

Response ID ANON-URZ4-5F8H-G

Submitted to Fast-track approval applications
Submitted on 2024-05-01 21:57:47

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Bulletin Trust

2 Contact person

Contact person name:
Stephen Sutorius

3 What is your job title

Job title:
Director

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:

L2, 161 Cuba Street
Te Aro
Wellington 6011

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:

99 and 103 State Highway 1, Waikanae.

Refer attached:
- Subdivision plans

- Landscape strategy plans that includes a site location plan.

File upload:

Subdivision Plans.pdf was uploaded

Upload file here:

Landscape Strategy and Concept_V3.pdf was uploaded

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

Yes

upload file:

Record of Title.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

The Applicant and registered land owner is Bulletin Trustee Limited as trustee for the Bulletin Trust. This entity is a member of the Thames Pacific Limited group of companies, and Bulletin Trust is the Special Purpose Vehicle ("SPV") set up specifically to develop 99-103 State Highway 1, Waikanae.

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:

The Applicant is the legal owner of the entire Waikanae North site.

Section 2: Project details

What is the project name?

Please write your answer here:

Waikanae North

What is the project summary?

Please write your answer here:

Located within a growth area in the recently adopted KCDC Te Tupu Wai Growth Strategy, the development involves the construction of approximately 410 residential units with accompanying infrastructure, public open space and restoring riparian margins of Waimeha Stream and a Kakariki Stream tributary.

What are the project details?

Please write your answer here:

Bulletin Trust seek to utilise the fast-track consent process to obtain the necessary resource consents for the residential development at 99 and 103 State Highway 1, Waikanae comprising approximately 410 dwellings, including townhouses.

The project team confirmed in the early concept stages that the Site was suitable for residential development, given the many opportunities afforded to it, together with the ability to manage and mitigate site constraints. Identified opportunities, as outlined in the Urban Design Assessment, include the following:

- include a mix of residential typologies, including some comprehensively developed medium density typologies (duplexes) to promote affordability and a mixed community
- leverage amenity and variety of passive open spaces as outlook and recreation spaces for higher density housing
- extend and protect stand of native bush (kanuka and manuka), allowing edges to regenerate
- provide a transition/appropriate interface to the adjacent rural activity
- maximise potential connections to Manu Park and potential school and other supporting non-residential activities
- futureproof connections to adjacent land parcels to allow for a connected environment in the future (assuming future extension of the urban boundary is a possibility given the adjacent rural zoning)
- utilise stormwater management infrastructure to add amenity and sense of place and to manage existing flood issues
- provide physical and visual links with existing land forms (dunes) and maximise the ability to provide for visual interest and increased potential for views and solar access
- enhancement of ecological values of streams/water courses and other natural features
- speed reduction and pedestrian/cycle crossings over State Highway 1
- promote active modes of walking and cycling and utilise the cycle path on State Highway 1 to provide easy and safe access to town centre and train station.

Site constraints that have been responded to through subdivision design and layout, and the development of site-specific controls, covenants and guidelines, include the following:

- rural interfaces to north west and north east
- existing sand dunes and potential future ownership of them
- access restrictions along State Highway 1 (for both new intersections and individual driveway access)
- visual and aural effects of speed and volume on State Highway 1
- existing stream/drainage corridors
- overhead powerlines
- ecological sensitivity/fragility of native bush
- poorly drained areas and land below the 1% flood hazard level.

Ultimately, to make better use of the limited land resource that is highly accessible to public transport, social and community services, and to create opportunities for future integration with existing, emerging and envisaged residential environments, a residential development concept was advanced.

Ultimately, the density of the development is supported by the project team for the following reasons:

- The proposed site is of a size and shape that can be comprehensively and efficiently masterplanned and staged and accommodate a variety of block and road layouts;
- It extends the variety of living options in the proposed development and in Waikanae generally, providing greater choice and promoting housing affordability;
- It can access existing and potential future public transport routes, both bus and train;
- It is in close proximity of a proposed school site (Waikanae North);
- It is in close proximity of potential community services and facilities planned in Waikanae North;
- It benefits from good proximity to a range of active and passive recreational spaces, including neighbourhood parks, walking tracks and nature reserves;
- It has good internal visibility and connection to the proposed internal collector road network;
- The Site is flat and there are no topographical constraints that would require significant earthworks and/or retaining structures in order to accommodate medium density development;
- It benefits from visual relief provided by adjacent passive open spaces and increases the surveillance and safety of them; and,
- Any potential negative effects of higher residential density can be internalised within the wider development.

Based on the assessment of site context, and site opportunities and constraints, the following design intentions and outcomes were identified by the project team:

- The urbanisation of a parcel of land that is contiguous with the existing urban area, represents a logical expansion of the urban boundary and promotes compact urban form;
- A clear link and attractive entry experience from Manu Park;
- The provision of a variety of residential lifestyle options, ranging from large lots with detached family homes to smaller, more affordable two bedroom terraces;
- A “street based” development where dwellings actively front streets and the use of ROW’s and rear lots is minimised;
- The creation of a legible internal circulation system with provision for active transport modes through shared paths and bike parking and storage;
- The inclusion of a variety of active and passive open spaces (both public and private) to provide opportunity for recreation for both new residents and those in the immediate area;
- The retention of native bush and coastal dunes and public paths that enable access to and appreciation of them;
- The provision of pedestrian/cycle routes to enable residents to enjoy the natural features and processes of the site
- The clear ownership and maintenance of all open spaces, avoiding any “left over” spaces;
- The opportunity for a mix of single and double storey built forms and visually interesting streetscapes;
- The futureproofing of connectivity for future urban area expansion;
- The ability to stage development;
- Future proofing for electric car charging;
- The provision of an appropriate transition to adjacent rural land through consistent fencing, landscaping and building setbacks; and
- The adoption of a suite of development standards, covenants and design guidelines to ensure high quality built form and landscaping outcomes.

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

Please write your answer here:

The subdivision is likely to occur in seven stages as illustrated in the staging plan included with this application. In response to feedback from adjacent property owners, the roading connection to Manu Park will be implemented in the final stage. This will ensure that construction traffic does not enter and exit the site via Manu Park.

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

Please write your answer here:

Resource Management Act 1991

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

Please write your answer here:

Kapiti Coast District Council (whom have provided a letter of support for the fast track application)
Greater Wellington Regional Council

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

Please write your answer here:

The application to refer the Waikanae North development to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act), was approved and the fast track consent application was lodged on the 4th of October 2023 and on the 10th of October 2023, the EPA determined that the application complied with the requirements set out in clause 3, Schedule 6 of the Act and the referral order, and provided it to the panel appointed to determine the application. The Waikanae North Expert Conferencing Panel is currently reviewing the application.

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

No

Please explain your answer here:

The Applicant is the owner of the Site.

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

Please write your answer here:

The anticipated timeframes for development are as follows:

1. Planning Fast Track – 9 Months (July 2024 – March 2025)
2. Detailed Design and Council Engineering Approvals – 6 Months (March 2025 – August 2025)
3. Civils and Earthworks – 18 Months (August 2025 – January 2026)
4. Housing Construction – 24 Months (November 2025 – November 2026)

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Ngāti Toa Rangatira
Te Ātiawa Ki Kāpiti
Muaūpoko Tribal Authority
Kapiti Coast Regional Council
Greater Wellington Regional Council
Waka Kotahi NZTA
Adjacent property owners

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:

Ngāti Toa Rangatira
Consultation was undertaken with Ngāti Toa Rangatira staff during the referral stage and they confirmed that they would defer to Ātiawa. A letter was provided to accompany the fast track consent application.

Te Ātiawa Ki Kāpiti
Extensive engagement has occurred with Ātiawa over several years. Recent engagement has included direct engagement with the CEO Frank Hippolite and Kaumatua Matua Ra. This included a site visit that confirmed the iwi's views in relation to the watercourses located in the front portion of the Site. Recently, Mr Hippolite provided a letter confirming support for the development.

Muaūpoko Tribal Authority
Regular meetings were held with Muaūpoko Tribal Authority as well as site visits with project team consultants. Draft plans and proposal information were provided for review, input and comment. MIA have prepared a Cultural Impact Assessment to support the development.

Kapiti Coast District Council
Extensive consultation has been undertaken with Kāpiti Coast District Council on all levels including with Senior Executives and with Council Officers, including the team responsible for the development of the Growth Strategy.
Consultation between the project engineers and officers was undertaken in respect of:
- Vesting of roads, walkways and the stormwater attenuation area
- Servicing including off-site upgrades and the developer agreement
KCDC has also provided formal comments on the current fast track application.
Recently the CEO of KCDC has provided a letter of support for the development.

Greater Wellington Regional Council
Extensive consultation has been undertaken with GWRC included site visits by GWRC staff and advisors. GWRC has also provided formal comments on the current fast track application where no significant issues were raised. Direct correspondence with Metlink also confirmed immediate access to an existing public bus route on Main Road.

Waka Kotahi NZ Transport Agency

Extensive consultation has been undertaken with Waka Kotahi and formal comments were also provided with respect to the current fast track application. The comments confirmed acceptance with the proposed State Highway access and proposed noise mitigation.

Adjacent Properties

Extensive consultation has been undertaken with adjacent property owners. In addition, owners of adjacent (and nearby) properties were given the opportunity to provide formal comments on the current fast track application. No comments in opposition to the development were received.

Owner of 101 Main Road

Written approval for the current fast track application has been provided by the owners of 101 Main road.

Upload file here:

KCDC and Atiawa Letters.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:

N/A

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

The Site falls within the area of interest covered by the Treaty settlement with Ngāti Toa Rangatira. The Ngāti Toa Rangatira Claims Settlement Act 2014 gives effect to certain provisions of the deed of settlement signed by Ngāti Toa Rangatira, Trustee of the Toa Rangatira Trust and the Crown on 7 December 2012 and an amendment deed signed in November 2013.

The post-settlement governance entity associated with the Ngāti Toa Rangatira Treaty settlement is the Toa Rangatira Trust. Te Rūnanga o Toa Rangatira Incorporated is the trustee of this trust. The relevant principles and provisions set out in the Ngāti Toa Rangatira Treaty settlement are set out as follows:

Crown acknowledgements and apology

30. The Crown offers acknowledgements and an apology as part of Treaty settlement redress to atone for historical wrongs, restore honour, and begin the process of healing.

31. The Crown apology to Ngāti Toa expresses (among other things) deep regret for the cumulative effect of Crown actions and omissions, which severely damaged the iwi's social and traditional tribal structures, their autonomy and ability to exercise customary rights and responsibilities, their capacity for economic and social development and their physical, cultural and spiritual well-being.

32. The Crown says it hopes that the apology and settlement will mark the beginning of a new, positive and enduring relationship with Ngāti Toa Rangatira founded on mutual trust and co-operation and respect for Te Tiriti o Waitangi / the Treaty of Waitangi and its principles. 33. Affording respect to the views of the iwi on resource management matters and enabling its meaningful participation as a Treaty partner in resource management decision-making within its area of interest are important ways in which the Crown can give effect to these statements and aspirations.

There are no other cultural or commercial redress provided under the settlement would be directly affected by the project. The settlement does not create new co-governance or co-management processes which would affect decision-making under the RMA for the project.

Also, Muāupoko Tribal Authority Incorporated has a Crown-recognised mandate that identifies an area of interest for settlement negotiations which includes the project site. Treaty settlement negotiations between the Crown and Muāupoko Tribal Authority Incorporated are not active and no significant negotiation milestones have yet been achieved.

There are no other Crown-recognised mandates for negotiation of historical Treaty claims that cover the project area. However, as reflected in the Waikanae North Order in Council, Waikanae is a core part of the area of interest to Ātiawa for their future Treaty settlement negotiations and consultation with this iwi authority has been undertaken where support for the development has been confirmed.

There are also no relevant joint management agreements or Mana Whakahono ā Rohe to consider.

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?:

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

Yes

If yes, please explain:

The Applicant has confirmed with the iwi authorities that customary harvesting activities can occur across the site.

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:

The assessment of environmental effects included in the current fast track application included an assessment of the following actual and potential effects:

- a) Positive effects;
- b) Social and economic effects;
- c) Ecological effects;
- d) Landscape character and natural character effects;
- e) Visual amenity effects;
- f) Residential character and amenity;
- g) Earthworks and construction effects;
- h) Access and traffic generation effects;
- i) Subdivision effects;
- j) Geotechnical effects;
- k) Climate change and natural hazard effects;
- l) Historical and archaeological effects;
- m) Cultural effects;
- n) Noise and vibration effects; and,
- o) Reverse sensitivity effects.

The assessment in the current application concludes that adverse effects of the development will be less than minor, and minor on the environment (but not more than minor). Also, the assessment concludes that there is no potential for the Project to have significant adverse environmental effects, and adverse effects will be avoided, remedied or mitigated and any residential effects will be readily managed through the proposed draft conditions.

For reference, the current fast track application AEE has been attached.

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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:

NZ Coastal Policy Statement

The area is recognised as being part of the coastal environment in the District Plan and is listed as part of the Foxton Ecological District being described as 'low-lying sand country of a geologically recent composition'.

An assessment of the proposal against these provisions is included in the current application whereby it is concluded that the Proposal is consistent with

the relevant NZCPS provisions for the following reasons:

- The Proposal has identified key remnant dunes and native vegetation within the proposal site, developing the subdivision design and level of intensity in direct response to these elements or attributes. By creating no build and no earthworks areas (above RL22), the design has worked with the underlying landform to minimise proposed cut and fill works while creating build sites for additional housing for people (the community).
- The dune ridge running through the Site is to be protected from development along its higher slopes.
- The installation of infrastructure has been minimised with low impact design solutions proposed for stormwater collection/detention and the road design being modified to avoid sensitive areas or result in significant amounts of earthworks. The type of infrastructure is considered appropriate for the needs of the future population without compromising other values of the coastal environment.
- The development will connect to the existing urban infrastructure, through Waikanae North and State Highway 1.
- The preservation of natural character has heavily influenced the design and layout of the proposed subdivision and landuse.
- Waterways, native vegetation and important dune features have been identified and protected from development. Enhancement planting around K065 is proposed, which will assist in restoring the natural character of this vegetation which are currently degraded with weed species, stock grazing and rabbits. This work is likely to create improved habitats for indigenous species.

National Policy Statement on Urban Development

The Proposal is consistent with the objectives and policies in the NPS-UD for the following reasons:

- The development will enable a variety of 410 new homes with a mix of types to cater to a range of households including homes that will be affordable and in a location with good connectivity to Waikanae (Policy 1; sub-clause (a)(i));
- The Applicant is working with iwi and has confirmed opportunities for its people (Policy 1; sub-clause (a)(ii));
- The location of the Site provides good accessibility to Waikanae through enhanced and improved access to Waikanae (Policy 1; clause (c));
- The development supports the housing needs of the Kapiti District and sustainably manages a rural resource that is largely of poor quality soils and is not utilized for any primary production purposes (Policy 1; clause (d));
- The location of the application site being close to Waikanae will encourage walking and cycling and minimise the use of motor vehicles; there is also potential for the development to increase the viability of public transport links in the future (Policy 1; clause (e));
- The development manages stormwater and flooding effects, including climate change predictions relating to a 1:100 AEP flood event (Policy 1; clause (f)).
- The development comfortably satisfies the requirements 'to provide or realise development capacity'.

National Policy Statement for Freshwater Management

The development will be consistent with the NPS-FM for the following reasons:

- The development will minimise and mitigate its effects on ecosystems and waterbodies in a manner which give effects to Te Mana o te Wai, through careful design and integration between engineering, ecology and planning practises to ensure that sediment discharge is minimised and stormwater discharges are appropriately treated to protect the health of freshwater environments (including the downstream environments).
- No inland natural wetlands are to be reclaimed and careful design of the subdivision has enabled the wetlands within the Site to be contained within allotments to be vested with KCDC as local purpose reserves. The wetlands and 10m buffers around them will be planted and protected.
- The design of the development ensures that the values of the freshwater stream environments are enhanced and protected.
- Effects of the works which relate primarily to the control of stormwater and sediment have also been minimised. Best practice erosion and sediment controls will maintain the existing freshwater quality of the streams adjacent to the area of works and the downstream environments.
- The receiving environment is noted as being degraded by historic vegetation clearance and stock grazing. The stream environment is highly modified, being a stream network modified by farm drains and vegetation clearance, and is not identified as having outstanding values.
- Best practice stormwater management quantity and quality will ensure that the freshwater values of the receiving environment are maintained (and enhanced due to appropriate treatment and quantity control protecting from erosion). Specifically, the stormwater management response takes an integrated whole of-catchment approach to avoiding, remedying and mitigating the adverse effects on the receiving environments. The stormwater treatment devices will be used for treatment of contaminants, and detention (reducing erosion from increased quantity and velocities) will be provided the stormwater detention area, the enhanced stream corridors and through on lot devices.
- Potential adverse effects on stream habitat and ecology have been avoided, remedied and mitigated to a less than minor extent. Overall, the planting and restoration is considered to be a benefit to the wider area through an enhanced freshwater environment.
- The habitats of indigenous freshwater species will continue to be enhanced through habitat improvements such as the introduction of fish passage, as well as the placement of appropriate materials within the streams to create riffles etc and the riparian margin planting. These are positive outcomes given the significant damage that decades of farming activities have had on the stream network.
- The development will protect the freshwater resources within the Site by restoring them as described above and improving the water quality, and in turn, the health and well-being of the wider environment. In doing so, it protects the mauri of the wai and the freshwater will be managed in a way that gives effect to the concept of Te Mana o te Wai.
- The development will integrate stormwater, ecological and recreation functions as the wetlands and stream corridors will become accessible through the development of the drainage reserves and shared paths will connect these spaces with the eco-site and stormwater detention area. This will enable future residents and the community to provide for their social, economic, and cultural well-being, now and in the future through these facilities.
- The engineering designs prepared by Cuttriss address climate change.
- The Applicant and its consultant team has consulted with iwi and will continue to do so throughout the life of the development to ensure that the tangata whenua values and interests, including the principle of Te Mana o te Wai, are reflected in the outcomes associated with freshwater management.

National Environmental Standards for Freshwater

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NPS-F) regulates activities that pose a risk to the health of freshwater and freshwater ecosystems. The regulation has effect from September 3 2020 and as such, all resource consents must consider the provisions of the NES.

The NES includes provisions for rivers and wetlands as well as farming activities. The resource consent application will include seeking consent under the NES for earthworks and diversion of water within 100m and 10m of a wetland and for a culvert within a watercourse.

National Policy Statement for Highly Productive Land

A land use capability assessment prepared for the current application confirms that the site does not fall under the definition of Highly Productive Land. Therefore, the NPSHPL does not apply.

File upload:
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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:

Obtaining consent through the Fast Track Consenting Act, rather than the RMA will enable the Proposal to progress significantly faster than would otherwise be the case, with the resultant economic stimulus that would ensue.

The following matters have been considered when assessing suitability for this process, compared to the RMA process:

- Based on recent experience, a non-notified application for approximately 100 units, took 10 months to consent. This was largely due to routine exceedances of statutory timeframes currently occurring due to KCDC workloads.
- Any decision by KCDC or GWRC under the RMA would be subject to the appeals process which could add significant delays.
- The Applicant would likely be required to seek separate consents from both the KCDC and GWRC. While the integrated nature of development on the Site favors a joint application, even if the application were lodged as a single application, correspondence with KCDC and GWRC officers confirmed that the applications would be processed separately.

The use of the fast track process will see development works commence in the last half of 2025. This can be contrasted with the process under the RMA. Specifically, while the intended development of the Site for housing has recently been confirmed in the Growth Strategy, realising those aspirations through the RMA will be delayed through the consents required under the current District Plan. In the best-case scenario, if approvals for the Proposal were progressed under the RMA, it would likely be at least 24 – 30 months before development could commence.

Ultimately, the land has been identified and earmarked for urban development through a recent local government process and will deliver a well-functioning urban environment with the potential to provide benefits for both housing supply and catchment management.

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

Please write your answer here:

Referring the Waikanae North development through a fast-track consenting process would greatly enhance the efficient operation of the approval procedure.

Fast-tracking this project would enable timely approval and commencement of construction activities. By reducing significant time delays in consenting, the fast-track process can accelerate economic benefits, including job creation and infrastructural advancement, which are crucial for local development and growth.

Moreover, fast-tracking aligns with the intended purpose of streamlining and expediting the approval process for projects with significant benefits. It signifies a commitment to efficient governance and responsiveness to community needs (including the supply of housing to meet anticipated demand), ensuring that projects of significant benefits can progress without undue delay. Further, if this development can apply for consents through the fast track process, it will enable it to give effect to the new Growth Strategy that has been drafted to assist KCDC in meeting its obligations under the NPS-UD. The proposal is therefore consistent with strategic growth intentions of the District.

Overall, fast-tracking the Waikanae North development through the fast-track consenting process will bring about swift and tangible benefits, facilitating timely implementation while upholding the principles of efficient decision-making and responsive governance.

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

Local government plan or strategy

Please explain your answer here:

While the Site is currently zoned General Rural, it has been identified as a 'Medium Priority Greenfield Growth Area' in the KCDC's growth strategy 'Te Tupe Pai – Growing Well' ("the Growth Strategy") forming a natural expansion of the Waikanae North Development Area.

The Growth Strategy sets out KCDC's proposed approach for growth of the district over 30 years and states that, In an effort to minimise further fragmentation of highly productive farming and horticulture land, the Growth Strategy has sought to identify the areas for future housing through to 2051.

A comprehensive analysis, as set out within the Growth Strategy, underpins the identification of these growth areas, taking into account factors such as their proximity to existing urban centres accessibility to transportation networks and essential infrastructure, vulnerability to natural hazards, potential environmental impacts, preservation of fertile soils, and the imperative need to address the challenges posed by climate change.

The Growth Strategy demonstrates KCDC's recognition of the appropriateness of the Site for urban development. From a strategic standpoint, the Growth Strategy acknowledges the Site's advantageous proximity to the Waikanae town centre, noting that where more people live near rail stations, bus routes and connected active mode routes, the likelihood of encouraging alternative modes of transportation and reducing reliance on private vehicles is enhanced.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

Objective 10 of the RPS seeks to ensure that the social, economic, cultural and environmental, benefits of regionally significant infrastructure are recognised and protected. Policy 7 of the RPS also seeks to recognize the social, economic, cultural and environmental benefits of regionally significant infrastructure, Policy 8 of the RPS seeks to protect regionally significant infrastructure, and Policy 39 seeks to recognise the benefits from renewable energy and regionally significant infrastructure.

There is an inherent acknowledgement in the RPS that regionally significant infrastructure can provide benefits both within and outside of the region. This includes, among other things, the social, economic, cultural and environmental benefits of energy generated from regionally significant infrastructure. The development includes the new and extended regionally significant infrastructure including water supply, wastewater, stormwater and power infrastructure.

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

In relation to housing supply::

- The development would increase the residential housing supply by providing approximately 410 new dwellings to a market that has a significant shortage of housing.
- The development helps to achieve Policy 1 of the NPS-UD as it increases the range of housing available to the market.
- The development would introduce more competition into the market in the short-medium term, increasing market efficiency and placing downward pressure on house prices.
- The proposal would contribute to the housing shortage over the 2025-2030 period and ensure there is a competitive land and development market, which has significant economic benefits for the district relating to access to suitable housing, in terms of location, type and price, for the current and future population.

Based on the technical assessments undertaken to support the current application, the development will contribute towards a well-functioning urban environment for the following reasons:

- The proposed housing typologies will meet the housing needs of different households, including affordable houses.
- The development will make a notable contribution towards meeting the need for more new housing including detached, duplex, terrace and apartment typologies to enter the market, while increasing competition among developers. The proposal therefore supports and improves the competitive operation of land and development markets in Porirua and thus contributes towards meeting the provisions of Policy 1(d)
- The location and layout of the project, which integrates multi-modal transport choices, is intended to encourage alternative transport modes which will support reductions in greenhouse gas emissions.
- The development provides appropriate connectivity to adjacent urban areas as well as future opportunities for connections to adjacent sites and future precincts.
- The development seeks to develop the site 'within environmental limits' via the significant biodiversity and natural environment enhancements and water quality initiatives that are intended to protect/enhance on-site watercourses.
- In a financial sense, the Proposal will provide necessary infrastructure, roading and reserves, increase the patronage of public transport, making those facilities more efficient and/or enabling transport providers to provide additional services profitably (thereby increasing convenience for all patrons), and increase the customer base for local businesses.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Economic Assessment prepared to support the current application outlines the value-added and FTEs that the proposed development would generate. It is estimated that the construction of the proposed development would result in a total of 747 FTE jobs (186 FTE per year) and would contribute **S 9(2)(b)(ii)** to GDP. These jobs would be in roading, construction, landscaping, planting, land surveying, administration and support services and other related activities.

More generally, the Economic Assessment states that:

"The proposed development would provide additional employment and increase the range and relative affordability of housing in the study area. The project would have a positive impact on the social and cultural well-being of current and future generations by increasing the housing supply within the study area"

The Economic Assessment identifies that the economic impacts of the Proposal will include flow-on effects that arise indirectly from the development, these include:

- Salaries earned by local residents being spent on purchasing household goods and services, boosting the regional economy;
- Increased housing both through the provision of new housing in the development and the release of existing homes which are released back on the market;
- "New money" coming into the area as a result of the development;
- Increased household incomes flowing through the local community; and
- Possible increased visitor benefits.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

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:

Climate change effects, such as an increase in extreme weather events including storms, has been taken into account in the design of the development. The stormwater concept will be designed to the Council standards, with the general design to a 10% AEP rainfall level including 20% increase for climate change. Climate change will also be taken into account in the design of sediment control devices. Also, freeboard levels will be set at levels that are compliant with the NZ Building Code.

In terms of construction materials for the proposed dwellings, there is limited scope to avoid the use of greenhouse gas producing construction materials, such as concrete (particularly given infrastructure requirements of KDC's Subdivision and Development Principles and Requirements ("SDPR"), NZS4404 and the requirements of the Building Code), whilst still delivering affordable housing.

However, by designing the development to optimise intensity, a greater amount of housing can be provided for equivalent concrete and building materials than would be the case with a standard residential development. More specifically, the development includes a medium density precinct where over 50% of dwellings are proposed. Terrace housing is inherently more energy efficient than larger stand-alone houses due to the houses insulating one another through the shared use of party walls and reducing the external surface area available for heat loss.

Therefore, on a per house basis, the development will produce less greenhouse gas than a typical residential subdivision in the General Residential Zone. In addition, Bulletin Trust is mindful of the construction companies it uses to undertake development.

In terms of greenhouse gases from the development, when completed and people are living in it:

- The Site has reasonable proximity to employment opportunities and other essential services, thus enabling these to be accessed via walking and cycling. This also ensures that travel distances are minimised, even where that must be undertaken by private vehicle.
- The Proposal will assist in facilitating a reduction in greenhouse gas emissions compared to what would otherwise result if that housing capacity was delivered further afield (including in other growth areas identified in the Growth Strategy), by providing housing capacity in close proximity to community infrastructure and employment opportunities.
- The Site has good access to the local public transport network and is convenient (including easy cycling access) to the Waikanae Train Station thereby minimising the reliance on private motor vehicles and walking distance to existing bus stops. Further new bus stops will be established with the new road network. The Proposal has maximised opportunities for walking and cycling connections, thus minimising the reliance on private motor vehicles. Walking and cycling facilities are proposed within road reserves, and through key site features including the stormwater detention area, eco-site and dunes. In addition, the proposal includes a key shared path linkage to connect to State Highway 1. The gradients and construction materials for the pedestrian and cycle facilities will ensure that these can also be utilised by micro-mobility devices. These factors will assist with the reduction of vehicle emissions as a consequence of an increase in density of development on the Site.
- The Medium Density Precinct has sought to strike an appropriate balance between providing carparks and encouraging the use of alternative modes of transport. The train station and the Waikanae Town Centre is within easy cycling distance and there are appropriate connections to both.
- The assessment of economic and social well-being has highlighted that this development has good access to the day-to-day products and services which people need, thereby minimising the distance they need to travel and enabling them to access their day to day needs by either walking or cycling.
- Electric car chargers will be provided on-site, facilitating and encouraging the use of electric vehicles over fossil-fuel based vehicles.

Based on the above, the use of the Site will have a relatively lower level of greenhouse gas emissions compared to other forms of residential development or other sites (including those identified as future growth areas). In addition, by providing a range of typologies including smaller 1 and 2 bedroom townhouses, people on modest incomes will be able to live in new buildings which are designed and built to achieve modern insulation and energy efficiency standards. They will therefore use less energy to heat their homes and will be able to do so using less electricity (e.g., with heat pumps rather than inefficient heating sources).

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

Yes

Please explain your answer here:

The development includes measures adopted recommendations from the project civil engineers and geotechnical engineers with respect to flooding and geotechnical hazards, has been designed to mitigate potential effects of these hazards. Adherence to the recommendations made in the geotechnical reports for future earthworks, batter slopes, retaining walls and building platforms will ensure that the land is suitable for the proposed subdivision.

With respect to climate change, the Proposal has taken into account the potential for flood events that have made allowances for climate change. The proposed stormwater management system specifically takes into account flooding hazards and the effects of climate change have been specifically built into the stormwater device design and calculations.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

While consideration of effects is a fundamental requirement and feature of the New Zealand planning system which the Panel will be very familiar with, the term “adverse effects” in this case deserves focus. The RMA confirms that effects are to be considered regardless of scale, intensity, duration or frequency of the effect. Just because the scale of the Proposal is significant, it should not be inferred that associated “adverse” effects will be the same. To the contrary, the scale of the Proposal allows effects to be minimised and rationalised. Put simply, it is not necessarily the case that the bigger the project, the more significant the adverse effects will be.

There is no potential for the Proposal to have residual significant adverse environmental effects as has been made clear in the technical reports already completed for the current application. Measures have been incorporated into the development to ensure residual significant adverse effects can be avoided and/or reduced to an acceptable level.

Such effects have already been avoided through the iterative and comprehensive masterplanning process via:

- Avoiding direct effects on watercourses and wetlands.
- Retaining and enhancing the eco-site.
- Retaining the significant dune landforms within the site.
- Managing stormwater discharges on-site in terms of both stormwater quality and quantity.
- Providing the main access to the development via the former State Highway.

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

Yes

Please explain your answer here:

Yes, inherently consistent.

The Site has been identified as a ‘Medium Priority Greenfield Growth Area’ in the KCDC’s growth strategy ‘Te Tupe Pai – Growing Well’ (“the Growth Strategy”) forming a natural expansion of the Waikanae North Development Area.

The Growth Strategy sets out KCDC’s proposed approach for growth of the district over 30 years and states that, In an effort to minimise further fragmentation of highly productive farming and horticulture land, the Growth Strategy has sought to identify the areas for future housing through to 2051.

A comprehensive analysis, as set out within the Growth Strategy, underpins the identification of these growth areas, taking into account factors such as their proximity to existing urban centres accessibility to transportation networks and essential infrastructure, vulnerability to natural hazards, potential environmental impacts, preservation of fertile soils, and the imperative need to address the challenges posed by climate change.

The Growth Strategy demonstrates KCDC’s recognition of the appropriateness of the Site for urban development. From a strategic standpoint, the Growth Strategy acknowledges the Site’s advantageous proximity to the Waikanae town centre, noting that where more people live near rail stations, bus routes and connected active mode routes, the likelihood of encouraging alternative modes of transportation and reducing reliance on private vehicles is enhanced.

Anything else?

Please write your answer here:

The statement above outlines that the application must be supported by an explanation as to how the project will help achieve the purpose of the Bill, that is to “provide a fast-track decision-making process that facilitates the delivery of infrastructure and development projects with significant regional or national benefits”.

The development of Waikanae North will achieve the purpose of the Bill as it is, for the reasons outlined below, a development project with significant regional benefit:

- (a) The site, together has been identified as a future growth area in the KCDC Te Tupu Wai Growth Strategy
- (b) It will deliver extended and new regionally significant infrastructure
- (c) It will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment
- (d) It will deliver significant economic benefits
- (e) It will support climate change mitigation, including the reduction or removal of greenhouse gas emissions
- (h) It will support adaptation, resilience, and recovery from natural hazards
- (i) It will address significant environmental issues

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?

Yes

If yes, please explain:

Yes insofar that development must ensure appropriate consideration of both climate change and natural hazards is given.
Refer earlier climate change discussion.

In relation to potential flood hazard risk, detailed flood modelling was undertaken for the current application where it was concluded that significant risks associated with flood hazard can be appropriately managed.

With respect to liquefaction hazard, the development has been designed to align with recommendations of WSP and ENGEO with respect to earthworks and foundation design.

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:

No enforcement or compliance actions have been taken against Bulletin Trust.

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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:

Stephen Sutorius

Important notes