

Application for Inclusion of Karaka North Peninsula as a ‘Listed Projects’ in Schedule 2B of the Fast-Track Approvals Bill

Part B - Projects listed for joint Ministers to consider referring to expert panel.

Under Schedule 4 Process for approvals under Resource Management Act 1991 of the Bill

Summary Document

Citadel.



Project Details

Applicant Details	Citadel Capital Limited
Project Location	Karaka North Peninsula – including Linwood, Dyke and Karaka North Roads, Karaka, South Auckland
Terrestrial Authority	Auckland Council
Project Name	Karaka North Peninsula
Summary of the Proposed Project	Staged development of approximately 762 hectares of land in the Karaka North Peninsula, immediately adjacent to the Rural Urban Boundary.
Purpose & Objective	To provide an exemplar greenfield development opportunity in Tāmaki Makaurau that upholds Te Mana o te Taiao, is economically efficient and affordable, provides economies of scale and is locationally poised to facilitate delivery of a well-functioning high quality urban environment now and into the future.
Benefits of Applying under the Bill	<p>The land is currently zoned Rural in the Auckland Unitary Plan. This means any urban development or subdivision of lots less than 40 hectares is against the objectives and policies of the Plan and requires a plan change.</p> <p>This Bill will accelerate the release of new houses and ‘enabled’ development potential. This application can create at least 1200 dwellings in the next 5-10 and 16,000 dwellings and 165 ha of business land (about 9000 jobs) and in the next 15+ years.</p>



Manukau

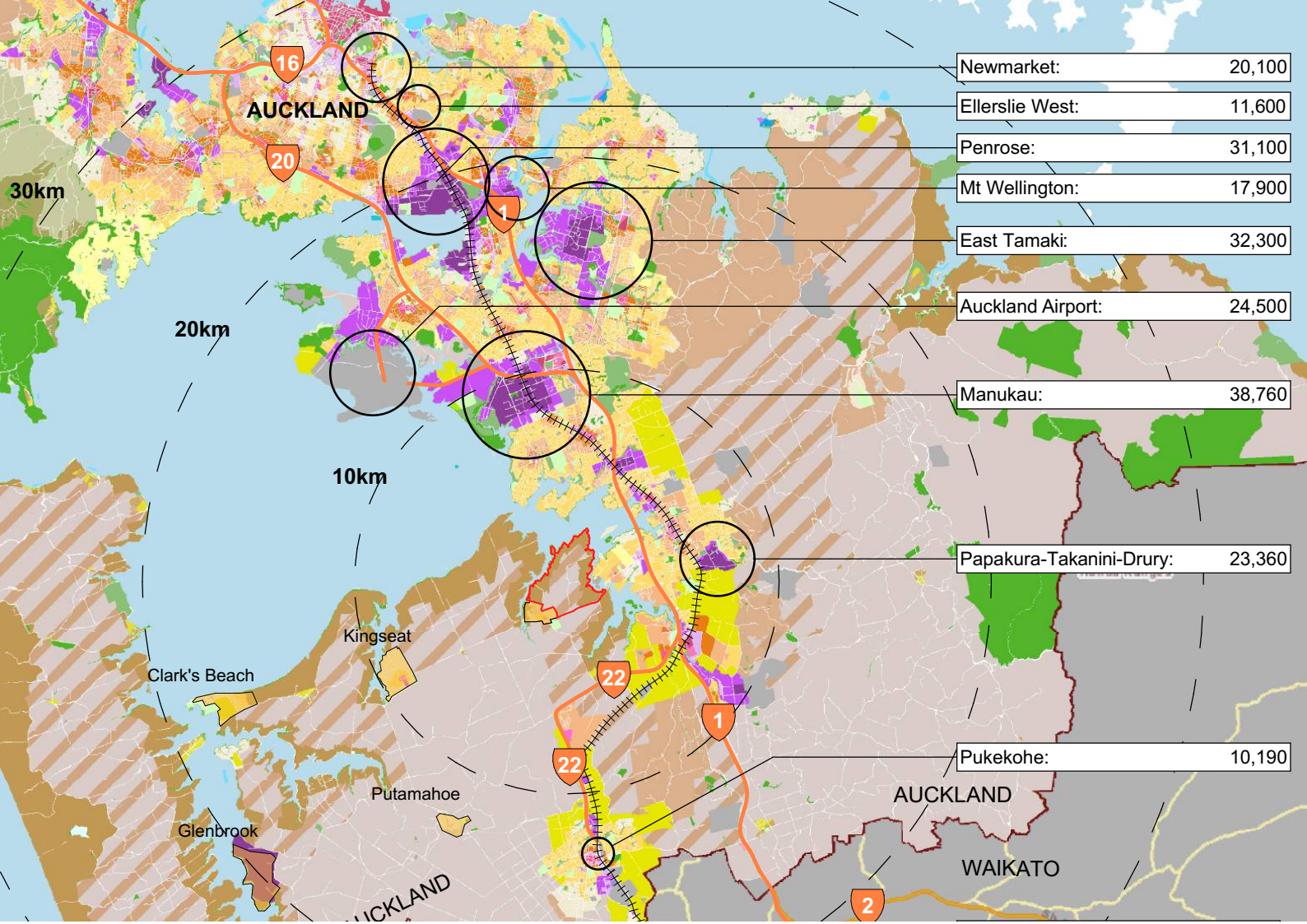
Auckland Airport

State Highway 1

Papakura

Drury

Karaka North Peninsula



Details on How the Project is Eligible and Meets the Purpose of the Act

The project provides significant sub-regional and multi-regional benefits.

The project can house 16,000 households and provide 5000 jobs in the next 30 years in a comprehensive, infrastructure-delivery focused manner. The project has the potential to facilitate the second water transmission line from the Waikato and a new southern (Auckland) wastewater interceptor. This project also has the long-term potential to unlock and make feasible an alternative SH1 route from Pokeno/ Tuakau, Waikato, through the Site, to significant employment hubs such as Auckland Airport and surrounding industrial land and Manukau.

The circa 700ha project is in the fastest growing region of the Hamilton-Auckland Corridor. Papakura to Pokeno is to be one of Auckland's and New Zealand's fastest growing areas, expecting an increase of 65,000 to 115,000 residents by 2043. The corridor is underpinned by new rapid and commuter rail connections that will both anchor and direct housing and employment growth.

Proposal & Effects

Proposed Activities	<ul style="list-style-type: none"> • Site enabling works (such as bulk earthworks), construction of buildings and infrastructure, and restoration and enhancement of natural features; • Stormwater discharge; and • Subdivision to create super lots across the peninsula and immediate urban development of 132 Linwood Road
Proposed Staging Post-Approval	<p>Development at 132 Linwood Road (62ha)</p> <ul style="list-style-type: none"> • Year 1 – 2: Detailed design, procurement and funding • By Year 2: Site works commencement (132 Linwood Road) • Year 10: (Milestone) At least 1,200 houses at 132 Linwood Road <p>Superlots & Development Enabled Across the Peninsula (700ha)</p> <ul style="list-style-type: none"> • Year 1 – 2: Detailed design, procurement and funding • By Year 5: Site works commencement (focussed on major infrastructure upgrades) • By Year 15: (Milestone) Protect and enhancement of about 200 ha of natural features and the release of about 550 ha developable of land area. • Year 15-30+: Urban development of the Karaka North Peninsula.
Active Applications	Private Plan Change request dated 9th October 2023 to rezone 762 hectares of land zoned Rural – Mixed Rural and Rural – Rural Coastal to Future Urban pursuant to Schedule 1 of the Resource Management Act 1991 to Auckland Council.
Consultation with Persons Likely to Be Affected	<ul style="list-style-type: none"> • Landowners within the Karaka North Peninsula • Ngāti Te Ata Waiohua • Ngāti Tamaoho • Franklin Local Board • Watercare • Crown Infrastructure Partners • Karaka Residents & Ratepayers Association Inc – at an Open Day to General Public • Forest and Bird • Native Forest Restoration Trust • Rotary Club of Drury Inc • Karaka Heritage Society



Iwi Authorities & Treaty Settlements

Within the geographical location of the project:

- There are no treaty settlements or statutory acknowledgement areas that apply;
- The sites are not in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial or identified within an individual iwi settlement;
- The sites are not within the marine and coastal areas, hence there are no principles or provisions of the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 that are relevant to the project.
- No parcels of land are identified parcels of Māori land. A historical Māori Pā site; R12/205 was identified but is proposed to be further investigated prior to any land disturbance, and to confirm whether the development will require an Authority to Modify under the Heritage New Zealand Pouhere Taonga Act 2014, and ensure the outcome of this land area is worked with in collaboration with local iwi.



Adverse Effects

- **Economic:** Positive effects on housing and business land affordability and delivery issues in the fastest growing region in Auckland and within the 'Golden Triangle' Auckland, Hamilton, and Tauranga, where over half of New Zealanders live.
- **Urban Environment:** Positive effects on the existing and new community by creating new safe, high amenity, walkable catchments for live, work and play, and providing the opportunity for population at scale to support public transport options that are accessible, frequent, and reliable.
- **Ecology:** Positive effects on terrestrial, freshwater and coastal ecology from the restoration and enhancement potential and protection of circa 200ha of natural features across the Site. All natural freshwater feature are to be retained and restored. Coastal yards of at least 20m will be vested as esplanade reserves and any effects on the existing vegetation and terrestrial habitat will be improved from its current pastoral land uses.
- **Effects on Rural Character and Amenity Values:** LA4 found the Site has the capacity and locational characteristics for urban development. Visual effects of development will be apparent from the early stages and would decrease over time as proposed landscape initiatives become established.
- **Effects on Highly Productive Land:** Hanmore Land Management found the soils in the Plan Change area are not classified as LUC 1 or elite but do comprise of 53.5% LUC 2 and 30.4% LUC 3 classified soils. The soils in the area are already fragmented by a range of residential and non-residential buildings and are largely held in pasture or in rural lifestyle sections. The loss in HPL will result in the fragmented areas.
- **Infrastructure and Transport Network:** Mckenzie & Co found there are a range of infrastructure solutions for the ultimate and staged transport network, three waters servicing and utilities available to service the Project.
- **Land Stability of Future Lots:** Engeo found the Site to be 'generally suitable for future residential development'.

- **Effects of Natural Hazards and Stormwater:** The Existing 1% floodplain area is generally confined to the gullies and streams and that flows within the indicative future catchments are manageable within the existing stream environments.
- **Land Contamination:** The change of use of the site can be appropriately managed through the standard provisions under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health (NЕСS) and Chapter E30 of the AUP: OP.
- **Noise Effects:** Marshall Day found that there are no significant acoustic concerns that would affect the proposed rezoning and the potential reverse sensitivity effects can be addressed with standard measures and Chapter E25 of the AUP:OP.
- **Social and Community Effects:** Positive effects on the established community and facilities by adding to, expanding or providing new. The project provides for a range of housing types and employment areas within a well-functioning, quality compact urban form, connecting to existing and developing urban areas.
- **Climate Change and CO₂ Emissions:** The project can minimise effects on climate change and CO₂ emissions because it is connected to the existing urban area, will have access to public transport and can create an urban environment where housing and employment areas can be designed to minimise travel requirements.

Alignment with National Direction

The project is motivated by the provisions of the National Policy Statement on Urban Development 2020 (NPSUD), in particular Clause 3.8: Responsive Planning for unanticipated or out-of-sequence developments:

- (1) *This clause applies to a plan change that provides significant development capacity that is not otherwise enabled in a plan or is not in sequence with planned land release.*
- (2) *Every local authority must have particular regard to the development capacity provided by the plan change if that development capacity:*
 - a) *would contribute to a well-functioning urban environment; and*
 - b) *is well-connected along transport corridors; and*
 - c) *meets the criteria set under subclause (3).*
- (3) *Every regional council must include criteria in its regional policy statement for determining what plan changes will be treated, for the purpose of implementing Policy 8, as adding significantly to development capacity.*

The Project aligning with NPSUD in some ways conflicts with the National Policy Statement for Highly Productive Land 2022, but can be implemented to be consistent with the following relevant National policy statements and national environmental standards:

National Policy Statements (NPS)

- on Urban Development, 2020
- for Highly Productive Land, 2022
- for Freshwater Management, 2020
- for Renewable Electricity Generation, 2011
- for Indigenous Biodiversity, 2023

National Environmental Standards (NES)

- for Air Quality, 2004
- for Freshwater 2020
- for Sources of Human Drinking Water, 2008
- for assessing and managing contaminants in soils to protect human health, 2012

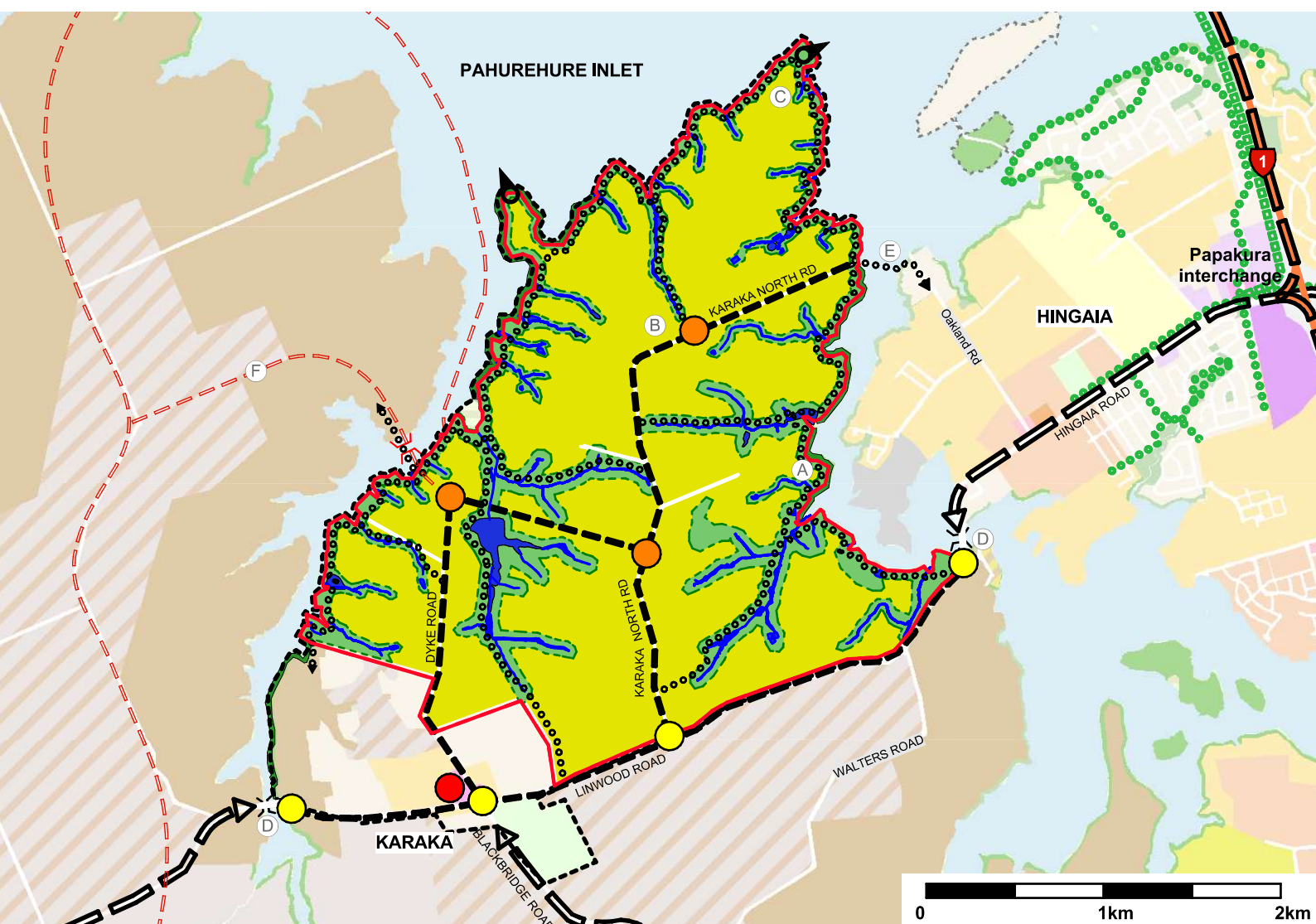
Structure Plan

The Structure Plan area presents a range of opportunities and limited constraints. It has the potential to protect about 200 ha of natural open space including potential ecological enhancement areas and accommodate just over 550ha (about 74%) of gross developable area of land that has a slope of between 0-12.5%. This means fewer earthworks are expected, thus ensuring the land is utilised efficiently. The gross developable land in the Karaka North structure plan area has the potential for at least 16,200 households with a density of 55 dwellings per hectare (net) and at least 165 ha of business land (about 9000 jobs) to achieve a self-sustaining community.

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enhancement areas and accommodate just over 550ha (about 74%) of gross developable area of land that has a slope of between 0-12.5%. This means fewer earthworks are expected, thus ensuring the land is utilised efficiently.

Overall, the Structure Plan area provides an integral part of the long-term, intergenerational solution for addressing the wider growth challenge for the Golden Triangle including the Southern part of Tamaki Makarau. It also has the potential to ease existing multi and subregional inequities in the accessibility to and distribution of jobs, affordable housing options, alternative modes of transport; social facilities and services in the area, especially on the southern-western side of State Highway 1, making it suitable for future urban development.



Existing features

- Structure Plan Area
- A A A Existing Karaka North Precinct area
- ~ Waterways (Bioresearches)
- Esplanade and Riparian reserve area (approx)
- Existing state highways
- Existing road network
- Existing Southern Pathway
- Existing greenway network

Structural Elements

- Existing connecting roads
- Existing node - Karaka North Village Centre
- Potential node
- Potential access points to existing road network
- Potential ecological enhancement area
- Potential critical movement corridors with shared paths either side
- Potential greenway network & coastal pathway
- - - Indicative future connections (subject to further investigations)

Structural Features

- (A) Historic Site / Potential Park Reserve
- locality of Pā site
- (B) Historic site / potential park reserve
- locality of CHI listed WWII military camps
- (C) Potential designation and/or park reserve
- locality of indicative pump station
- (D) Potential upgrade of Hingaia & Glassons bridges
- (E) Potential footbridge to Hingaia
- ◀ Potential lookout points

Masterplan

Indicative Masterplan at 132 Linwood Road, a 62 ha land parcel located within the Peninsula, illustrating over 1200 houses with an overall density of 23.5 dwellings/ha. Approximately 30% is allocated to roading and about 10% to reserves.



Location of 132 Linwood Road
in relation to the Peninsula.

