

Response ID ANON-URZ4-5F1F-7

Submitted to Fast-track approval applications
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Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Waikato District Council

2 Contact person

Contact person name:
Nick Johnston

3 What is your job title

Job title:
Advocacy and Investment Advisor

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:

Waikato District Council, Private Bag 544, Ngaaruawaahia 3742

7 Is your address for service different from your postal address?

Yes

Organisation:
Waikato District Council

Contact person:
Nick Johnston

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
Advocacy and Investment Advisor

Please enter your service address:

Waikato District Council, 15 Galileo Street, Ngaaruawaahia 3742

Section 1: Project location

Site address or location

Add the address or describe the location:

Pōkeno and Tuakau, Waikato District.

Location and aerial imagery to be supplied in application supplementary material document, to be provided through listedprojects@mfe.govt.nz.

File upload:

No file uploaded

Upload file here:

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Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

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Who are the registered legal land owner(s)?

Please write your answer here:

Waikato District Council

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

All physical works in this project are located within the road corridor of local roads in Waikato District. There are no proposed works in this project for roads in the State Highway network.

Section 2: Project details

What is the project name?

Please write your answer here:

North Waikato Roding Infrastructure

What is the project summary?

Please write your answer here:

The North Waikato Roding Infrastructure project is a suite of roading projects in Pōkeno and Tuakau, two high-growth townships located immediately south of the Auckland boundary. Capital works include six bridge upgrades, three roundabouts, and two road upgrades.

What are the project details?

Please write your answer here:

Pōkeno and Tuakau are two high-growth townships located in north Waikato District, immediately south of the Auckland boundary. Both townships have experienced significant growth in the past decade, and existing roading infrastructure that was designed and constructed prior to the high-growth period is no longer suitable – this is most notable in Pōkeno where the population has grown from 500 people in 2005 to 5545 people in 2021.

The North Waikato Roding Infrastructure project covers the following physical works:

- Munro Road Bridge – bridge upgrade
- Pokeno Road Bridge – bridge upgrade
- Pokeno Road / Munro Road - roundabout Installation
- Dean Road / Fraser Road - roundabout Installation
- Dean Road / Great South Road - roundabout Installation
- Helenslee Road – road widening
- Harrisville Road - bridge replacement
- Harrisville Road – construction of additional bridge
- Harrisville Road 3199 Bridge – bridge upgrade
- Buckland Road 6201 Bridge – bridge upgrade

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Design work is underway for Pōkeno Main Street and Helenslee Road upgrades, as well as the Pōkeno bridge upgrades and roundabout installations. Physical works in Pōkeno are estimated to take 18 months to complete, with the exception of the Dean Road / Great South Road roundabout which requires an additional 18 months.

Design work is underway for the replacement of an existing bridge on Harrisville Road in Tuakau, as well as construction of an additional bridge to cater for heavy vehicles. Physical works is estimated to take 18 months to complete. Timeframes for Harrisville Road 3199 Bridge and Buckland Road 6201 Bridge are 3 years, as design work and final funding arrangements need to be confirmed (Council's Annual Plan process is underway at the time of application).

What are the details of the regime under which approval is being sought?

Please write your answer here:

RMA resource consent from Waikato District Council and Waikato Regional Council.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Waikato District Council and Waikato Regional Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

Consents have been granted as follows:

Waikato District Council Land Use Consent - Harrisville Road Bridge, Tuakau

Waikato District Council Land Use Consent – Munro Road Bridge, Pokeno

Waikato Regional Council – multiple consents associated with the Munro Road bridge, Harrisville Road Bridge, culverts associated with Munro Road, dam and divert (multiple sites Pokeno and Tuakau), stream works and erosion control

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

All physical works in this project are located within the road corridor of local roads in Waikato District. There are no proposed works in this project for roads in the State Highway network.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Projects to begin construction in 6 months and completed in 2 years, following approval*:

- Munro Road Bridge, Pōkeno – bridge upgrade
- Pokeno Road Bridge – bridge upgrade
- Pokeno Road / Munro Road - roundabout installation
- Dean Road / Fraser Road, Pōkeno - roundabout installation
- Helenslee Road, Pōkeno – road widening
- Harrisville Road – bridge replacement
- Harrisville Road – construction of additional bridge

*Timing is subject to supplier availability during procurement process, and any unforeseen events such as severe weather events requiring Council and contracted services to focus on roading and bridge repairs.

Projects to begin construction in 2 years and completed in 3 years, following approval**:

- Dean Road / Great South Road - roundabout installation
- Harrisville Road 3199 Bridge – bridge upgrade
- Buckland Road 6201 Bridge – bridge upgrade

**Design work needs to be completed, procurement timing also subject availability, and any unforeseen events such as severe weather events requiring Council and contracted services to focus on roading and bridge repairs.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- Waikato-Tainui and hapū in Pōkeno and Tuakau
- Waikato District Council (elected representatives for Pōkeno and Tuakau)

- Tuakau Community Board
- Pōkeno Community Committee
- Residents and ratepayers of Pōkeno and Tuakau
- Businesses operating in Pōkeno Main Street
- Pōkeno School
- Auckland Council – Franklin Local Board

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Waikato-Tainui and hapū

Waikato District's area of responsibility sits across the majority of the traditional rohe of Waikato-Tainui, including the townships of Pōkeno and Tuakau. Waikato-Tainui and Waikato District Council have a Joint Management Agreement for the co-management of the Waikato River, overseen by Joint Committee of iwi and Council. In addition to the co-management of the Waikato River, the Joint Committee has become a key part of Council's governance structure for working in partnership with Waikato-Tainui, with a Joined Strategic Work Programme and updates on capital works.

Council has worked with representatives of Ngāti Tamaoho in relation to capital works in Pōkeno. There has been ongoing engagement from the previous major roading works that have been undertaken in the township over the past several years. Council will continue to maintain ongoing communication and engagement with the subsequent capital works in this application.

Waikato District Council (elected representatives for Pōkeno and Tuakau)

Residents and ratepayers of Pōkeno and Tuakau are represented at a district level in two council wards – the Tuakau-Pōkeno General Ward and Tai Raro Takiwaa Māori Ward. In the current triennium, the Tuakau-Pōkeno General Ward is represented by Councillor Kandi Ngataki and Councillor Vern Reeve, and Tai Raro Takiwaa Māori Ward is represented by Paaniora Matatahi-Poutapu.

The Tuakau township has a community board within Council's governance structure with seven representatives – five elected community representatives and two elected members of Council. The community board membership in the current triennium is Grace Tema-Liapanekē (chairperson), David Henderson, Carl Morgan, Fili Semau, Stephanie Henderson, Councillor Verne Reeve, and Councillor Paaniora Matatahi-Poutapu. Council's staff representative to Community Board meetings is Deputy Chief Executive and Chief Operating Officer Tony Whittaker.

Council's capital works and maintenance programme is a standing agenda item at every meeting, including planned upcoming roading infrastructure improvements in this suite of projects.

The Tuakau Community Board contributed to the development of the Waikato District Blueprint and the Tuakau Local Area Blueprint. The aim of the Blueprints are to provide a high-level spatial-picture of how the district could progress over a 30-year period, in a manner that addresses the community's social, economic and environmental needs. The Blueprints provide Council and community partners with an effective tool to move from vision to strategy, and from strategy to action. The Tuakau Local Blueprint identifies the need for transport improvements from Tuakau to State Highway 1 (the Waikato Expressway). The three of the four bridge projects in Tuakau that are included in this application support this long-term aspiration, although these are smaller scale improvements compared to the longer-term aspiration for a new road connection to State Highway 1.

Pōkeno Community Committee, residents and ratepayers, and local businesses

Within Waikato District, there are many townships with representative community committees (typically registered as incorporated societies) that operate outside of Council's governance structure. Pōkeno Community Committee is a representative committee that meets monthly to discuss and assist with issues concerning the local community. All members of the public are invited to attend, with high public participation in town forum discussions. The Committee is chaired by Allen Grainger, and Waikato District Council's General Manager Community Growth Will Gauntlett is the staff representative of Council at public meetings.

The Community Committee has been a crucial connecting point for Council with local residents, ratepayers and local businesses, in particular smaller scale retail businesses operating in the town centre, while Council's Economic and Community Development team maintain strong connections with many of the larger-scale employers and developers in Pōkeno.

Council's capital works and maintenance programme is a standing agenda item at every meeting, including planned upcoming roading infrastructure improvements in this suite of projects.

The Pōkeno Community Committee contributed to the development of the Waikato District Blueprint and the Pōkeno Local Area Blueprint. Community feedback from the development of the Pōkeno Local Area Blueprint raised a number of issues regarding transport and the town centre, which needs to be developed and grown to keep up with residential growth. High priority initiatives in the Pōkeno Local Area Blueprint are to undertake a needs assessment of transport and open space in the town, followed by the development of a town centre strategy that reconciles current and future retail, employment, community facilities and open spaces.

As a result of the Blueprint priorities and community feedback, a Pōkeno Public Realm Concept Plan was developed, providing an aspirational and strategic approach to the future public realm of Pōkeno. This strategic document has influenced the design and prioritisation of roading infrastructure projects in the town, with the plan setting the direction for streetscape upgrade and town centre enhancement.

The Blueprints also listed the investigation of establishing wider transport links with employment areas, Tuakau and State Highway 1. The suite of projects in this application addresses some of the wider transport links with employment areas and with State Highway 1 (through the widening of Helenslee Road which has on and off-ramp connections to the Waikato Expressway (which turns into the Auckland Southern Motorway several kilometres to the north).

The suite of projects in this application represent the delivery on several important transport initiatives that have been long advocated for by the Pōkeno community, especially the upgrade to Pōkeno Main Street.

Pōkeno School

Pōkeno School is a primary school located on Pōkeno Road and Helenslee Road. The school is an important stakeholder in all roading developments within the township, during the planning stages and during construction due to the disruption and safety considerations. Waikato District Council has recently upgraded the intersection at Pōkeno Road and Helenslee Road, with the physical works in this application being located further away from the school campus. However, we will continuing to work with the school as we have during the delivery of physical works over the past three years.

Auckland Council – Franklin Local Board

While not a formal ‘person affected by the plan’, Waikato District Council, Tuakau Community Board and Pōkeno Community Committee maintain a constructive and collaborative relationship with the elected members of the Franklin Local Board of Auckland Council. Given the interconnected nature of the former Franklin District area and the close proximity of Pukekohe to Pōkeno and Tuakau, it is an important relationship to ensure a coordinated cross-boundary approach to planning and physical works. Updates would be provided through regular channels of communication.

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Since the local government boundary changes in 2010 when Pōkeno and Tuakau became part of Waikato District, there have been no processes undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the suite of projects occur. Both communities were formerly located within Franklin District, which was disestablished in 2010 when Auckland Council was formed.

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

No treaty settlements apply to any of the project locations in this application.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

No – however, several of the bridge projects cross creeks and waterways, or have culverts connecting waterways that drain into the Waikato River, for which Waikato-Tainui has protected customary rights. The Pōkeno Road Bridge upgrade allows for better stormwater management, and the existing waterways in Pōkeno are within the Waikato River catchment.

Council works in partnership with Waikato-Tainui to co-manage the Waikato River. Council's Joint Committee with Waikato-Tainui receives updates on Council's capital works projects. Matters relating to stormwater improvements, such as the Pōkeno Bridge upgrade, are within the scope of the Waters Governance Board of Council.

Since 2019, Watercare Waikato has been contracted to deliver all drinking water, wastewater and stormwater services within Waikato District, with Council retaining ownership of the assets. An independent body, the Waters Governance Board, is responsible for managing the performance of Waikato District's water services. Led by independent chairperson David Wright, board membership includes Rukumoana Schaafhausen (former Chairperson of Waikato-Tainui's executive board Te Arataura), Jackie Collier (current Deputy Chairperson of Waikato-Tainui's executive board Te Arataura), Garth Dibley (CE of WEL Networks) and Gavin Ion (CE of Waikato District Council). The contract with Watercare Waikato ends on 30 June 2026, with the next two financial years being a transitional period allowing time for a smooth transition for the delivery of all capital works and operational services. The Pōkeno Bridge upgrade is estimated to be completed prior to this date, and delivery would not be impacted as it is primarily a roading project that is allowing for stormwater management, rather than a project directly led by Watercare Waikato.

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Not specifically for the suite of projects in this application, other than the need to meet all consent requirements for quality during construction.

Upload your assessment if necessary:

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Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

No identified adverse effects on the environment as a result of the complete physical works. Significant stormwater catchment management planning has been undertaken to inform infrastructure requirements, particularly for the Munro Road bridge, Pōkeno Road bridge and Pōkeno/Munro intersection upgrade to lessen any impacts on the environment.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

Waikato District is a Tier 1 local authority under the National Policy Statement for Urban Development. The projects in this application within Pōkeno are designed to ensure good accessibility for all people between housing, jobs, community services, natural spaces and open spaces, and to ensure Pōkeno is resilient to likely current and future effects of climate change.

As well as the many waterways within Pōkeno due to the town's location between the southern slope of the Bombay Hills and the Waikato River, the town is divided by the Waikato Expressway and the Main Trunk Line. Pōkeno's proximity at the interchange of State Highway 1 and State Highway 2 has played a large role in the town's high growth, but the combination of railways, highways and waterways within the township presents challenges when planning for good accessibility for local residents.

The Pōkeno roading projects within this application are compatible with the objectives and policies for Tier 1. The main project relating to urban development and intensification is the main street upgrade, and the project objectives and outcomes are well aligned with the NPS.

Regarding current and future effects of climate change, the Pōkeno Road bridge upgrade is an important upgrade for stormwater management, to cater for potential flooding as a result of severe weather events. This bridge is the main link between State Highway 1 and residents located on the western side of the bridge, and it is an important transport link for not just Pōkeno residents, but for Tuakau and surrounding rural residents that use Pōkeno

Road to access State Highway 1.

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Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

Yes – given the scope and cost of the suite of physical works (\$22 million for the Pōkeno projects and \$14 million for the Tuakau projects, Council is requesting fast-track status that will not only reduce timeframes for project completion but also potentially provide some cost-efficiency savings.

Council is conscious of the need for public involvement and consultation on all major capital works infrastructure investment in Waikato District. With fast-tracked applications potentially bypassing consultative aspects of consenting process, Council is comfortable with this 'trade-off' given the high level of engagement with Pōkeno and Tuakau residents as well as key stakeholders. The projects in this application all respond to the clear direction that Council has received from Pōkeno and Tuakau residents for transport improvements, especially the Pōkeno main street improvements.

Residents and ratepayers in Waikato District have been consulted on the financial contributions towards roading infrastructure investment in the 2021-31 Long Term Plan, with through the Draft Annual Plan 2024 development process. Like most territorial authorities across New Zealand, Waikato District is considering a significant rates increase in the 2024 Draft Annual Plan (to be finalised in June 2024).

With a resident population of 88,900 but a geographic area similar to the size of the Auckland Council area, Waikato District does not have the same economies of scale as some of the other high-growth cities/districts. It is for this reason that it is important for Council to seek fast-tracking opportunities that can provide cost-efficiency outcomes, especially if we are confident that our ongoing community and stakeholder engagement mitigates some of the risks regarding consultation in a fast-tracked process.

The severe weather events of 2023, in particular the Auckland Anniversary Weekend floods, had a significant impact on the northern communities in Waikato District, with over \$20 million in damage to local roads (primarily concentrated in the northern Waikato). This not only highlights the need to fast-track timeframes for bridge upgrades that improve stormwater management and improve resiliency of the transport network – it highlights the need to seek cost-efficiency savings given the financial impact on local ratepayers due to the infrastructure repairs following the Auckland Anniversary Weekend floods and Cyclone Gabrielle.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This project is put forward for consideration as a listed project in Schedule 2 Part A, and is ready to support officials or the independent Fast-Track Projects Advisory Group as required. Contact information can be requested by officials for any of the people or organisations mentioned in this application, to seek comment or to independently verify any information. While we note that Step 3 of the Listed Projects process is not a substantive assessment, Council is able to support with any further information or questions in a timely manner.

If the application was referred, Council is ready to work with the Minister of Infrastructure, the Minister of Transport and the Minister of Regional Development, as well as ministerial advisor and officials, to work through the steps of the referral stage in a swift manner. Regarding Step 2 of the referral stage, in which Ministers may seek comments from certain groups (including others Ministers, Māori groups, local government), Council will promptly assist in providing contact information to any of the people or organisations mentioned in this application, or any other requests that support the Ministers (and their ministerial staff) to seek comment on the application and to independently verify the information provided (especially in relation to Section 3 and 4).

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

There is strong alignment with local government plans and strategies, which is covered in detail in Section 3 – as the development of these local plans and strategies was a core aspect of our community engagement with the Tuakau and Pōkeno communities. The suite of projects responds strongly to the Waikato District Blueprint, the Tuakau and Pōkeno Local Area Blueprints and the Pōkeno Public Realm Concept Plan. The majority of the projects in this application are covering in Council's 2021-31 Long Term Plan, with others changes in the Draft Annual Plan 2024 for resilience work and culvert improvements for stormwater management.

Regarding alignment with central government plans and strategies, the suite of projects have been assessed against the current GPS on Land Transport 2021-31 approved by the previous Labour Government, and the draft GPS on Land Transport 2024-34 from the current Coalition Government. As the GPS on Land Transport 2024-34 has not been finalised at the time of this application, alignment to both versions is being provided.

A number of projects within this application respond to the strategic priority for safety – developing a transport system where no-one is killed or seriously injured. This is a major factor in improvements to Pōkeno Main Street upgrades.

The section of Great South Road and Pōkeno Road within the town centre is the former State Highway 1 road south from Auckland. Before the period of high-growth in Pōkeno, there was a small offering of retail shops on one side of the former State Highway 1 and rural farmland on the other side. In 2024, there is retail shops and accommodation providers on both sides of the main street, including the development of a Woolworths supermarket. However, the road design has largely remained in its previous form. In its current state, it is not safe for pedestrians due to trucking operations that use the main street to access a truck stop that has been located in the town centre prior to the recent residential growth. Due to the Waikato Expressway interchanges in the town, heavy vehicles are required to use the main street to either access the northbound interchange to Auckland or the southbound interchange to head towards Hamiton. Several of the projects in this application seek to address the issues covered above. The main street upgrade as well as the installation of roundabouts at three intersections will improve safety outcomes and reduce risks of accidents.

Several of the projects also responds to the strategic priority for improving freight connections for economic development. The four bridge projects in Tuakau specifically address issues of freight capacity. One of the new bridges is required specifically to cater for heavy vehicles as the current bridge has a weight restriction. Two of the bridge upgrades on Harrisville Road and Buckland Road are required to provide capacity to high productivity motor vehicles. Horticulture is a major sector in north Waikato, concentrated along the boundary with Auckland. Heavy vehicles on the road network are the only viable option to transport produce directly from growers to Auckland or Waikato-based distributors.

Projects that are bundled within this application do not address the strategic priority for developing a low carbon transport system. However, Council's wider transport investment programme beyond to the scope of this application has focused on addressing climate change and public transport considerations.

Draft GPS on Land Transport 2024-34

The projects in this application respond strongly to the new strategic priority for economic growth and productivity. The resilience of these vital transport links are integral for economic resilience for the local economy, especially the horticultural sector that is reliant on high productivity motor vehicles on the local road network to transport produce directly from growers to Auckland and Waikato-based distributors.

As in the 2021-31 GPS, a number of the projects respond to the strategy priority for safety – in particular the Pōkeno main street upgrade and the installation of roundabouts at three intersections.

Regarding the new strategic priority of 'value for money', this is one of the reasons that this application is being put forward for fast-track consideration. Any efficiencies in delivery timeframes and potential cost-savings ensures that Council is able to deliver essential roading infrastructure at the lowest possible cost for ratepayers that are already proposed to receive a significant rates increase in the current Draft Annual Plan 2024 primarily due to three waters infrastructure.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

Due to the interconnected nature of Pukekohe, Tuakau and Pōkeno, there will be cross-boundary benefits from this roading infrastructure, in the same way that Auckland Council investment in local roading improvements in Pukekohe is also beneficial for many Tuakau and Pōkeno residents and businesses. The bridge upgrade projects support economic growth and supply chain resilience for the horticulture sector that plays a major role in the north Waikato / south Auckland economy.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The suite of projects contribute to a well-functioning urban environment, especially the upgrades in the town centre of Pōkeno. It does not directly support an increase in the supply of housing, although improved roading infrastructure may indirectly contribute towards developers unlocking future stages of housing development in Pōkeno. However, this is not a main driver for these projects, and roading infrastructure primarily for the benefit of a future development will be funded via development contributions.

Will the project deliver significant economic benefits?

No

Please explain your answer here:

No – it will provide economic resilience for the regional economy and it will provide localised economic benefits in Pōkeno and Tuakau. The wider benefits to the regional economy are focused on economic resilience rather than economic growth, which is a major consideration in the Pukekohe / Tuakau /

Pōkeno area following the Auckland Anniversary Weekend flooding and Cyclone Gabrielle.

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

Yes – the bridge upgrades in particular will support local supply chain logistics that are critical to the primary industries operating in north Waikato. As Pōkeno is the main connection point onto State Highway 1, either in the southbound direction on the Waikato Expressway or the northbound direction on the Auckland Southern Motorway, the roading infrastructure projects do not just benefit the local residents within Pōkeno. These projects support primary industry on the northern banks of the Waikato River near Tuakau, as well as primary industry on the southern side of Waikato River that access State Highway via Tuakau Bridge and then Pōkeno. Due to the composition of the regional economy, the primary industry benefactors are horticulture, agriculture, and to a much lesser extent, forestry.

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

No

Please explain your answer here:

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

Yes – the bridge upgrade projects in this application are proposed for fast-tracking to improve resilience for local residents and for the regional economy that requires heavy vehicle access for the horticulture industry. There are also stormwater management improvements in Pōkeno to mitigate flooding risks that could potentially limit access onto State Highway 1 following severe weather events if not addressed promptly.

Will the project address significant environmental issues?

No

Please explain your answer here:

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

There is strong alignment with local government plans and strategies, which is covered in detail in Section 3 – as the development of these local plans and strategies was a core aspect of our community engagement with the Tuakau and Pōkeno communities. The suite of projects responds strongly to the Waikato District Blueprint, the Tuakau and Pōkeno Local Area Blueprints and the Pōkeno Public Realm Concept Plan. The majority of the projects in this application are covering in Council's 2021-31 Long Term Plan, with others changes in the Draft Annual Plan 2024 for resilience work and culvert improvements for stormwater management.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

The only risks to the projects due to climate change and natural hazards are any severe weather events that could take place during the delivery of physical works. This would result in a temporary delay in the delivery, either due to project setbacks or reallocation of resources to deal with immediate road network repairs.

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

Application supplementary material document to be provided through listedprojects@mfe.govt.nz.

Load your file here:

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

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.

Please write your name here:

Nick Johnston

Important notes