

Submitted to Fast-track approval applications
Submitted on 2024-05-02 18:06:50

Submitter details

Is this application for section 2a or 2b?

2B

1 Submitter name

Individual or organisation name:
Tainui Group Holdings Limited

2 Contact person

Contact person name:
Brian Croad

3 What is your job title

Job title:
Manager Regulatory Affairs

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:

PO Box 19295, 6 Bryce Street, Hamilton 3204

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

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

The Ruakura East WEX site comprises some 85.6ha and is located east of the Waikato Expressway (WEX), adjoining the Ruakura interchange serving Kirikiriroa, Hamilton. The project area is on land owned by Ruakura Port Limited and directly opposite the Ruakura Superhub. The site is divided into two blocks by Ruakura Road (State Highway 26 which links Kirikiriroa Hamilton with the Coromandel and Tauranga). Area 1, to the north, is approximately 43.0ha in size, while Area 2 to the south is approximately 42.6ha. Currently, the land use is agricultural and farming (refer location plan as uploaded). The subject site does not include any public conservation land.

File upload:

Ruakura East WEX Location Plan.pdf was uploaded

Upload file here:

No file uploaded

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

Yes

upload file:

1075496_Title_Search_Copy.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

The Ruakura East WEX Block is contained within freehold title ID1075496, which is legally described as Lot 100 Deposited Plan 579425 and comprises a total of 142.2559 hectares more or less, including a portion on the western side of the WEX set aside for the future expansion of Stage 4 of the Ruakura Inland Port. Refer Record of Title as uploaded.

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:

Ruakura Port Limited is the registered freehold owner of the site on which the project will occur. Ruakura Port Limited is a joint venture between Tainui Group Holdings Limited and Port of Tauranga Limited.

Section 2: Project details

What is the project name?

Please write your answer here:

Ruakura East WEX

What is the project summary?

Please write your answer here:

The Ruakura East WEX Project will provide 85ha of additional logistics land immediately adjacent the Ruakura Superhub at Ruakura, Kirikiriroa Hamilton. This will enhance the logistics capability of the Ruakura Superhub – a project of regional and national significance. This constitutes one of three highly related projects for Ruakura which have been submitted for inclusion in the Fast Track Approvals Bill.

What are the project details?

Please write your answer here:

Background

The Ruakura Superhub is being developed to create New Zealand's largest integrated commercial hub. Central to the development is the 30ha Ruakura Inland Port, operated in a joint venture between Tainui Group Holdings and Port of Tauranga. Adjacent to this will be a 263ha industrial and logistics park, of which 89ha has been reserved for the logistics precinct adjacent to the Ruakura Inland Port, with the first 35 hectares partly occupied.

The Ruakura Superhub is at the nexus of the golden triangle of Tauranga, Auckland and Hamilton, and is adjacent to the East Coast Main Trunk rail line and the Waikato Expressway. Its location provides efficient and strong connectivity to both the Port of Tauranga and Ports of Auckland and creates an integrated, cost-effective supply chain solution for both importers and exporters. Ruakura Inland Port is managed by Port of Tauranga through its subsidiary Quality Marshalling.

Logistics land immediately adjacent the Inland Port offers a number of key strategic advantages to logistics operators, including a lower cost of land compared to other urban centres like Auckland and Tauranga which translates to more affordable rentals and lease rates, immediate access to the Inland Port and the wider region and seaports via road and rail, and efficiencies from freight matching by loading and unloading at the same location. The additional logistics land proposed at Ruakura East WEX shares these same advantages and will strengthen further the regional and national significance of the Ruakura Superhub.

Building on the success of the currently available logistics land at Ruakura, Waikato Tainui and Tainui Group Holdings Limited (TGH) has been working with Future Proof Partners over the last several years to ensure the future development of additional logistics land at Ruakura East WEX is enabled by strategic planning documents. As a result, Ruakura East WEX is recognised in the region's Future Proof Strategy and Regional Policy Statement as a "Strategic Industrial Node".

Although subject to separate applications for inclusion in the Fast Track Approval Bill Schedules, the Ruakura East WEX project and the Ruakura Tuumata Residential and Commercial project are inextricably linked. In this regard, Ruakura East WEX will ensure strategic industrial land supply is maintained

when Tuumata is developed for residential and commercial purposes.

TGH is the wholly owned commercial entity of Waikato-Tainui with a responsibility to protect and grow the tribe's commercial assets to support the development and prosperity of its 88,000 tribal members. All profits generated by TGH fund education, health, elderly, cultural, housing and environmental programmes, and are reinvested into further growing the commercial assets.

This application reflects TGH's current intentions, however, is subject to market conditions being suitable to proceed and TGH Board approval for the final proposal. The project set out in this application is also dependent on committed funding for the Eastern Transport Corridor (ETC) being in place, that being a key piece of enabling infrastructure to unlock the full development potential of the Ruakura Superhub.

The Proposal

The project seeks to rezone and subsequently redevelop the 85ha of land at Ruakura East WEX for logistics.

The new logistics land at Ruakura East WEX will be connected immediately to the Ruakura Superhub via the existing interchange on the WEX. The WEX is the key strategic transport corridor for the Waikato region, connecting Auckland to the agricultural and business centres of the Waikato and beyond.

In addition to its ideal location, the land at Ruakura East WEX is very well suited for development as logistics land, being flat, without significant constraints, immediately adjacent the existing Hamilton urban area and held in a single title by Ruakura Inland Port.

Development of this land for logistics purposes will provide for large level sites suitable for logistics operations, in immediate proximity to the Ruakura Inland Port. This will see the installation of new services connected to Hamilton City via the Ruakura WEX interchange overbridge, a state of the art stormwater management system comprising ponds and large swales, similar to what has been built already at the Ruakura Superhub, and the provision of new internal roads.

The development of the land at Ruakura East WEX may include an expressway service centre.

As noted above, Ruakura East WEX will ensure strategic industrial land supply is maintained when Ruakura Tuumata is developed for residential and commercial purposes.

The Planning Process

The Ruakura East WEX project would be achieved ideally in the first instance by way of a Plan Change to the Waikato District Plan; the subject land being within the boundary of the Waikato District which adjoins Hamilton City. The planning provisions introduced this way would be modelled on those in the existing adjoining Ruakura Logistics Zone from the Hamilton City District Plan.

In the alternative, a resource consent could be sought for the initial enabling work to get the land development ready under its current rural zoning in the Waikato District Plan (ie earthworks, roading , stormwater devices, services and subdivision), followed by a Plan Change to urbanise.

It is anticipated that the land would ultimately be brought inside the Hamilton City Urban Boundary by way of a boundary adjustment.

Should the Bill as enacted make provision for plan changes, then TGH will have the option of utilising the fast-track process for the plan change. If plan change processes are not included in the Bill as enacted, then the package of resource consent for subdivision, enabling works etc to realise the outcomes for Ruakura East WEX can still be fast-tracked through the proposed process to facilitate the efficient delivery of the project.

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

Please write your answer here:

The overall layout of the development can be staged to suit financing conditions and opportunities.

A first stage of enabling works would likely include stormwater enabling works, including reversing of the existing swale at the western boundary of the site.

Following this, it is anticipated that bulk earthworks would be undertaken, including the installation of stormwater management deceives (ponds and wetlands), followed by provision of other services and roading, before new titles were sought.

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

Please write your answer here:

Resource Management Act 1991 – Resource Consents

Resource Management Act 1991 – Plan Changes (if the Fast Track Bill is amended to include Plan Changes)

Heritage New Zealand Pouhere Taonga Act 2014 - Archaeological Authority

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

Please write your answer here:

Hamilton City Council, 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:

No applications for subdivision or land development for logistics purposes have been made for Ruakura East WEX.

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

No

Please explain your answer here:

The landowner is the applicant's joint venture company.

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

Please write your answer here:

If all approvals are granted through the fast-track process (including plan change and subsequent resource consents, and subject to TGH Board final approval, it is anticipated that site works necessary to allow stage 1 of the development to proceed will commence in the next 36 months.

Depending on the delivery model chosen, super-blocks or individual sections could then be offered to the market when titles are secured.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

The persons likely to be affected by the project are as follows:

- Waikato Tainui
- Ngāa Hapuu as represented on the Ruakura Tangata Whenua Working Group; namely: Ngaati Maahanga, Ngaati Hauaa, Ngaati Tamaiunapo, Ngaati Wairere, Ngaati Korokii Kahukura and Ngaati Tamainupo.
- Waikato District Council
- Hamilton City Council
- Waikato Regional Council
- Local residents and businesses
- Transpower
- Waka Kotahi NZTA

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:

Details of consultation undertaken and how this has informed the project are included in the uploaded Application Attachment Report.

Upload file here:

Fast Track Bill Schedule Application_TGH_Ruakura East WEX_Report Attachment V3.pdf was uploaded

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:

No processes are required or have already been undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur.

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

The Ruakura Superhub, including Ruakura East WEX, is part of a 605ha block of land returned to Waikato-Tainui as part of its 1995 Treaty of Waitangi settlement with The Crown for raupatu (wrongful land confiscation by The Crown).

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?

Yes

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?:

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

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

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

Please describe:

Please refer to Section 2.0 of the uploaded Application Attachment Report which, in accordance with Section 14 (3) (e) of the Fast Track Approvals Bill, provides a description of the anticipated and known adverse effects of the project on the environment.

Upload file:

Fast Track Bill Schedule Application_TGH_Ruakura East WEX_Report Attachment V3.pdf was uploaded

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:

Please refer to Section 3.0 of the uploaded Application Attachment Report which, in accordance with Section 14 (3) (f) of the Fast Track Approvals Bill, provides a general assessment of the project in relation to national policy statements and national environmental standards (as those terms are defined in the Resource Management Act 1991).

File upload:

Fast Track Bill Schedule Application_TGH_Ruakura East WEX_Report Attachment V3.pdf was uploaded

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:

A plan change process to rezone the land at Ruakura East WEX could take between 9 to 12 months to obtain a decision from the Council. If that is appealed, another 12 to 18 months before an Environment Court decision. Once that is obtained then a new resource consent would have to be obtained for land development and subdivision activity, which would add a further estimated 6 months until approval. In total therefore, normal RMA process

would take an estimated 2 to 3 years before work on Ruakura East WEX could proceed. There is a prospect of appeal in this case, given the nature of the issue.

The fast-track approval process will considerably speed this timeline, and even more so if the plan change and land development/subdivision resource consent applications are submitted simultaneously for consideration and approval.

Access to the fast-track process will enable three significant projects at Ruakura, being Ruakura Tuumata Residential and Commercial, Ruakura East WEX and Ruakura Inland Port Optimisation, to be considered in a coordinated and timely way. This is very beneficial given the scale of the projects and their interdependencies, including reliance on the Eastern Transport Corridor.

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

Please write your answer here:

The full application package will include a complete set of draft District Plan provisions (if a plan change) and a draft set of consent conditions (if a resource consent application and/or NZ Heritage authority to modify).

These would be based on the Ruakura Logistics Zone provisions from the Hamilton City District Plan which went through rigorous testing before the 2014 Board of Inquiry and have generally been found to be fit for purpose. Subsequent land development and subdivision consents issued by the Hamilton City Council and Waikato Regional Council also provide a very good template for consent conditions which could also accompany a fast-track application.

Using TGH's considerable experience and relying on its expert consultant team that has considerable experience in this locality, complete and thorough applications will be able to be presented for consideration of the Fast Track Expert Panel with a current and robust set of planning provisions/consent conditions, plus a thorough assessment of effects on the environment. This will allow a fast and efficient consideration of the application through the process by the Expert Panel, meaning it is not expected to unduly impact on the efficient operation of the process.

This work and experience is anticipated to facilitate the efficient operation of the fast-track process.

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

Local government plan or strategy

Please explain your answer here:

As documented below, Ruakura East WEX has been identified as a priority project in a number of local government plans and strategies, with identified timeframes for implementation. The benefits of its development are also recognised in general terms in the Tai Tumu Tai Pari Tai Ao, the Waikato-Tainui Environment Plan.

Future Proof Strategy 2022

The Future Proof Strategy and Implementation Plan is the collaboration between Hamilton City Council, Waikato Regional Council, Waipa District Council, Waikato District Council and Tangata Whenua for the development of a sub-regional growth strategy covering the areas of the three territorial authorities and the region covered by the Waikato Regional Council. Other key organisations involved in the strategy include the New Zealand Transport Agency. Ruakura East WEX is identified as an urban enablement area – medium term (2020-2030) and specifically identified as a new Strategic Industrial Node in the Future Proof Strategy 2022.

There are five Strategic Industrial Nodes identified in the Region at Tuakau, Pokeno, Huntly/Rotowaro/Ohinewai, Horotiu/Te Rapa North/Rotokauri, and Ruakura/Ruakura East WEX. In these areas greenfield industrial growth is expected to occur, and an overarching staging pattern which aligns expected demand and infrastructure servicing.

Hamilton-Auckland Corridor Plan & Implementation Programme 2020.

The Hamilton to Auckland H2A Corridor Plan outlines the agreed spatial intent for the corridor and a work programme of six focus areas and 13 key initiatives. The purpose of the Plan is to develop an integrated spatial plan and establish an ongoing growth management partnership for the corridor.

Under Focus Area 5, six priority development areas are identified. Of these, investigating alternate land use arrangements for the long-term development of Ruakura, including to the east of the Waikato Expressway, is identified as a priority development area within the Central Corridor of the Focus Area 5: Hamilton-Waikato metropolitan area.

Hamilton Waikato Metropolitan Spatial Plan 2020

The Hamilton Waikato Metropolitan Spatial Plan 2020 (MSP) is a vision and framework prepared by the Future Proof Partners for how Hamilton City and the neighbouring communities within Waipaa and Waikato districts will grow and develop over the next 100 plus years.

Priority Development Areas are identified and described as “distinct, targeted initiatives for the Future Proof partners to implement and give effect to the MSP”. The timing of implementation of Priority Development Areas is set out in the Urban Growth Programme as “Short Term” ie with a 3-5 year timeframe.

Investigating alternative land use arrangements for the long term development of Ruakura, including to the east of the Waikato Expressway are identified as initiatives for the Ruakura Priority Development Area.

Proposed Plan Change 1 to the Waikato Regional Policy Statement (National Policy Statement on Urban Development 2020 and Future Proof Strategy Update)

Ruakura East WEX is specifically shown as a new Strategic Industrial Node, consistent with Future Proof 2022 on Map 43 of Change 1, within the Short-Medium Term development 2020-2030 timeframe.

Aotearoa New Zealand Freight and Supply Chain Strategy - Ministry of Transport Te Manatū Waka August 2023

Goal One of the Aotearoa New Zealand Freight and Supply Chain Strategy 2023 is to protect, decarbonise, and improve nationally significant freight routes and infrastructure.

Goal Four is that Government policy enables the sector to accelerate emissions reduction and build long-term resilience.

The Strategy does not identify any particular priority development projects; however includes the Ruakura Superhub as a case study, of which Ruakura East WEX will be part of, as follows:

“The Ruakura Superhub is a large logistics zone that is being developed by Tainui Group Holdings (Waikato-Tainui) to meet an expected 60% increase in freight volumes in the area by 2042.

Ruakura Superhub will become the largest logistics and industrial hub in New Zealand and, when complete, will span over 500 hectares of land and will include an 84-hectare logistics zone. Included in the Superhub is an inland port which provides connectivity for high-capacity rail and road links between the major trade nodes of the New Zealand ‘Golden Triangle’ (Hamilton, Auckland, Tauranga) as well as southwards to the lower North Island. The inland port is a joint venture between Tainui Group Holdings and Port of Tauranga, who together will operate and expand the inland port as freight volumes grow.

Ruakura Superhub seeks to improve the freight system by transitioning the movement of freight away from the predominance of round-trip, road-based journeys towards more rail-based, one-way movements. With its large scale and links with the Waikato expressway, the Ruakura Superhub is expected to make it easier, cheaper and more sustainable to move goods to and from sea ports and throughout the upper North island.

Tainui Group Holdings has designed a range of environmental measures to support cleaner waterways, increase native habitats, and reduce the carbon emissions of the project. The inland port is expected to remove the need for 65,000 long-haul truck journeys each year, reducing carbon emissions by 600 tonnes per year. Tainui Group Holdings is also keeping track of the economic and social impacts of the development on Māori and Pasifika peoples and businesses.

This Superhub will provide increased resilience against supply chain disruptions, decreased cost of transport, increased volumes transported, all while decarbonising the national freight system – to the benefit to tenants, users and our environment alike.

The government has invested ^{§9(2)(b)(i)} into enabling public infrastructure for this strategic logistics development and see it as a project of national significance. The Ruakura Superhub is an example of how the Crown and iwi can work together to improve the freight and supply chain system”.

Tai Tumu Tai Pari Tai Ao, the Waikato-Tainui Environment Plan

Tai Tumu Tai Pari Tai Ao, the Waikato-Tainui Environment Plan 2013 is the Waikato-Tainui environmental planning document. The Plan identifies the importance and significance of enabling development of Māori owned and settlement redress land. It notes that the commercial benefit of any Waikato-Tainui development remains within the rohe and for the benefit of Waikato-Tainui tribal members and the wider community. The link between the economic and commercial success of Waikato-Tainui and their cultural and social success cannot be overstated. Waikato-Tainui have land development proposals that are indicative of the contribution and inherent interest that Waikato-Tainui has in sustainable and enhancing development within its rohe.

This statement is applicable to Ruakura East WEX because it is commercial redress land, and the commercial benefit of its development will remain within the rohe and for the benefit of Waikato-Tainui tribal members and the wider community.

Will the project deliver regionally or nationally significant infrastructure?

National significant infrastructure

Please explain your answer here:

Yes. The Ruakura Superhub, of which Ruakura East WEX logistics land will be part of, is nationally and regionally significant infrastructure. Ruakura Superhub will become the largest logistics and industrial hub in New Zealand, and this will be enhanced by the addition of further logistics land at Ruakura East WEX.

Ruakura Superhub will improve the national freight system by transitioning the movement of freight away from the predominance of round-trip, road-based journeys towards more rail-based, one-way movements. With its large scale and links with the Waikato expressway, the Ruakura Superhub is expected to make it easier, cheaper and more sustainable to move goods to and from seaports and throughout the upper North island.

The agglomeration benefits of the Inland Port, Industrial and Logistics land at this location are well recognised and a key strategic advantage. The provision of additional logistics land at Ruakura East WEX will further this advantage and provide for a more efficient and quicker utilisation of the potential of the Inland Port.

The national and regional significance of the Ruakura Superhub has been recognised already, including in 2013, when the plan change to establish it was determined to be a Matter of National Significance by the Minister for the Environment and referred to a Board of Inquiry. Included in the reasons for deciding that the matter was of national significance under s149J of the RMA 1991, the Minister stated:

“...the proposed inland port and logistics hub at Ruakura is uniquely located to provide strategic links to the upper North Island and nationally and internationally important infrastructure assets including:

- the proposed Waikato Expressway (Road of National Significance);
- East Coast Main Trunk railway line connecting the Waikato and Bay of Plenty region; and
- two of New Zealand's largest international ports, Ports of Auckland and Tauranga....

the proposed inland port and logistics hub, if enabled, has the potential to contribute to increased freight and transport efficiency in the upper North Island, and contribute to future reductions in the growth of road congestion, traffic incidents, road wear and tear and carbon emissions, including within the Auckland region

.....”.

Will the project:

Please explain your answer here:

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Yes. Ruakura is located at the heart of the Golden Triangle along key transport routes connecting Auckland, Tauranga, and the rest of the North Island. The Golden Triangle accounts for a significant portion of New Zealand's economic activity, which is expected to continue to grow due to sustained strong population growth.

Development of the Ruakura Superhub, which includes a good supply of adjoining logistics land, will attract jobs and investment to the Waikato region that might otherwise locate elsewhere. Due to the close proximity to key transport routes to New Zealand's two largest ports (POAL and POT), Ruakura will become a key hub for logistics and import and export businesses servicing the North Island. This grouping of similar businesses would create additional economic benefits through agglomeration effects, which will in turn attract further business to the area.

Economic and infrastructure consultants Castalia previously estimated that the economic growth enabled by the Ruakura Inland Port would be equivalent to be about **s 9(2)(b)(ii)**. These estimates remain valid in real terms (Source: Castalia: “Assessment of Regional and National Economic Significance of the Ruakura Intermodal Hub”, April 2024).

In addition to lower costs and improved competitiveness, the development of Ruakura as a commercial and industrial hub will provide increased employment opportunities for workers throughout the Golden Triangle. Even though the Ruakura development, through the attraction of businesses to the Waikato region will initially mean increased employment in Hamilton and Waikato, the efficient use of rail and transport infrastructure to create an interconnected Golden Triangle will increase business activity and employment throughout the Golden Triangle.

Ruakura will help to alleviate the constraints faced by Auckland and Tauranga. The Golden Triangle is expected to continue to have strong population growth in future years, increasing economic activity. However, population growth also leads to economic constraints. Auckland and Tauranga currently face many constraints, including high land prices, shortages of industrial zoned land, traffic congestion and infrastructure bottlenecks.

Ruakura is well positioned to alleviate some of these constraints and allow for increased activity in both the Waikato region and the wider Golden triangle. Hamilton City does not face the same land price and availability constraints as Auckland and Tauranga. Thus, continued development of a logistics hub, serviced by the Ruakura intermodal terminal, would likely be a lower cost option for logistics and import and export businesses to locate to, compared to locating in Auckland or Tauranga. The rail connection to both POAL and POT will provide businesses nearby to Ruakura to still have easy access to New Zealand's two largest ports (Source: Castalia 2024).

Will the project support primary industries, including aquaculture?

Yes

Please explain your answer here:

Yes, through supporting the Ruakura Inland Port with additional logistics land, which in turn has considerable benefits in providing access to markets for primary industries of the Waikato Region.

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?

Yes

Please explain your answer here:

Yes. Increased use of the Ruakura Superhub, which Ruakura East WEX logistics will be part of, will mean fewer trucks on the road but also more rail trips.

To account for this, the decrease in emissions from fewer road trips and an increase in emissions from more rail trips need to be factored in (Long-haul heavy trucks typically emit 105 grams of CO2 per tonne-km, which is 3.75 times more than the 28 grams of CO2 per tonne-km emitted by rail).

Castalia estimate that intermodal transport as a result of the Ruakura Inland Port, which the Ruakura East WEX logistics will directly connect to, could result in reductions of 918,000 tonnes of CO2 emissions from 2023 to 2053, given unconstrained capacity and demand in-line with its forecasts (Castalia 2024).

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

Not Answered

Please explain your answer here:

Will the project address significant environmental issues?

Not Answered

Please explain your answer here:

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

Yes

Please explain your answer here:

Yes, the project is consistent with regional planning documents, including spatial strategies as set out above which identify Ruakura East WEX as either a priority project, an urban enablement area for short to medium term implementation (2020-2030), or a new Strategic Industrial Node, including:

- Future Proof Strategy 2022;
- Hamilton-Auckland Corridor Plan & Implementation Programme 2020;
- Hamilton Waikato Metropolitan Spatial Plan 2020;
- Waikato Regional Public Transport Plan 2022-2032; and
- Proposed Plan Change 1 to the Waikato Regional Policy Statement (National Policy Statement on Urban Development 2020 and Future Proof Strategy Update).

While the land is not currently zoned for logistics in the Operative or Proposed Waikato District Plan, the Proposed Plan Change 1 to the Waikato Regional Policy Statement, directs through its policies that this occurs for new urban enablement areas within the time frames it specifies – in this case 2020-2030 (Method UFD-M48 – Land release in the Future Proof area, Change 1 to the WRPS).

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:

No, the project area has low risk in respect to climate change or natural hazards:

- It is not a coastal location and is not close to any major waterbody.
- The location is not a flood plain.
- Stormwater modelling and design for the site will take into account the predicted effects of climate change.
- CMW Geosciences advise in their Geotechnical Report that the site is located 35km from the Kerepehi Fault, which has a recurrence interval of 1:1,000 years. They therefore consider the risk of fault rupture affecting the site to be low.
- Liquefaction is a risk across the Hamilton Basin and through standard engineering practices is able to be mitigated, as has been demonstrated at the Ruakura Inland Port Project to the west and the Tuumata Rise development to the northwest.

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:

Tainui Group Holdings Limited has an enviable track record in developing land at Ruakura over the last 10 years, and has not had any instances of compliance and/or enforcement actions taken against it during this time.

Load your file here:

No file uploaded

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:

Chris Joblin, CEO Tainui Group Holdings Limited

Important notes