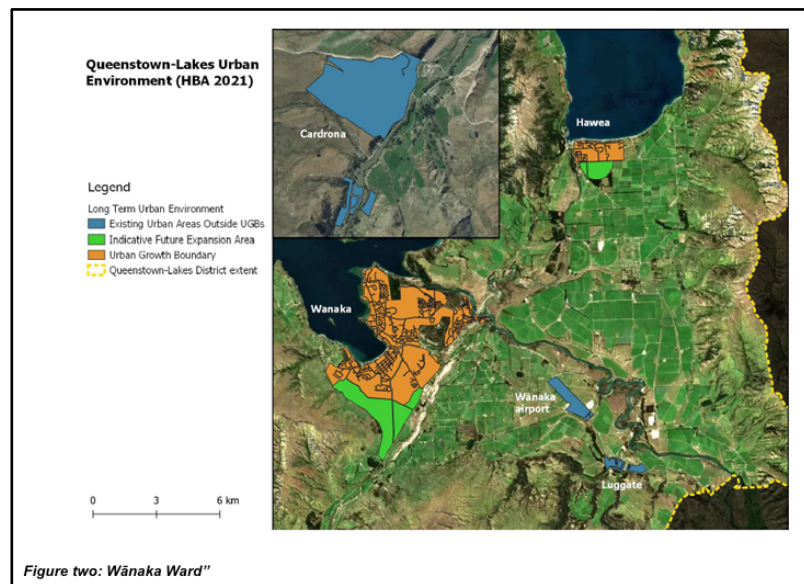


Figure 4 – Extract from Chapter 4 Proposed District Plan

18. The Mata au Clutha River landscape schedule area in proximity to Luggate is shown in **Figure 5** below. As noted above the schedule area adjoins the Airport Zone, being an area of existing urban development outside of the UGB.
19. To the north of the Luggate township the schedule area adjoins the Rural Industrial Sub Zone. The Rural Industrial Sub Zone is an overlay of the Rural Zone and is therefore not an urban zone. While the development within the Rural Industrial Sub Zone could be deemed urban in character it is not identified as existing urban development outside of the UGB in **Figure 4** above. The land within the schedule area that adjoins the Rural Industrial Sub Zone is Crown Land administered by DoC and in my opinion would not be subject to the recommended qualification as it does not adjoin the UGB, urban zoned land or existing urban development (as identified in **Figure 4**).
20. There is no UGB associated with the Luggate township. The Mata au Clutha River adjoins Rural Residential Zoned land at the north end of Luggate. The Rural Residential Zone is not an urban zone and therefore the land within the schedule area that adjoins it would not be subject to the recommended qualification.
21. The urban parts of the Luggate township are located to the south and separated from the schedule area by the Rural Residential Zone.

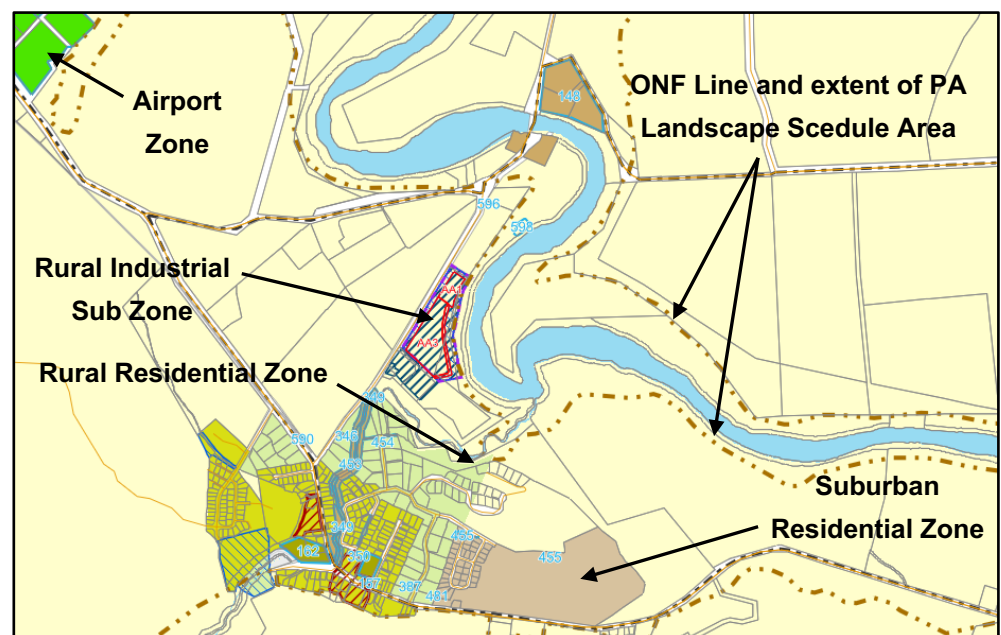


Figure 5 – Mata au Clutha River Schedule Area in proximity to Luggate

22. In summary land within the schedule area that adjoins the UGB, existing or zoned urban development is limited to two small areas of land adjoining the Northlake Special Zone and at the south eastern end of the Airport Zone associated with the Wānaka Airport.
23. No other land within the schedule area would be subject to the recommended qualification in the capacity rating for urban expansions. In my opinion this is consistent with the “extremely limited or no” capacity rating.

Scott Edgar

6 September 2026