

Response ID ANON-URZ4-5FGU-C

Submitted to Fast-track approval applications
Submitted on 2024-05-03 14:45:35

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Classic Group

2 Contact person

Contact person name:
Phillip Nicholson

3 What is your job title

Job title:
Development Manager

4 What is your contact email address?

Email:
info@classicdevelopments.co.nz

5 What is your phone number?

Phone number:

s 9(2)(a)

6 What is your postal address?

Postal address:

160 Seventeenth Avenue, Tauranga South, Tauranga 3112

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 project is located to the south of Warkworth. The project is currently going through a Private Plan Change process (Plan Change 93 to the Auckland Unitary Plan (AUP)) to rezone approximately 159ha of land. Attachment A outlines the land holdings of the Plan Change area, along with the Certificates of Title. Given the land is owned by a variety of co-operating landowners, the proposed Fast Track Approval process subject to this application for a listed project relates solely to the land under the control of KA Waimanawa Limited Partnership and Stepping Towards Far Limited, approximately 88.4ha, namely:

West of Old State Highway One

40 Valerie Close, Warkworth (Lot 3 DP 539629) – 16.3ha

1723 State Highway 1, Warkworth (Lot 2 DP 539629) – 5ha

1711 State Highway 1, Warkworth (Lot 1 DP 539629) – 5ha

36 Valerie Close, Warkworth (Lot 4 DP 539629) – 2ha

46 Valerie Close, Warkworth (Lot 3 DP 155544) – 8ha

123 Valerie Close, Warkworth (Lot 6 DP 155544) – 5.6ha

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

Yes

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Attachment A - Landholding Details.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

This information is contained within Attachment A.

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:

This information is contained within Attachment A and the 'Submitters details' section.

Section 2: Project details

What is the project name?

Please write your answer here:

Warkworth South (Waimanawa)

What is the project summary?

Please write your answer here:

The project proposes to provide for a local centre of approximately 3.38ha to meet the needs of the new community, which is accessible and close to a future public transport hub and active recreational space. Approximately 1,200 dwellings will be constructed of different typologies with terraced housing being in close proximity to the local centre and stand-alone dwellings, including large lot type sections, adjacent the rural areas to create an appropriate transition.

Connections to a series of open spaces to provide for a range of passive and active recreational activities to meet the needs of the future Warkworth South community.

Providing an arterial/collector road through the development, known as the Wider Western Link Road, connecting old State Highway 1 with the possibility of connecting to a new interchange for State Highway 1, in line with the Warkworth Structure Plan.

What are the project details?

Please write your answer here:

KA Waimanawa Limited Partnership

Classic Group has partnered with the New Zealand Super Fund to form the KA Waimanawa Limited Partnership to progress this development in conjunction with Stepping Towards Far Limited and to develop that land on the western side of SH1 owned by KA Waimanawa Limited Partnership. KA Waimanawa Limited Partnership purchased this land in 2021 from Endean Farms Limited and has agreements in place for the future purchase of additional land owned by Endean Farms Limited.

Kaha Ake (KA) brings together New Zealand Super Funds long-term financial support and Classic Group's 27 years of land development and build experience to support the creation of homes at pace and scale around New Zealand. Kaha Ake has the land supply, the capability, and the financial backing to make a meaningful impact to New Zealand's housing supply. The key to unlocking this potential is the fast-track application process.

Stepping Towards Far Limited

Stepping Towards Far Limited has signed the Sale & Purchase Agreement with the current owner of the land, Thriving Development Limited. Stepping Towards Far Limited has the right to develop the land. The land is at 1738, State Highway 1, Warkworth, which is approximately 46.5h on the eastern side of SH1. In addition, they have partnered with adjoining landowners to incorporate an additional approximately 15ha into the project area area. Stepping Towards Far Limited will partner with a development and construction company for the development of their land.

The key objectives, principles and elements of the proposal are:

Recognising the importance of the upper reaches of the Mahurangi River to the environment and particularly the current and future amenity of this valley as it is urbanised.

Recognising the importance of a number of tributaries to the Mahurangi River within the plan change area by identifying and protecting key watercourses which traverse the subject land and feed the upper reaches of the Mahurangi River.

Recognising the importance of the eastern escarpment to the character and visual amenity of the area by protecting it from over-development through creating larger lot sizes.

Recognising the Avice Miller Reserve and protecting it by limiting the density of residential development alongside it.

Recognising the importance of and providing for the proposed Wider Western Link Road.

Assisting in delivering on the key planning principles identified in the Warkworth Structure Plan including providing quality connected residential neighbourhoods to support the planned growth of Warkworth in accordance with the Structure Plan and enabling a range of housing typologies to encourage a diverse community.

Managing stormwater in such a way as to ensure stormwater treatment is achieved prior to discharge and to avoid the risk of increasing the downstream flood hazard.

Creating a series of green networks primarily based on existing watercourses and enhancing public access to and within this green network and particularly along the upper reaches of the Mahurangi River.

Creating a range of lot densities to promote a range of housing typologies to ensure an efficient use of the land resource in a manner which results in a liveable community that is sympathetic to the natural topography and features.

Providing for a local centre to meet the needs to the new community and which is accessible and close to the future public transport hub, and the future active recreational open space.

Providing for a series of open spaces to provide for a range of passive and active recreational activities to meet the needs of the future Warkworth South community.

Providing for a range of infrastructure required for both the development of Waimanawa and then the urban development of the remainder of the Warkworth South area.

Providing an opportunity for a future public transport interchange.

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

Please write your answer here:

The project will be broken down into logical stages, namely:

- Seek consent for all bulk earthworks across the 244.5ha. This would include contouring of the land to create the critical stormwater management areas.
- Approve the roading infrastructure which, as well as servicing the development, creates the critical potential connection of the Wider Western Link Road.
- Identify and protect the limited but important ecological corridors by way of subdivision and covenant.
- Consent all necessary infrastructure to service future housing and employment land.
- Identify critical open space, preserving this land to be developed for open space/recreational purposes concurrent with housing development.
- Superlot subdivision to create:
 - conservation and open space lots to be retained in either public or communal ownership;
 - business development sites;
 - residential development sites;
 - core utility sites including stormwater management areas, water and wastewater infrastructure.

This would therefore be across approximately 3 or 4 fast-track process approvals, namely:

- bulk earthwork and superlot subdivision with roading layout across Waimanawa;
- joint land-use (buildings, local infrastructure etc) and fine-grained subdivision of the superlots (approximately 3 applications).

It is anticipated that the same or a similar expert panel could consider all of the above to provide continuity over an approximate 3 year period, creating significant efficiencies. It is recognised that there will be a natural point in time when 'smaller' applications may transition to the traditional RMA (or equivalent) consenting process.

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

Please write your answer here:

Resource consents will be required for a range of matters, as outlined under the previous question relating to bulk earthworks, subdivision and land use consents for residential, commercial, open space and infrastructure activities.

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

Please write your answer here:

Auckland Council

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

Please write your answer here:

Private Plan Change 94 to the Auckland Unitary Plan: Operative in Part is currently being considered to rezone Warkworth South (Waimanawa) from primarily a Future Urban Zone to a range of residential, open space, rural and business zones. Further submissions for the plan change closed on 9th February 2024, and it is anticipated that a hearing will be held mid to late 2024, with a decision being made towards the end of 2024.

Notwithstanding the Private Plan Change process, the proposed Fast Track Approval process could be considered under the current zoning regime recognising the intent of the Fast-Track Bill and associated considerations, as outlined later in this application.

A water take consent (and associated bores) was lodged on 29th April 2024 to secure potential water supply for the development due to capacity constraints from the Watercare main network.

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

No

Please explain your answer here:

The applicant is the legal owner.

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

Please write your answer here:

A masterplan (see Attachment B) has been prepared for the plan change, with the proposed development following this scheme. It is therefore considered that bulk earthworks, superlot subdivision and infrastructure requirements will be ready for lodgement in late 2024, and the detailed land-use components being ready for lodgement in stages over 2025.

On the ground activities and site works will therefore be initiated during the earthworks season in October 2025.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Please see question 16, noting the following people would have an interest in the project:

- Local residents adjacent the project area.
- Iwi (particularly Ngati Manuhiri)
- Auckland Council
- Watercare
- Auckland Transport
- Waka Kotahi – New Zealand Transport Agency

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:

Significant consultation has occurred regarding the project, see Attachment C. Since the Private Plan Change has been lodged, ongoing consultation regarding the project has continued recognising the formal submission process regarding the high-level outcomes being proposed as part of the plan change (with 41 submissions being received).

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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:

None

Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

There are no Treaty Settlements or Statutory Acknowledgements applying to this location.

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?

No

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:

The below provides a summary of the anticipated and known adverse effects and references specialist reports addressing aspects of the proposal.

Land Supply and Economic Matters

A preliminary economic impact report has assessed the project, and summarises that:

- Moving the timeline of development to 2023–2025 (ahead of the Future Development Strategy) would have positive impacts on residential supply and

demand and tangible economic effects.

- Population and households within Warkworth and surrounds have been on an upward trend over the past 20 years. In the last 10 especially, household growth has increased, consistently above the general growth rate for all of Auckland. This trend implies that Warkworth has become an increasingly desirable place to live over time. Based on Auckland Council modelling, this trend is set to continue into the future. Past household growth has proceeded organically and ad hoc in the past, without large-scale developments to drive capacity. Enabling timely comprehensive supply such as that proposed within this project is of net benefit.

- In terms of residential supply, the proposed development fits within the scale and location of dwellings as indicated within the Warkworth Structure Plan. Bringing the timing forward to would add supply to an already in-demand market, helping to maintain affordability in the increasingly unaffordable Auckland market. It also ensures that development are maintained broadly in-line with structure plan goals.

- Enabling a 3ha local centre early has benefits for the local community in terms of an increased range of goods and services, while facilitating construction of recreational parks and other community infrastructure provides valuable amenity space for a large catchment years ahead of time.

Mana Whenua Values

Consultation has been undertaken by the applicant with the Manuhiri Kaitiaki Charitable Trust. As part of that consultation process, the Trust has produced a Cultural Values Assessment (CVA) which is included as Attachment D.

There are no known identified sites of Significance or Value to Mana Whenua within the plan change area.

Urban Design

As the first stage in the design of Waimanawa, a Vision Document was prepared and agreed to with the respective applicants. Initial consultation with landowners was undertaken as part of the preparation of the Vision Document.

Subsequent to this and taking into account initial feedback from the range of specialists involved in this project a draft masterplan was prepared for Waimanawa Valley and Waimanawa Hills. These masterplans have evolved to reflect feedback from various parties and the outcomes of the specialist studies and combined into a single masterplan for Waimanawa.

An Urban Design Report forms part of the masterplan as is included in Attachment B. This incorporates an analysis of the area including site constraints and opportunities, the Vision, the design principles and strategies for the masterplan which is to give effect to the project.

In terms of Urban Design, the project would provide for development consistent with the proposed masterplan and in summary would:

- Optimise opportunities for high quality urban residential development, create extensive open spaces and aid maintenance of landscape features and ecological values.
- The local centre is located immediately adjoining SH1 and the Wider Western Link Road to ensure that the new centre serves a wider catchment area within Warkworth South.
- The area in close proximity to the local centre provides for the greater residential density. This is an efficient use of land that will have convenient access to local services, retail, public transport and key open spaces.
- The transition of residential density out from the local centre supports a compact urban form around the growth node in Warkworth South, whilst enabling a mix of medium-density residential uses.
- The mix of residential zones enables the ability to provide for a wide range of housing choices.
- The extent of residential development will support a functional local centre which will provide for convenience needs for the community.
- Allows for the retention of significant ecological areas, remnant bush and more localised landscape features. This includes enhancing the existing ecological corridors along the upper reaches of the Mahurangi River and its primary tributaries.
- Allows for the development of high amenity passive and active open spaces through Waimanawa.
- Creates a centre green avenue within Waimanawa Valley to connect Valerie Close with the future major park and strengthen key visual connections to the landscape of the northern hills.
- Provides for continuous, interlinked, legible and safe routes for pedestrians and cyclists to create a walkable community.
- Provides for the integration of stormwater management activities with public open spaces to enhance ecological and amenity values.

Visual and Landscape

- The proposed increase in residential and commercial intensity is anticipated under the Future Urban Zoning and the Warkworth Structure Plan.
- The natural landscape has been modified through rural activities and lifestyle development. The masterplan ensures that the proposal considers the constraints and sensitivities in the area by protecting and enhancing the areas of ecological value, open spaces, and buffering all existing tributaries with native planting.
- Generous open spaces are proposed, along with a series of recreational paths that follow enhanced stream edges and corridors.
- Whilst the project will create a high level of change, the area can accommodate the proposed development proposal without significantly diminishing the landscape values. The natural catchments and the small number of roads in the area reduces the viewing audience of the site to largely intermediate and close views, there are few distant views of the site.

Ecological Impacts

A preliminary ecology report has assessed the project, in summary:

- The areas of moderate value vegetation identified is either protected by existing covenants, SEA overlay or an area of esplanade reserve. The remaining

areas will be protected by future esplanade reserves or retained within the proposed open space or riparian areas.

- A minimum 20m clear way buffer for bat flights is provided for adjacent to the eastern edge of the Maharangi River, along the western boundary so that the construction of dwellings and accessory buildings cannot be constructed within that area.
- Development within the project area can be undertaken in a manner where no reclamation of natural wetlands is required and where effects on these very small areas of natural wetlands can be avoided. Within Waimanawa Hills the identified natural wetlands are adjacent to watercourses and will form part of future open space areas which run along these watercourses. Within Waimanawa Valley the only area of natural wetlands is within an area proposed to have a Residential Large Lot typology. A minimum lot size of 4000m² is proposed allowing a practical building platform to be established without compromising the small areas of natural wetlands.
- Streams are to be retained as part of the future development. It is not proposed to significantly modify these identified streams, noting some form of construction will be required e.g. bridges.

Geotechnical Impacts

A preliminary geotechnical report has assessed the project, in summary:

Waimanawa Valley

- Consolidation and settlement analysis should be conducted in more detail and be site specific for the different stages of the project, with remediation methods considered to overcome potential consolidation settlement. In particular, the low-lying alluvial plains to the northwest of the proposed project.
- Based on the review of the data available and the site-specific investigations and preliminary assessment, it is considered that the proposed land within the plan change boundary west of state highway one is geotechnically suitable for residential subdivision, including light infrastructure and community centres (i.e., schools and parks). While earthworks, site contouring, retaining wall and specific analysis and development will be required, these are considered part in parcel for developments of this nature.

Waimanawa Hills

- The majority of the northern portion of the site is anticipated to require minimal engineering input to be suitable for residential development. Geotechnical hazards associated with recent alluvium such as liquefaction and load induced settlement may require small scale remediation.
- The southern portion of the site and gullies, however, is anticipated to require more extensive engineering solutions such as shear keys, in-ground walls, and subsoil drainage to remediate the geotechnical risk here.
- Further subsurface investigation is required to confirm these assumptions and provide further recommendations around the development of the site.

Stormwater Effects

A stormwater management plan has been prepared and a treatment train process is proposed which relies on a series of proposed stormwater management ponds before any discharge into watercourses. This provides for the necessary treatment and retention. The indicative locations of the stormwater ponds are shown on the masterplan.

The detailed stormwater management plan will be provided as part of any fast-track approvals.

Earthworks

Bulk recontouring is required to enable the construction of a complying roading network and to ensure suitable building platforms can be provided. Initial design plans demonstrate finished levels of 1:8 grade, considered suitable for the density proposed. The earthworks will be supported by engineered retaining walls. Initial locations are indicated, and geotechnical input confirms these walls can be constructed.

Water and Wastewater

As the project has developed, it has become evident that Watercare have concerns regarding the capacity of the network, particularly the Wastewater Treatment Plant and Water Treatment Plant. As part of the project, the applicant is considering its options, and has significantly progressed a concept for a self-sufficient proposal of a Wastewater Treatment Plant and Water Treatment Plant within and serving the project area.

Land Contamination

A PSI for Waimanawa Valley has been undertaken, and this area has been identified as a potential HAIL area due to current and part horticultural and agricultural use. Accordingly, to determine the contamination status of soils at the site and to subsequently assess compliance with the NES and AUP, a full Detailed Site Investigation ("DSI") including soil testing, may be required to support any future resource consent applications for earthworks at the time of site development. However, no areas were identified as specifically contaminated areas which may impact on the project being given effect to.

In terms of Waimanawa Hills the investigation by Focus Environmental Services did not identify any specifically contaminated areas.

Transportation

A preliminary Integrated Transport Assessment (ITA) has been prepared which concludes:

- The potential residential development and local centre for the site is feasible from a transportation perspective and has been anticipated in the future planning for Warkworth in the Warkworth Structure Plan and other strategic plans;
- Based on current mode shares, the 2028 peak hour trip generation of the proposal is estimated to be 1,311 motor vehicle movements, 146 walking movements, 8 cycle movements and 3 public transport movements;

- With appropriate traffic management on SH1, the estimated trips generated by the proposal can be accommodated on the adjacent transport network while maintaining acceptable levels of safety and performance;
- The Project area will have a high level of accessibility to public transportation, walking, and cycling and the effects of private car travel from the development area will likely be reduced; and
- Any development enabled by the project is consistent with and encourages key regional and district transport policies.

The provision of the following transport elements have been incorporated into the proposed design:

- a) Creation of footpaths along both sides of the new street alignments that meet Auckland Transports standards;
- b) Connection of new footpaths with the existing public footpath network immediately outside the site, with new and upgraded pedestrian infrastructure along the frontages on SH1 and Valerie Close;
- c) Regular and safe crossing opportunities on the arterial roads where pedestrian desire lines are evident;
- d) Separated, protected, or off-street cycle facilities on arterial and collector roads;
- e) A public transport interchange to be built on the Wider Western Link Road near the proposed Local Centre zone to enhance the accessibility to the public transport to help accommodate the anticipated demands associated with growth in Warkworth South and other areas;
- f) Measures such as a lower speed limit, a speed threshold and advanced road markings and signage on SH1 to slow northbound traffic; and
- g) Allowance for a crossroad intersection on State Highway 1 at the Wider Western Link Road and Collector Road in the "Waimanawa Hills" area with either traffic signal or roundabout control.

Arboricultural Effects

There are no trees on site which are currently scheduled. There are a number of trees already protected by a bush protection covenant on Lot 7 DP 150976, which are proposed to be retained. A number of trees will be retained and incorporated into future esplanade reserves and the overall design.

Archaeological Assessment

There are no known archaeological or heritage sites located within the project area.

Reverse Sensitivity Effects

There is a risk of reverse sensitivity effects arising if sensitive urban uses were to be established within Waimanawa Valley on the boundary of Morrisons Orchard. To avoid this potential reverse sensitivity risk, the Wider Western Link Road will provide a buffer along the southern edge of Morrison Heritage Orchard between new urban activities and the operating orchard.

Natural Hazards

Flood modelling for the project area (as part of the plan change) has been undertaken by Maven and is addressed in the Stormwater Modelling Report included in Attachment E. It is considered that the development of Waimanawa can proceed in a manner where flooding risks are avoided or mitigated to an appropriate level.

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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:

National Policy Statement on Urban Development 2020 (NPS-UD)

The NPS-UD provides direction to decision-makers on planning for urban environments. The NPS-UD sets out objectives and policies that apply when making planning decisions that affect an urban environment with the below key points of note:

- The proposal will provide for a well-functioning urban environment given that a Local Centre, a variety of residential typologies, open spaces, public transport and local services are all easily accessible by walking and cycling. The Local Centre will support the wider Warkworth area with it being 3kms from the Warkworth Town Centre.
- The proposal will open up and make available approximately 88.4 hectares of land with 1,200 healthy homes. This will improve housing stock and affordability by supporting competitive land and development markets.
- The proposal will provide appropriate self-funded integrated infrastructure, which includes a significant stormwater network, wastewater treatment plant, water treatment plant and roading upgrades.
- Natural hazards, particularly flooding, will be mitigated through the stormwater channels and wetlands which will ensure the proposal is resilient to the current and future effects of climate change.
- The Treaty of Waitangi and engagement with iwi has been outlined under information section 3, noting that a CVA has been received from Manuhiri Kaitiaki Charitable Trust.

National Policy Statement on Freshwater Management 2020 (NPS-FM)

The NPS-FM objectives and policies endeavour to ensure that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems first, followed by the health needs of people, and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

Natural streams and a natural wetland will be protected and enhanced as part of the project. Over time the wetlands, and streams, with the associated planting, will see the creation of an environment with high ecological value.

Overall, it is considered that the approach taken will enable for the efficient development of a well-functioning environment while protecting and enhancing the existing freshwater network within the catchment, in line with the anticipated outcomes of the NPS-FM.

National Policy Statement for Highly Productive Land 2022 (NPS-HPL)

The NPS-HPL seeks to ensure the availability of New Zealand's most favourable soils for food and fibre production, with the below key points of note regarding this project:

- The project area has a mix of class 3 and 4 soils. A site-specific soil classification assessment has been undertaken (Attachment F) and has identified only approximately 3.92ha of the Waimanawa Precinct as being prime soil and this equates to around 3% of the Waimanawa area.
- The area has already been identified for urban development through the AUP.
- Only a very small percentage of the Waimanawa Precinct has been identified as prime soil and this is split over two areas. Given the very small area of prime soil, it could not support an independent economic land based primary production use.
- The two areas of prime soil are isolated and there is no indication that the wider area should be protected from urban development and utilised for land based primary production activities.

New Zealand Coastal Policy Statement 2010

While the project area does not have direct frontage to the coastal environment, stormwater discharges from the development will occur into the upper reaches of the Mahurangi River, which lead into the Mahurangi Harbour. Therefore, the provisions that relate to ecological sustaining ecosystems, indigenous biodiversity, Mana Whenua, enhancement of public walking access, protection of values of the coastal environment, (Objectives 1, 3, 4, 6 and the associated policies 1, 2, 4, 7, 11, 18, 19, 21 and 23) have some relevance to the plan change.

In particular:

- Given the location of the development there will be no effect on the natural character, integrity, form, functioning and resilience of the coastal environment.
- The creation of esplanade reserves and walkways along the upper reaches of the Mahurangi River is a further step in providing for public access along the Mahurangi River down to the Mahurangi Harbour.
- The implementation of the greenway network and riparian planting will assist with the connection of existing areas of vegetation (some of which are protected as reserves or under covenants) with the upper reaches of the Mahurangi River and assist with improving indigenous biodiversity.
- The implementation of the stormwater treatment train will protect the water quality of the upper reaches of the Mahurangi Harbour and again contribute to the overall improvement of the health of the Mahurangi River. The Mahurangi River and Harbour has suffered water quality issues over time with the Mahurangi Action Plan being implemented to improve water quality. This is being undertaken through riparian planting, the planned closure of the Warkworth wastewater treatment plant and the conversion of pasture to urban or other uses along with the continued implementation of stormwater treatment methods in the Warkworth urban area.
- Future bulk earthworks for the urban development of Waimanawa will require the implementation of appropriate sediment and erosion control plans to limit sediment discharges into the upper reaches of the Mahurangi River.

National Policy Statement on Indigenous Biodiversity 2023 (NPS – IB)

The NPS-IB requires the identification of Significant Natural Areas (SNA's) in Council's planning documents and their consideration where they are affected by subdivision, use and development. Council is still considering these requirements and the approach required to give effect to it. However, it is noted that the current Auckland Unitary Plan identifies Significant Ecological Areas (SEAs) and the criteria used to establish these are likely to be similar to that required under the new NPS-IB to identify SNAs. It is noted that there are Significant Ecological Areas within Waimanawa, adjacent to the Mahurangi River and to the south of Waimanawa Hills. These areas, along with other areas of high ecological values such as streams and wetlands, are to be retained as part of the design strategy.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

This NES provides a nationally consistent set of planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed, and if necessary the land is remediated or the contaminants contained to make the land safe for human use.

A Preliminary Site Investigation has been prepared for Waimanawa Valley and has confirmed that the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS) apply to land within the subject site and would be triggered by any future development undertaken at the subject site. This will be addressed as part of the Fast Track applications to develop the site in the future. No areas of significant contamination which may limit or prohibit future urban development were identified.

The Detailed Site Investigation prepared for Waimanawa Hills has confirmed that no areas of significant contamination which may limit or prohibit future urban development have been identified. A Site Management Plan should be prepared for any future earthworks.

File upload:

Attachment F - Soils Report.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:

The eligibility criteria for projects to be considered under the fast-track approval process are outlined in Sections 17 and 18 of the Bill, with the below providing an assessment of the relevant provisions for the Waimanawa proposal.

17(2)(a) whether referring the project is consistent with the purpose of this Act.

Section 3 - The purpose of this Act 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 Preliminary Economics Assessment outlines the significant regional benefits of the Warkworth South proposal, to summarise:

- In total, the proposed developments on the Waimanawa land will pump approximately \$1.25bn into Auckland's Construction sector over a 3-10 year period. This injection will sustain employment, generate profits and tax revenue for the government and help ensure the construction sector remains in good health. In addition, the residential dwellings that emerge from the process add to supply – thereby assisting in improving housing affordability by meeting demand.
- The presence of an additional 1,200 households (once the two sides are fully developed, including apartments) generates a wide range of additional economic effects across the community. These are likely to be felt most strongly within Warkworth itself, but also the surrounding areas. Resident households purchase retail goods and services from the established centres while new residents will set up new business locally and be employed at existing businesses who are likely to be expanding in response to the increased demands they are facing.

On top of the economic benefits outlined above, it is considered that there are other benefits, being:

- The proposal will provide a range of infrastructure improvements which will benefit Waimanawa and the wider community, in particular the Wider Western Link Road connecting old State Highway One to a possible interchange of State Highway One, as per the Warkworth Structure Plan.
- The proposal will provide for pedestrian connections and cycleways to Warkworth Town Centre along old State Highway One.
- The proposal will provide a public transport node.
- The proposal will provide appropriate self-funded integrated infrastructure ensuring that the Property is developed in a timely fashion.
- A significant amount of housing, approximately 1,200 dwellings across 88.4ha will be provided adding valuable housing stock to the market.
- Open space networks will be created serving the wider Warkworth community.

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

Please write your answer here:

Holistic Approach

- A split zoning applies to the Property (being Future Urban Zoned land and Rural Zoned land), which prevents a unified approach being adopted across the entire Property. As is detailed below, a comprehensive approach to this Property must be adopted to ensure that the full potential of the Property is unlocked and the proposed master-planned community is developed in a timely fashion.
- It is recognised that Auckland Council currently has financial constraints, with a project of this scale requiring a degree of independent funding, particularly for the early stages. This is part of the reason as to why the Fast Track Approval Process is preferable, given funding and financing can be considered holistically and concurrently through an Infrastructure Funding Agreement.
- It is recognised that a significant amount of consultation has occurred to date. Undertaking stakeholder engagement in an all-inclusive way through the Fast Track Approvals process is deemed an efficient process for a project such as this. Stakeholders will have certainty as to process and the outcomes being sought, recognising that approximately 3 or 4 large scale approvals will be required to give effect to the proposal. This is a much more efficient approach than breaking down engagement into smaller parts, which would take considerably more time, not provide certainty for those involved, and in turn create the potential for consultation to stall.

Process Efficiency

- It is also considered that processing Waimanawa through the fast-track process would not impact its efficiency, as whilst the scale is significant and it would provide regional benefits, its primary purpose, the project will be broken down into logical stages;
- bulk earthwork and superlot subdivision with roading layout across Waimanawa
- joint land-use (buildings, local infrastructure etc) and fine-grained subdivision of the superlots (approximately 3 applications).

It is anticipated that the same or a similar expert panel could consider all of the above to provide continuity over an approximate 3 year period, creating significant efficiencies.

It is recognised that there will be a natural point in time when 'smaller' applications will transition to the traditional RMA (or equivalent) consenting process.

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 proposal will provide the Wider Western Link Road, an arterial road connecting old State Highway One (and south Warkworth) to a potential interchange of State Highway 1 in line with the Warkworth Structure Plan. The Wider Western Link Road is not designated, and is reliant on this project to be delivered.

An Infrastructure Funding Agreement is currently being discussed with Auckland Council, recognising that the following elements will be funded by the applicants:

- The Wider Western Link Road (to a collector standard) (through the Waimanawa Precinct).
- Bulk water and wastewater infrastructure, including a potential Wastewater Treatment Plant and Water Treatment Plant.
- The upgrading of that part of the old SH1 through the project area to an urban arterial standard.
- The construction of a pedestrian/cycle path between the project area through to the intersection of McKinney Road/old SH1.
- The provision of land for the Waimanawa Wetland Reserve and the Endeans Farm Recreational Park.
- Provision for land for a future public transport interchange adjacent to the new local centre is being provided for to preserve the land required by Auckland Transport in the future for public transport and bus layover. Following feedback from Auckland Transport, it is confirmed this will not be a park and ride facility.

Will the project:

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

Please explain your answer here:

As per Section 6, the proposal has been assessed against the NPS-UD, which concludes that it will provide for a significant increase in residential development capacity (approximately 1,200 dwellings) within Warkworth in accordance with the Warkworth Structure Plan. The proposed infrastructure package would provide for the necessary infrastructure to provide for both the development of Waimanawa and also the wider Warkworth South area. It is considered that the proposal will allow for the development of a well-functioning urban area which will contribute positively to Warkworth as an expanding, maturing and well-functioning urban environment.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

Yes, a preliminary economic impact report has assessed the project, and outlines that:

In total, the proposed developments on the Waimanawa Private Plan Change land will pump approximately \$1.25bn into Auckland's Construction sector over a 3-10 year period. This injection will sustain employment, generate profits and tax revenue for the government and help ensure the construction sector remains in good health. In addition, the residential dwellings that emerge from the process add to supply – thereby assisting in improving housing affordability by meeting demand.

The presence of an additional 1,606 households (once the two sides are fully developed, including apartments) generates a wide range of additional economic effects across the community. These are likely to be felt most strongly within Warkworth itself, but also the surrounding areas. Resident households purchase retail goods and services from the established centres while new residents will set up new business locally and be employed at existing businesses who are likely to be expanding in response to the increased demands they are facing.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

No, this is primarily a residential and commercial development.

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:

A focus of the Waimanawa proposal is the creation of a sustainable development which reduces greenhouse gas emission, whilst adapting to the impacts of climate change.

- Natural hazards, particularly flooding, will be mitigated through the proposed stormwater channels and wetlands which will ensure the proposal is resilient to the current and future effects of climate change.
- The proposed open space network will also support a reduction in greenhouse gases through its green spaces and significant planting being proposed.
- The local centre is accessible by active modes of transport and appropriate accessways have been provided for pedestrians and bicycles.
- A public transport node is proposed within the development.
- It is proposed to use water tanks for non-potable water for gardening/landscaping activities.

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

Yes

Please explain your answer here:

Natural hazards, particularly flooding, will be mitigated through the proposed stormwater channels and wetlands which will ensure the proposal is resilient to the current and future effects of climate change.

Will the project address significant environmental issues?

No

Please explain your answer here:

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

Yes

Please explain your answer here:

- Under the AUP, the project area is zoned Future Urban except for a small area of Rural – Rural Production (on the eastern edge of Waimanawa Hills at 1738 State Highway One). The current Future Urban zoning reflects that Council identified this area as being suitable for urbanisation as part of the 'RUB location' discussions considered during the Independent Hearing Panel process for the AUP. The appropriateness for urban development of this area was then further supported by its inclusion in the Warkworth Structure Plan and the indicative urban zonings for the area.
- During the early stages of the project, under Auckland Council's Future Urban Land Strategy 2017 the area was ear-marked for development between 2028-2032. The recent update to the document, the Future Development Strategy (FDS) which was approved in late 2023, pushed the Warkworth South area out to 2045+ in the development timeline. Many areas within Auckland were extended, primarily due to the financial situation the Council has found itself in and the concern regarding areas that flood following the weather events of early 2023. In regard to Warkworth South a number of prerequisite infrastructure requirements are identified within the FDS, namely the SH1 Southern Interchange, the Wider Western Link Road, Southern Public Transport Interchange and an upgrade to old State Highway 1. Three of these infrastructure upgrades will occur as part of this project, and the SH1 Southern Interchange is considered a less critical piece of infrastructure with alternative routes being provided.
- Recognising the intent of the Fast-Track Bill, and that the Private Plan Change process is currently in train, the project could be considered at any stage under either the current zoning or the proposed zoning, given the outcomes focussed nature of the proposed Bill. This therefore creates an efficient process as the project is not delayed by red tape or process for process sake, as the merits of the proposal can be analysed accordingly.

Anything else?

Please write your answer here:

Classic Group began in Tauranga in 1996 by founders Peter Cooney and Matthew Lagerberg. Fast forward over 27 years, Classic Builders stands tall as one of New Zealand's leading residential building companies. From our headquarters in Tauranga, Peter and Matthew continue to steer the company, remaining proudly Kiwi-owned.

Classic Builders is now part of a group of Classic Group entities, which include Classic Developments for land development, Classic Life for retirement solutions, and CBC for commercial construction. Leveraging the collective expertise of the broader Classic Group, we are uniquely poised to undertake comprehensive end-to-end development projects.

Classic Developments has developed over 4000 sections to date and has a land holding of over 300ha (4000 sections) across the country, with a further

100ha under negotiation.

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:

Natural hazards, particularly flooding, will be mitigated through the proposed stormwater channels and wetlands which will ensure the proposal is resilient to the current and future effects of climate change.

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:

KA Waimanawa LP and Stepping Towards Far Limited has no track record of non-compliance or enforcement actions

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:

Phillip Nicholson

Important notes