

Response ID ANON-URZ4-5FSF-9

Submitted to Fast-track approval applications
Submitted on 2024-05-02 14:12:17

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Bell Road Limited Partnership

2 Contact person

Contact person name:
Nathan York

3 What is your job title

Job title:
Manager

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 11057, Palm Beach,
Pāpāmoa 3151

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

Yes

Organisation:
c/- Bluehaven Group

Contact person:
Nathan York

Phone number:
s 9(2)(a)

Email address:
s 9(2)(a)

Job title:
CEO

Please enter your service address:

Level 1, Excelsa Centre,
1 Golden Sands Drive,
Pāpāmoa Beach

Section 1: Project location

Site address or location

Add the address or describe the location:

Bell Road, Pāpāmoa, Western Bay of Plenty District

File upload:

Bell Road Property Boundaries - Street and Aerial Maps.pdf was uploaded

Upload file here:

Wairakei South Framework Plan.pdf was uploaded

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

Yes

upload file:

Bell Road Combined Registered Titles.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

Bell Road Limited Partnership, owner

CT 605743, SECT 12 SO 458365, 1.7884 hectares

CT 606872, SECT 13 SO 458365, 59.9413 hectares

CT 893643, LOT 1 DP 537375, 15.2909 hectares

CT 624307, LOT 1 DPS 69524, SECT 26 SO 427562, 21.4595 hectares

CT SA64B/396, LOT 1 DPS 54113, LOT 2 DPS 81677 24.3230 hectares

Sub-total of area: 122.8031 hectares

BTSR TGA Hurst Trustee Limited (Dave Hurst), owner

CT 828501, SECT 19 SO 490071, 137.3327 hectares

CT SA748/22, LOT 1 DP 30374, 80.0241 hectares

Sub-total of area: 217.3568 hectares

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, Bell Road Limited Partnership is the developer of the proposed project.

Bell Road Limited Partnership owns ~123 hectares of the development land (Northern block) and has an option to acquire the additional ~217 hectares (Southern block), currently owned by BTSR TGA Hurst Trustee Limited.

Section 2: Project details

What is the project name?

Please write your answer here:

Wairakei South

What is the project summary?

Please write your answer here:

A development opportunity of considerable scale (~356 hectares), that has the ability to meet the significant under supply of business and residential land in the Western Bay sub-region, particularly Tauranga.

The project land is also strategically placed, so it can utilise key existing infrastructure, and acts as an extension to the existing Wairakei Urban Growth Area, one of the largest suburban areas of Tauranga currently operating and under further development.

What are the project details?

Please write your answer here:

Proposed project:

Large-scale, comprehensively planned, mixed use development, with a focus on delivering both industrial and residential land uses.

The net developable area has the ability to deliver 2,000-3,000 new homes and approximately 60-80 hectares of new industrial land activity in the future for Tauranga and the Western Bay of Plenty sub-region.

Purpose:
New and readily available land supply, to address the Western Bay of Plenty sub-region's significant shortage of business and residential property.

The recent SmartGrowth Housing and Business Capacity Assessment (HBA) for the Western Bay of Plenty sub-region (dated 2022) identifies a significant deficit in housing supply in the short term (1,400), medium term (2,780) and long-term (3,000) which this project can address, notwithstanding the New Zealand housing market outlook in 2024 is arguably worse than compared to 2022.

Similarly with business land including industrial, Tauranga will face land capacity constraints over the medium-term (24 ha) and longer-term (331 ha) based on the same HBA report noted above. Potentially the shorter-term is also an issue if appropriate infrastructure investment is not addressed in a timely manner, and the need for Mount Maunganui to relocate industrial businesses due to air quality concerns requires immediate attention.

- Objectives:
- 1. To create further housing and business land to address the sub-region's current housing and business land supply crisis.
 - 2. To plan for and develop a well-functioning urban environment.
 - 3. To substantially enhance the sub-region's economy and employment outcomes.
 - 4. To ensure low natural hazard risk achieved after completion of the development.
 - 5. To work collaboratively with the various statutory bodies including Councils, NZTA, and with Tāngata / Mana Whenua.
 - 6. To provide cost-effective developer led infrastructure, as well as utilising existing or planned transport and three waters infrastructure.
 - 7. To create positive on-site ecological and recreational benefits, by establishing a regional wetland restoration project.
 - 8. The ability to commence physical works within 2 years from the appropriate zoning and resource consents being granted.

Activities:
The table below which sets out the various land uses for Wairakei South:

Land Use	Approximate Total Area (ha)	% of Total Area
Mixed Use Development Areas	153 ha	43.0%
Existing Stormwater Corridors	12.9 ha	3.6%
Stormwater Management Areas	162.7 ha	45.7%
State Highway Buffer Reserve	4.2 ha	1.2%
Primary Road Network	23.2 ha	6.5%
SUB TOTAL (Total Site Area)	356 ha	100%

The Bell Road Limited Partnership shareholders are long-term and practicing developers, who are very active in the Wairakei Urban Growth Area and other areas of the sub-region. This very experience and adaptability of the applicant, ensures the Wairakei South development plan can adjust the mixed-use development area between housing, industrial, employment and commercial land uses.

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

Please write your answer here:

Below is the estimated development programme timing for Wairakei South:

- Resource consents 2024-2026
- Site earthworks 2026-2030
- Bulk infrastructure 2027-2032 (SH2 interchange connection + 3 waters)
- Individual staged infrastructure 2027-2041 (internal roading, utilities, site engineering)

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:

- Western Bay District Council
- Tauranga City Council
- Bay of Plenty Regional Council

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

Please write your answer here:

No applications have been lodged at this stage. However, Bell Road Limited Partnership has been preparing information for a future Private Plan Change application and has also made a submission via the SmartGrowth Partnership (made up of Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council, Tāngata Whenua and Central Government) to have the Wairakei South development area to be included as a Priority Development Area and to be integrated into the Future Development Strategy.

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

No

Please explain your answer here:

No, this project will be solely authorised by the Bell Road Limited Partnership.

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

Please write your answer here:

Detailed design:

- Concept planning has been completed.
- Preliminary engineering, stormwater modelling and geotech assessment has been completed.

Procurement:

- Northern land blocks (~123 hectares) has been acquired.
- Current option to buy the Southern land blocks (~217 hectares).

Funding:

- Initial funding is in place with equity contributions from the shareholders of the Bell Road Limited Partnership.
- Bank debt will also be used, along with the recycling of capital to continue the development.

Site works commencement:

- Estimated commencement date of physical works is 2026, subject to the appropriate resource consents in place.

Completion:

- Estimated completion date for the total development of the subject property is 2041.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

1. Local authorities including Western Bay of Plenty District Council, Tauranga City Council and Bay of Plenty Regional Council.
2. Central Government agencies including NZTA (Waka Kotahi) and Ministry for the Environment.
3. Tāngata / Mana Whenua, including Te Kapu o Waitaha and the Kaituna River Authority.

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:

Engagement with Tāngata Whenua has commenced and ongoing.

1. The applicant has met with Te Kapu o Waitaha (Mana Whenua) to introduce the development project, following a preliminary project introduction.
2. The applicant is scheduled to meet with Te Maru o Kaituna River Authority (which includes five members from different Te Arawa iwi) on 3 May 2024.
3. Local Authorities and Central Government engagement has occurred via the SmartGrowth submission process outlined in Section Two of this application.
4. Preliminary introduction to the project has also occurred with Ngai Te Rangi, with other Tāngata Whenua engagement pending.

Bell Road Limited Partnership also meets with the Kaituna Catchment Control Scheme Advisory Group, every 6 months.

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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:

No Public Works Act processes are required for the project.

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

Wairakei South land is in private ownership.

The applicant is continuing to research this subject matter. However, to date the applicant is not aware of any treaty settlements that apply to the development area properties.

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?

No

If yes, please explain:

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:

Historical flooding

The area has been susceptible to historical flooding, and therefore requires mitigation works to be provided including raised building platforms, flood retention swales, pumping systems, and stormwater ponds to provide a low-risk urban development.

Independent expert analysis including geotech (Engeo), engineering (Lysaghts), stormwater modelling (DHI) and transport (Mott MacDonald) has already been completed by the applicant to substantiate these mitigation works, which are considered best practice systems currently applied in the Western Bay of Plenty sub-region.

Liquefaction

The area is susceptible to liquefaction and lateral spreading, like other development areas along the eastern corridor of Western Bay of Plenty. Initial investigations show that it is feasible to mitigate risk through raised ground levels, pre-loading, and ground treatment. Buildings will also have their appropriate structural engineering methodologies adopted as well.

Tsunami

Susceptibility to tsunami can be mitigated through warning and evacuation systems like all other development areas (current and planned) along the eastern corridor of Western Bay of Plenty. The added benefit of this development area is its southern adjacency to the Tauranga Eastern Link (SH2), which acts as a natural buffer from the coast.

Loss of productive land

The land is not highly versatile land given constraints such as its low-lying nature and peat soils. The land is not class 1 and only parts class 2, the land has limited productive potential as arable land for cropping or orcharding. The land is currently used as a dairy run-off block and would therefore have minimal impact on rural production activities in reverting to urban development.

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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:

NPS-Urban Development (NPS-UD)

The Wairakei South project is entirely consistent with the NPS-UD, both in the current and future intended environments. In particular, the project:

1. Clearly demonstrates a well-functioning urban environment that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and in the future; and
2. Can provide sufficient development capacity to meet the different needs of people and communities.

The Wairakei South project also:

- a) Enables more businesses to be located in areas of urban environment in or near a centre zone or other area with many employment opportunities and where there is high demand for housing (Objective 3);
- b) Recognises that New Zealand's urban environment develop and change over time in response to the diverse and changing needs of people, communities, and future generations (Objective 4);
- c) Enables as a minimum a variety of sites that are suitable for different business sectors in terms of location and site size; and supporting the competitive operation of land and development markets (Policy 1(b) and 1(d));
- d) Has regard to planned urban built form anticipated by those RMA planning documents that have given effect to the NPS; and that this may involve significant changes to an area and those changes may impact amenity values, including by providing increase and varied housing densities and types, and this is change is not an adverse effect (Policy 6); and
- e) Assists greatly in the current deficit faced by the sub-region for short-term and medium-term housing supply (Policy 2).

NPS-Highly Productive Land (NPS-HPL)

The existing land is class 2 and 3 land under the New Zealand Land Resource Inventory (NZLRI) maps.

It is proposed that the Wairakei South properties will have minimal impact on the sub-region (district) with regard to low productive capacity, as:

1. The land is not highly versatile land given constraints such as its low-lying nature and peat soils; and
2. The land has limited potential as arable land for cropping or orcharding.

It is also proposed that the Wairakei South project and is well suited for providing significant new land capacity for both residential and industrial uses, where demand is required.

NPS-Freshwater Management (NPS-FW)

The Wairakei South project is consistent with the NPS-FW. In particular, we can note the following:

1. There are no defined wetlands on the land, either natural or constructed by artificial means and no waterways in terms of rivers.
2. The development project is not within 10m of a "natural wetland" as defined under the NPS-FW, therefore, no consents are triggered.
3. It is also proposed to establish ~163 hectares of new wetlands on the land for recreational and stormwater purposes to ensure that natural and physical resources are appropriately managed and consistent with the principles of Te Mana o te Wai.

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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, the Fast Track process will enable timely consenting of the development project, which would otherwise be subject to a Private Plan Change and resource consenting which will take over ten+ (10+) years to complete.

Therefore, no urban development would be realised from the site until 2036 and therefore much needed new housing and business land will not be delivered until post 2036.

To illustrate the significant delays to achieve to achieve urban zoning in Tauranga, the recent Plan Changes of Te Tumu and Tauriko in Tauranga have been in planning for at least 14 years and are still yet to be completed. Prior to these two areas, the last large-scale Plan Change Area in Tauranga was the Wairakei Urban Area, which commenced in 2000 and was finally adopted in 2012, some 12 ago.

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

Please write your answer here:

The abbreviated timeframe of the Fast Track process has the ability to satisfy the significant under supply of business and residential land in the Western Bay sub-region. Tauranga city is at a crisis stage, with a huge deficit in both housing and industrial land.

The Wairakei South project has the ability to deliver 2,000-3,000 new homes and approximately 60-80 hectares of new industrial land.

By Fast Tracking the Wairakei South project, also facilities further strategic infrastructure being delivered in the area by the developer, including transport infrastructure and 3 waters infrastructure.

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

Not Answered

Please explain your answer here:

No.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The Wairakei South project will assist in completing the Papamoa East Interchange (PEI) which is currently under construction and a regionally significant transport infrastructure, along SH2. With the Fast Track process, the project provides the ability to integrate a southern onramp as part of these current works.

The PEI creates immediate access to the Tauranga Eastern Link (SH2), the main transport corridor from the east into Tauranga and the port and also provides a contiguous link into the existing Wairakei Urban Area.

The use of existing infrastructure by Wairakei South has significant obvious advantages over other future development areas, which require major network upgrades, which have yet to be designed, consented, funded, constructed and/or made operational.

Wairakei South also proposes to create an extensive stormwater and recreational wetland reserve that has the ability to assist in mitigating historical flooding to low lying areas of the wider catchment, while providing a community asset of considerable utility, being the wetland area of regional scale. This is relevant, as it is understood that over 90% of original wetlands have been lost in the catchment.

Will the project:

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

Please explain your answer here:

The Wairakei South project has the ability to deliver 2,000-3,000 new housing stock for the Western Bay of Plenty sub-region.

A number of housing and resident needs can be catered for including:

- A range of differing housing typologies and choices are proposed;
- A network of walkable housing neighbourhoods to be created; and
- A multi-modal transport environment including a direct connection to the adjacent Town Centre of Wairakei via the interchange currently under construction.

The Wairakei South development area can contribute to a well-functioning urban environment because it has strong spatial logic at macro urban scale.

Being located alongside the existing Wairakei and planned Te Tumu Urban Growth Areas, Tauranga Eastern Link (SH2), is immediately adjacent the Papamoa East Interchange (PEI) and has future connection possibilities to Te Puke, which are all important components.

The multitude of existing, planned, and future proposed land uses allows a highly functioning environment that has a strong live-work-learn-play framework. As a result, the community will have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces.

Equally important is the integrated delivery of land use and transportation to be achieved within the development area through a multi-modal approach including walkable neighbourhoods, clear public transport nodes, connected cycle networks and defined routes for industrial areas.

Large scale wetlands are to be created to offer significant ecological, cultural, and recreational values and will lead to significant water quality

improvements in the area.

The industrial land to be provided, will also provide future employment business opportunities for the existing and future residents of Pāpāmoa, Wairakei and Te Puke

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Yes. The Wairakei South project has been assessed by an economist (Urban Economics) to provide substantial economic and employment benefit to the Western Bay of Plenty sub-region including the following:

- A direct GDP contribution of \$363.3m, supporting employment of 2,760 FTEs.
- An indirect GDP contribution of \$413.4m, supporting employment of 3,115 FTEs.
- A total economic impact of \$779.9m to GDP, supporting employment of 5,870 FTEs.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Aquaculture or primary industries are not land-uses contemplated in Wairakei South.

However, the proposed industrial land area occupants (for e.g. trade, manufacturing, transport, utilities, construction, services) will inevitably have a support role to the wider agricultural and primary sectors of Bay of Plenty.

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

No

Please explain your answer here:

Excluding the investment of the ecological wetland areas, the development of natural resources, including minerals and petroleum are not land-uses contemplated in Wairakei South.

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

Yes

Please explain your answer here:

Yes. The proposed land use and transport planning combined for Wairakei South encourage mode shift and reduced reliance on private motor vehicles, reducing energy consumption, reducing greenhouse gas emissions, and improving air quality.

Wairakei South is the nearest new industrial development area to the Tauranga City and Port (as a key sub-regional hub) by drive time and/or distance (estimated at 21 min or 20km). As a result, future transport movements between the development area and the port will notably less in comparison to other new industrial areas. The reduction in greenhouse (Co2) emissions over time will be significant.

The large-scale ecological wetlands and plantings and the multi-model approach and compact form of the development will also assist with reducing greenhouse emissions.

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

Yes

Please explain your answer here:

Yes. Independent expert advice has recommended the following measures for Wairakei South, to manage natural hazards:

- Flood freeboard of 0.5m minimum per statutory authority guidelines.
- Landform surface grades of 0.5% minimum.
- Average preload settlement allowance of 1.5m.
- Average earthquake and creep settlement allowance of 0.3m.
- Site is located above and outside Tsunami modelling area and protected from Tsunami by the Tauranga Eastern Link (SH2) corridor embankments.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

Yes, in the past the wider catchment has been susceptible to historical flooding. However, with what Wairakei South is proposing, various mitigation works including raised building platforms, flood retention swales, pumping systems, and stormwater ponds, not only provide a low-risk urban development, and assist in addressing flooding issues.

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

Yes

Please explain your answer here:

Yes. From a local a location perspective, Wairakei South is an ideal strategic fit for future development for a number of reasons, including:

1. The property is positioned immediately adjacent to the Tauranga Eastern Link (SH2) and utilises a completed state highway network corridor, that is fully functioning with a high degree of efficiency.
2. Wairakei South acts as an extension to the existing and thriving Wairakei Urban Growth Area, with an expansion option of sizeable scale. This expansion will enhance a well-functioning urban environment through greater intensification, improve connectedness via a multimodal transport system, and provide access to a huge community of existing (and new) residents & employees. This approach has been referred to as the Connected Centres Development Strategy, which underpins the Future Development Strategy (FDS).
3. This "Connected Centres" adopted by the sub-regional SmartGrowth Strategy supports the Wairakei South connection to The Sands Town Centre, a sub-regional centre. The Sands is identified to service not only the Wairakei and Te Tumu Urban Growth Areas, but the Tauranga Eastern corridor covering Tauranga City and Western Bay of Plenty Council areas and is formally recognised in the Tauranga City Plan.

Anything else?

Please write your answer here:

- The Wairakei South proposal is master planned by way of a detailed framework plan.
- The development area is of a large enough in scale to contribute towards the current undersupply of both business and residential land in Tauranga.
- The site offers great regional accessibility and takes advantage of the Tauranga Eastern Link (SH2) and Pāpāmoa East Interchange (currently under construction) for this access.
- There are benefits of funding and delivery of infrastructure being developer led.
- The effects of climate change and natural hazards have already been assessed in terms of technical reporting.
- The site is in close proximity to large employment nodes, including The Sands Town Centre and Rangiuru Business Park.
- The wetlands proposed offer substantial stormwater management advantages and provide ecological benefits which are regionally significant.
- The project provides a huge economic contribution to the Western Bay of Plenty sub-region, including \$779.9m positive impact to GDP, supporting employment of 5,870 FTEs.

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:

There is the potential for Wairakei South being affected by flooding and sea levels rising. However, the project is to be mitigated against these risks, by best practice solutions including raised building platforms, flood retention swales, pumping systems, and stormwater ponds.

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:

Bell Road Limited Partnership has not had any enforcement or compliance actions against itself.

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:

Nathan York

Important notes