

Response ID ANON-URZ4-5F89-1

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 11:19:56

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:  
CDL Land New Zealand Limited

2 Contact person

Contact person name:  
Jackson Bull

3 What is your job title

Job title:  
General 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 3248 Shortland Street, Auckland , 1140

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

Yes

Organisation:  
CDL Land New Zealand Limited

Contact person:  
Jackson Bull

Phone number:  
s 9(2)(a)

Email address:  
s 9(2)(a)

Job title:  
General Manager

Please enter your service address:

s 9(2)(a)

Section 1: Project location

Site address or location

Add the address or describe the location:

286 Gordonton Road, Puketaha  
272 Gordonton Road, Puketaha  
264 Gordonton Road, Puketaha  
258 Gordonton Road, Puketaha  
202 Gordonton Road, Puketaha  
186 Gordonton Road, Puketaha  
37B Puketaha Road, Puketaha  
57A Puketaha Road, Puketaha  
71 Puketaha Road, Puketaha  
42A Puketaha Road, Puketaha  
42B Puketaha Road, Puketaha  
100 Gordonton Road, Puketaha  
59 Pukeroa Road, Puketaha

See uploaded ownership plan showing sites subject to the project.

File upload:

B21052-RC-SUB-R2 Ownership Plan.pdf was uploaded

Upload file here:

No file uploaded

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

Yes

upload file:

Consolidated RTs.pdf was uploaded

Who are the registered legal land owner(s)?

Please write your answer here:

CDL Land New Zealand Limited

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:

CDL owns all of the land that is the subject of this application. As such, it will be in a position to implement the consent without needing to obtain any other interest in land. Additionally, CDL controls the main strategic corridors required for catchment wide infrastructure, meaning this proposal can assist in unlocking development of the wider area.

## Section 2: Project details

What is the project name?

Please write your answer here:

CDL - Ruakura 2 (R2) Growth Cell

What is the project summary?

Please write your answer here:

The proposal involves:

- Provision of catchment wide infrastructure to open-up the 211 hectare R2 Growth Cell located immediately west of the Waikato Expressway and east of the territorial boundary of Hamilton City and Waikato District.
- Applications for land use and subdivision consents which enable 132 hectares of land owned by CDL to be developed for approximately 1350 residential homes and 35 hectares (net) of industrial land, contributing to housing availability and addressing the identified shortfall of industrial land in Hamilton City.

What are the project details?

Please write your answer here:

### DETAILS OF THE PROPOSED PROJECT

The CDL land, covering approximately 132.2ha, is located on the western side of Waikato Expressway. It constitutes a significant portion of the broader R2 Growth Cell which spans around 211ha positioned between the current eastern urban form boundary of Hamilton and the Waikato Expressway.

The land has been identified as a future urban growth cell of Hamilton and has been subject to a Strategic Agreement between HCC and WDC since 2005.

The Strategic Agreement was updated in 2019 to reflect the imminent completion of the adjacent Waikato Expressway. The CEO of HCC has delegated authority to initiate the territorial boundary change process.

CDL as the primary landowner with the growth cell controls 132ha or 63% including the main strategic corridors required for catchment wide infrastructure. CDL is willing and capable to lead and fund the provision of catchment wide infrastructure and leverage their significant long-term experience delivering large land based commercial and residential developments nationally.

CDL proposes to develop the land to enable a combination of residential and industrial activities.

While this fast-track application relates only to the land owned by CDL, CDL is committed to ensuring the proposed development allows for integrated land use and infrastructure planning for the wider R2 Growth Cell.

## PURPOSE

The purpose of the project is to unlock a new significant growth cell for Hamilton through the provision of catchment wide infrastructure and the associated delivery of large scale residential and industrial development on land owned by CDL.

## OBJECTIVES

The objectives of the project are:

- Improve housing affordability in Hamilton through increased housing capacity (supply) and a greater range of housing typologies, price points and locations;
- Address the identified shortfall of industrial land in Hamilton;
- Leverage the historical investment in the Waikato Expressway to facilitate economic prosperity in the Central North Island.

## ACTIVITIES

The proposed activities will include:

- Catchment wide infrastructure inclusive of spine roads, stormwater and amenity assets.
- Industrial land uses
- Residential land uses (mixed densities)
- Neighbourhood retail centre

The proposal would enable CDL to develop approximately 1350 homes and 35Ha net of industrial land available for sale or development. This scale is regionally significant, particularly given the housing affordability and industrial land supply challenges Hamilton is experiencing. The CDL proposal would also provide catchment wide infrastructure which will be the catalyst for other future developments in the R2 growth cell.

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

Please write your answer here:

The R2 Growth Cell is to be a significant long-term project that will be undertaken over multiple years delivering much needed Residential and Industrial land to the Waikato Region.

Due to the projects size it will necessitate being split into multiple stages for delivery.

The housing component will be broken down into stages of approximately 50 lots for ease of consenting and construction, with delivery of up to 150+ lots per year.

The Industrial component will be broken down into stages size of approximately 5Ha net with delivery of up to 10Ha net per year. Each stage is likely to contain a variety of sizes and layouts to suit local market demand.

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

Please write your answer here:

Resource Management Act 1991

- Resource Consents (land use and subdivision)

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

Please write your answer here:

Waikato District Council

Waikato Regional Council

Hamilton City 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 made.

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

No

Please explain your answer here:

No, the applicant owns all land subject to this application.

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

Please write your answer here:

The R2 Growth Cell is a significant regional project that will span over the short to medium term (1-10+ Years)

CDL confirms it has the financial capacity and relevant experience to deliver the development of the R2 Growth Cell in a quick and efficient manner providing much needed residential and industrial supply to the Hamilton Market and Waikato Region.

A programme showing the high level timeline to the delivery of the first stage has been uploaded (in Section 3) for reference. Set out below is a written summary of the timeline attached.

R2 Fast Track Application Timeline 145.6 wks Fri 03/05/24  
Programme - FAST TRACK PROCESS

1. [Action] [# weeks] [start date]

[145.6 wks total]; [beginning May 24]

2 Preliminary Assessment - Legislation Enactment [20 wks] [May 24]

3 Fast Track RC Approval Process [24 wks] [Sept 24]

4 Subdivision Infrastructure Design [32 wks] [July 24]

5 HCC Infrastructure Approval Process [20 wks] [March 25]

6 Bulk Earthworks Stages 1 & 2 Then Ongiong [29.4 wks] [Aug 25]

7 Earthworks Tender Process [5 wks] [Aug 25]

8 Earthworks Construction (Whole Site) [24 wks] [Oct 25]

9 Stage 1&2 Residential Infrastructure (100 Lots.) [4 wks] [Sept 25]

10 Tender (Stages 1 &2) Residential [6 wks] [Sept 25]

11 Infrastructure Construction [30 wks] [Nov 25]

12 Compliance [12 wks] [June 26]

13 Titles [6 wks] [Sept 26]

14 Stage 1 & 2 Industrial Infrastructure [56.4 wks] [Sept 25]

15 Tenders (1 & 2) Industrial [5 wks] [Sept 25]

16 Infrastructure Construction [30 wks] [Nov 25]

17 Compliance [12 wks] [June 26]

18 Titles [6 wks] [Sept 26]

19 Catchment Wide Lead In Infrastructure [64 wks] [Nov 25]

20 Infrastructure Construction [52 wks] [Nov 25]

21 Compliance [12 wks] [Nov 26]

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

Waikato District Council  
Waikato Regional Council  
Hamilton City Council  
New Zealand Transport Agency  
Waikato Tainui  
Te Haa o Te Whenua o Kirikiriroa  
Ngaati Wairere  
Transpower New Zealand

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:

CDL has opened dialogue with the following Mana Whenua and has held initial consultation meetings to discuss the future development of the R2 Growth Cell.

- Waikato Tainui
- Ngaati Wairere
- Te Haa o te Whenua Kirikiriroa

It is anticipated that further consultation will be undertaken as part of any detailed fast track application including a formal Cultural Impact Assessment.

NB: timeline attached relates to the answer to the staging question in the preceding section.

Upload file here:

R2 Fast Track Application Timeline.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:

The following titles which are subject to the application have a compensation certificate pursuant to s19 of the Public Works Act 1981 registered:

1. Section 28 Survey Office Plan 484218
2. Section 30, 39 Survey Office Plan 484218
3. Section 32 Survey Office Plan 484218
4. Section 33 Survey Office Plan 484218
5. Section 35 Survey Office Plan 484218

A compensation certificate may be registered where land is to be acquired. In this case, this certificate relates to the acquisition of land for the Waikato Expressway, which has now been completed.

#### Section 4: Iwi authorities and Treaty settlements

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

Please write your answer here:

##### WAIKATO-TAINUI DEED OF SETTLEMENT 2005

The project is located within the Waikato-Tainui Claim Area, as identified in the Waikato-Tainui Deed of Settlement (signed 22 May 1995). This area encompasses all of urban Hamilton (and beyond).

The Deed of Settlement records the acknowledgements and apology given by the Crown to Waikato-Tainui, and records the Crown's agreement to provide specified redress to atone for the wrong done to Waikato-Tainui by the raupatu, in recognition of the mana of the Kiingitanga and to discharge the Crown's obligations to Waikato-Tainui in respect of the Raupatu Claims. The provisions of the Deed of Settlement do not result in any statutory acknowledgement areas, or in any specific obligations on decision makers under the Resource Management Act 1991.

##### WAIKATO-TAINUI DEED OF SETTLEMENT 2009

The project is located in an area where its activities could affect Waikato River. As such, the Waikato-Tainui Deed of Settlement 2009 (signed 17 December 2009) and the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 ("Act"), which gives effect to the settlement of raupatu claims under the Settlement Deed regarding the Waikato River, are relevant.

The Act provides for the overarching purpose of the settlement which is "to restore and protect the health and wellbeing of the Waikato River for future generations." The Act includes a Vision and Strategy for the Waikato River (Schedule 2). This is intended by Parliament to be the primary direction-setting document for the Waikato River and activities within its catchment affecting the Waikato River. Additionally, the Waikato Raupatu River Trust may prepare a Waikato-Tainui environmental plan.

Of particular relevance to the project is the requirement under section 17 of the Act for consent authorities to have particular regard to the Vision and Strategy for Waikato River where activities affect Waikato River. Under section 40 of the Act, a consent authority must also have regard to the Waikato-Tainui environmental plan if it considers it relevant and reasonably necessary.

##### WAIKATO-TAINUI REMAINING CLAIMS

The project site is located within an area of interest for the remaining historical Treaty of Waitangi claims of Waikato-Tainui. This area encompasses all of urban Hamilton (and beyond). Waikato-Tainui and the Crown signed Terms of Negotiation on 14 December 2020.

##### NGĀTI HAUĀ DEED OF SETTLEMENT

The project site is located within an area of interest for Ngāti Hauā. It is not located within a statutory acknowledgement area and as such there is no redress within the Ngāti Hauā Deed of Settlement which directly affects the requirements of consent authorities when making decisions at the site under the RMA.

The Ngāti Hauā Deed of Settlement of Non-Raupatu Historical Claims (signed 18 July 2013):

- sets out an account of the acts and omissions of the Crown before 21 September 1992 that affected Ngati Haua and breached Te Tiriti o Waitangi / the Treaty of Waitangi and its principles; and

- provides an acknowledgment by the Crown of the Treaty breaches and an apology; and
- settles the non-raupatu historical claims of Ngati Haua (the raupatu claims having been settled by the Waikato Raupatu Claims Settlement Act 1995 and the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010); and
- specifies the cultural redress, and the financial and commercial redress, to be provided in settlement to the trustees of the Ngati Haua Iwi Trust who have been approved by Ngati Haua to receive the redress;.

The Ngāti Hauā Claims Settlement Act 2014 records the acknowledgements and apology given by the Crown to Ngāti Hauā in the Deed of Settlement; and gives effect to certain provisions of the Deed of Settlement that settles the non-raupatu historical claims of Ngāti Hauā.

Section 3 of the Ngāti Hauā Deed of Settlement sets out the Crown’s acknowledgement of its past failings and long-standing grievances of Ngāti Hauā. Sections 3.2 and 3.6 – 3.9 acknowledge specific actions undertaken by the Crown which breached the principles of te Tiriti o Waitangi / the Treaty of Waitangi.

Section 3.14 of the Ngāti Hauā Deed of Settlement sets out the Crown’s apology.

Section 5.41 of the Ngāti Hauā Deed of Settlement requires relevant consent authorities to have regard to the statutory acknowledgement; and to forward resource consent applications within, adjacent to, or directly affecting identified statutory areas to the governance entity.

Section 5.41 of the Ngāti Hauā Deed of Settlement identifies areas subject to statutory acknowledgement. The site is not located within any of the statutory acknowledgement areas and as such there is no redress within the Ngāti Hauā Deed of Settlement which directly affects the requirements of consent authorities when making decisions at the site under the RMA.

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:

N/A

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:

### WATER AND WASTEWATER

A preliminary Infrastructure Report has been prepared by CKL which assesses infrastructure needs for R2. The report confirms that the servicing of the growth cell with water and wastewater infrastructure is feasible and cost effective. The report recommends infrastructure upgrades including pump stations, trunk sewer mains, a bulk water main. Further investigation work and discussions with HCC are required regarding water reservoir and

wastewater treatment plant capacity to help finalise infrastructure plans as part of any Private Development Agreement.

## STORMWATER

A preliminary stormwater report containing the stormwater management strategy has been developed by CKL to guide future development within R2 in alignment with regulatory guidance. Introduction of treatment cells and wetlands, in a communal approach, will address both water quality management, and quantity control. Green corridors will serve as the backbone of the stormwater management for the R2, facilitating primary conveyance of flows and secondary flow management. The upgrading of the Gordonton Road culvert will enable development within R2 by managing flows into the Mangaiti Gully. Overall, the strategy demonstrates that water quantity and quality can be effectively managed within R2 to avoid adverse effects on adjoining landowners and the downstream environment while providing an aesthetic communal space for the area.

## TRANSPORTATION

A preliminary Transportation Assessment by CKL has assessed the potential effects of R2's internal transportation network and how the R2 might impact on the surrounding roading network. The report confirms that the internal and external transport network within the RGC will be able to accommodate future traffic demand associated with the R2 development in a safe and efficient manner. The proposed development strongly aligns with national, regional and local transport policies and Hamilton's planned roading network.

## ECOLOGY

A preliminary Ecological Assessment by Boffa Miskell has identified the main ecological constraints on site as being the presence of 'Threatened – Nationally Critical' long-tailed bats (recorded at low levels), and 'At-Risk' species including copper skinks and longfin eel. The terrestrial and wetland vegetation provide low ecological constraints for the proposed development on site. The R2 proposal currently supports one modified natural stream, five man-made drains with several connecting intermittent and ephemeral watercourses and 2 large ponds all of which contain little ecological significance. Overall, the R2 has insignificant ecological features and project has the potential to retain ecological values and enhance both the ecology and amenity of the area.

## ARCHAEOLOGY

An Archaeological Screen by Sian Keith for the R2 site has been undertaken. The findings were that there are currently no recorded archaeological or heritage items within the project area. However, a small number of houses are noted to have been present within the project area since the 1940s in historic aerial imagery which may require closer inspection at a later stage.

## GEOTECHNICAL

A preliminary Geotechnical Appraisal Report by CMW has been prepared. The site can be classified into 3 zones, Low hills, Low lying plains and Gullies. The ground conditions are generally consistent with published geology which includes the following soil strata's, Holocene River Deposits, Hinuera Formation and Walton subgroup. The report identifies the land as being suitable for future industrial and residential development subject to appropriate engineering inputs. The report has indicated that site is split into low medium and higher cost development areas subject to the associated localised geohazard (liquefaction potential, lateral spread, induced settlement and sensitive soils).

## ECONOMICS

A preliminary Economic Report has been prepared by Property Economics. The development of R2 will provide significant economic benefits to both Hamilton City and the wider region through, increased employment opportunities, improved land use efficiency and agglomeration benefits, better utilisation of existing infrastructure and increased competition in residential and commercial land delivery.

## OTHER EFFECTS:

- Visual Effects
- Construction
- Noise
- Cultural

NB: Economic report uploaded relates to economic benefits question in the next section.

Upload file:

Economic Report CDL.pdf was uploaded

## Section 6: National policy statements and national environmental standards

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

Please write your answer here:

## NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT

A detailed assessment of the proposal against the specific objectives and policies of the NPS-UD is provided in the attachment. The site falls within the definition of an urban environment and Hamilton is a Tier 1 Council. In summary, the proposal is consistent with, and gives effect to, the NPS-UD by

enabling a well-functioning urban environment.

#### NATIONAL POLICY STATEMENT ON HIGHLY PRODUCTIVE LAND

R2 falls within the exception in Clause 3.4(2) of the NPS-HPL to the constraints on urban development. This is because the urbanisation of the R2 land has been contemplated for decades by both Waikato District and Hamilton City Councils, as recorded in both the 2020 Strategic Agreement and the Waikato Region's Future Proof Strategy. Regardless of whether those documents use the exact form of wording found in the NPS-HPL, they clearly amount to strategic planning documents and collectively envisage the transfer of land to Hamilton City, its rezoning and its urban development within the next decade.

#### NEW ZEALAND COASTAL POLICY STATEMENT

R2 is not located near the coast.

#### NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT

The fundamental concept of the NPS-FM is the Te Mana o te Wai, which refers to the fundamental importance of water and recognises that protecting the health of freshwater protects the health and well-being of the wider environment. It protects the mauri of the wai. Te Mana o te Wai is about restoring and preserving the balance between the water, the wider environment, and the community.

The NPS-FM largely provides direction to Regional Authorities to manage water. Section 3.5 (4) however, directs: Every territorial authority must include objectives, policies, and methods in its district plan to promote positive effects, and avoid, remedy, or mitigate adverse effects (including cumulative effects), of urban development on the health and well-being of water bodies, freshwater ecosystems, and receiving environments. These directives will be incorporated into the design and construction of the R2 Growth Cell.

#### NATIONAL ENVIRONMENTAL STANDARDS FOR FRESHWATER

The ecological assessment for R2 has identified three natural wetlands/streams and limited ecological habitats within the rest of the farm drains. The proposed plan has considered the ecological habitat to maintain/ improve the system by providing the open water approach (i.e. green corridor and wetlands). All natural wetlands/streams will be protected by the appropriate setback and fed as per existing discharge to achieve compliance with the NES-FW.

#### NATIONAL POLICY STATEMENT ON ELECTRICITY TRANSMISSION

Buildings, structures and vegetation within close proximity to existing transmission corridors will be controlled to avoid, remedy or mitigate any adverse effects on the safe and efficient development, operation and maintenance of transmission infrastructure.

#### NATIONAL POLICY STATEMENT OF INDIGENOUS BIODIVERSITY

There are no previously identified Significant Natural Areas (SNAs) within the R2 Growth Cell.

The R2 growth cell and surrounding vegetation meet significance criteria 3 of the WRPS as long tailed bats (Threatened – Nationally Critical) have been recorded on site, and several copper skink (At Risk – Declining) habitats were noted throughout the project footprint.

The R2 Growth cell tributaries and surrounding vegetation meet significance criteria 3 of the WRPS as the streams provide habitat for the 'At Risk – Declining' species longfin eel.

The proposal will seek to protect and restore indigenous biodiversity as necessary to achieve the overall maintenance of indigenous biodiversity in accordance with the NPS-IB.

#### NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH

Preliminary Site Investigation (PSI) and Detailed Site Investigations (DSI) will be undertaken at the time of resource consent application. Should consents be required under the NES-CS, these will also be applied for and necessary remediation and validation undertaken.

File upload:

NPS Review - Section 6.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:

Yes.

While the land has been identified as a future growth cell for Hamilton for almost 20 years, it still remains within the Waikato District Council boundaries with a Rural Zoning and 'Urban Expansion Area' overlay. This effectively limits the ability to subdivide and develop the land until such time as the land is



transferred to Hamilton City. As such, if the project were to be pursued under the standard Resource Management Act 1991 processes available, the following steps would be necessary:

1. A boundary readjustment pursuant to the Local Government Act 2002 to transfer the land to Hamilton City;
2. A plan change under the Resource Management Act 1991 to apply urban zonings; and
3. Resource consents under the Resource Management Act 1991 to subdivide and develop the land.

Realistically, the plan change and consenting process alone could take approximately 4 years to obtain the relevant approvals, and this could not occur until after the boundary readjustment has taken place. While the timing of transfer for R2 is now flexible and at the sole discretion of HCC's Chief Executive Officer, there is little certainty as to when this will occur.

Under the process enabled by the Fast Track Approvals Bill it is anticipated it would take a maximum of 6 months to approve the project. This will enable works to deliver the first stages of development to commence at least 3 years earlier than the alternative process.

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

Please write your answer here:

The project is a relatively straightforward one, albeit large in scale. It does not raise novel issues, and the effects are known and easily quantifiable. The appropriateness of urban development of development in this location has been identified for some time. The project proposes development consistent with the underlying strategic documents. This suggests that the matter will be one which is relatively straight forward for the Panel to consider and will not require significant resource to be allocated to it.

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

Other

Please explain your answer here:

The project represents a key element of Hamilton's urbanisation envisaged in the key strategic documents. The project proposes urbanisation of a large portion of land within the R2 Growth Cell (R2GC).

The R2GC is identified as an urban enablement area under the Future Proof Strategy 2024 and its urbanisation is anticipated in the future. One scenario anticipated by the 2024 Future Proof draft strategy is that growth is brought forward in this location.

The R2GC is identified within the 2020 Strategic Agreement between Waikato District Council (WDC) and Hamilton City Council (HCC) as a future growth cell for Hamilton. This agreement will enable the transfer of land from WDC's jurisdiction to HCC.

Under the Waikato District Plan, the site is identified as an 'Urban Expansion Area', which recognises that it will ultimately form part of Hamilton's urban area.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

The project will be regionally significant as it represents the first stages of the development of a growth cell which represents a key element of Hamilton's urbanisation envisaged in the key strategic documents, and which will ultimately incorporate industrial, employment, housing and commercial uses. The project will enable 132 hectares of land owned by CDL to be developed for approximately 1350 residential homes and 35 hectares (net) of industrial land, contributing to housing availability and addressing the identified shortfall of industrial land in Hamilton City. The project would also provide catchment wide infrastructure which will be the catalyst for other future developments in the R2GC .

Will the project:

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

Please explain your answer here:

The project will enable CDL to develop approximately 1350 homes and 35Ha net of industrial land for sale or development. This is a significant contribution to housing supply within Hamilton and to that extent will address housing needs, in particular by providing a housing choice in proximity to growing employment areas within Hamilton.

The project would also provide catchment wide infrastructure which will be the catalyst for other future developments in the R2GC, thus also potentially increasing the supply of housing indirectly.

The project is consistent with the definition of a well-functioning urban environment in Policy 1 of the NPS-UD. It will enable a variety of homes to be provided, will deliver a mix of uses, will provide a high level of internal accessibility in terms of walking and cycling, and provides employment opportunities in the proposed industrial areas. In addition, the accessibility for people between housing, jobs and community services will improve over time, noting that the project represents a key element of Hamilton's urbanisation envisaged in the key strategic documents. Green infrastructure and open space informs the overall layout of the development, and the project will be designed in a manner which enables it to be resilient to the likely

current and future effects of climate change. In addition, it will support the competitive operation of land and development markets by bringing much needed industrial capacity online.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The project is considered to deliver significant economic benefits for the following reasons:

The Hamilton-Auckland Corridor has been identified as New Zealand's most significant transport corridor, with significant housing and employment growth potential. The project site is strategically located, with the industrial area being located adjacent to the Waikato Expressway (SH1) and the Pardo Boulevard Interchange, and offers several agglomeration benefits, which leverage the advantages of direct proximity to the major transport artery.

The project will enable 132 hectares of land owned by CDL to be developed for approximately 1350 residential homes and 35 hectares (net) of industrial land, contributing to housing availability and addressing the identified shortfall of industrial land in Hamilton City.

Once the entirety of the R2GC is developed, it is estimated that the proposed mix of activities will provide for a total of around 5,800 employees (based on current concept plans for the R2GC area, which includes approx. 85ha of industrial land and a small 2ha centre). As the project proposes to deliver a large portion of the industrial land identified on current concept plans for the R2GC, a significant portion of these employment opportunities could be enabled by the project.

The project, and ultimate build out of the R2 Growth Cell will provide significant economic benefits to both Hamilton City and the wider region through, increased employment opportunities, improved land use efficiency and agglomeration benefits, better utilisation of existing infrastructure and increased competition in residential and commercial land delivery. It will significantly enhance Hamilton's economy by addressing the shortfall of industrial land over the short, medium and long term, and enabling more businesses to establish in Hamilton.

Economic Benefits include:

- More certain pathway for required additional industrial land supply in terms of the Future Proof Strategy.
- Improved land use efficiency of future urbanised land.
- Increased local industrial employment opportunities and greater economic profile.
- Enablement of economies of scale and business agglomeration effects.
- Reduction in marginal cost of infrastructure provision.
- Potential for easing of industrial land price growth rates.
- Increased localised economic activity in the localised area and the wider Hamilton.
- Greater potential for industrial employment retention within Hamilton.
- Mitigation of reverse sensitivity effects by containing the activities within a defined area.
- Increased opportunity for industrial growth and new entrants.
- Increased housing capacity to accommodate anticipated demand (Residential only)
- Greater range of housing typologies, price points and locations (Residential only)
- More affordable housing (Residential only)
- Increased amenities for local community

If further detail is required, please refer to attached economic report (uploaded in the 'adverse effects' section).

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:

The project will result in an urban environment that support reductions in greenhouse gas emissions. The transport infrastructure to be delivered will include active mode facilities and greater walking and cycling connectivity to encourage active transport modes, thereby reducing reliance on and use of cars. Ultimately, it will provide a vast network of open space which will provide opportunities for the planting of vegetation providing a carbon sink for the area, as well as mitigation of climate change related natural hazards e.g.: flooding.

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

Yes

Please explain your answer here:

The project will support adaptation and resilience from climate change induced natural hazards in that it is located well above sea level, on stable ground, and will be designed in a manner that recognises and responds to climate change.

Ultimately, the project will provide a vast network of open space which will provide opportunities for the planting of vegetation providing a carbon sink for the area, and mitigation of flooding effects. It will take a catchment wide approach to flooding and stormwater issues. Sustainable forms of transport can be incorporated into the growth cell therefore enabling a reduction of carbon emissions. Furthermore, the proposed industrial area is in close proximity to the Waikato Expressway and the Pardo Boulevard Interchange, providing fast and efficient shipping routes in and out of Hamilton

Will the project address significant environmental issues?

No

Please explain your answer here:

The project will address an identified shortfall in industrial land within Hamilton City. It will also provide much needed housing.

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

Yes

Please explain your answer here:

The project is considered to be consistent with all the key, higher level strategic planning documents on the basis that these documents anticipate urbanisation of the land, the project will be addressing an identified shortfall of industrial land, will provide an economic, social, cultural and environmental benefit to the community, and will have an overall positive effect on the health and wellbeing of the Waikato River.

For example, the project is considered to be consistent with:

- The Future Proof Strategy, which identifies the R2GC as an 'urban enablement area' meaning its urbanisation is anticipated in the future.
- The considerations outlined in the Hamilton Urban Growth Strategy 2023 for out of boundary development.
- Te Ture Whaimana o Te Awa o Waikato and the Waikato-Tainui Environmental Plan, in that the project will have an overall positive effect on the Waikato River (e.g.: through restoration and improvements in water quality) and that Waikato-Tainui involvement is anticipated.

The project is not consistent with the underlying Waikato District Plan (WDP) rules in that the WDP anticipates that the boundary adjustment will happen prior to development. It is, however, consistent with the overall policy focus of its 'urban expansion area' notation (i.e.: that it will be urbanised in future).

Anything else?

Please write your answer here:

Despite being New Zealand's fastest growing City (2024), Hamilton is also remarkably New Zealand's second smallest territorial authority by land area. At the north-eastern end of the city where R2 is located, urbanisation has occurred right up to the territorial boundary with Waikato District.

Since 2005 when the first Strategic Agreement between HCC and WDC was signed, there has been acceptance that the Waikato Expressway would be a logical territorial boundary for Hamilton. Despite the Waikato Expressway being completed for almost 2 years, no tangible progress has been made to advance a territorial boundary change with Department of Internal Affairs to bring R2 into Hamilton City and allow for a subsequent plan change (re-zoning) to occur.

In effect, retaining R2 within the Waikato District, despite its obvious locational advantages, has and continues to prevent urbanisation, and thus the provision of much needed residential and industrial land.

The Fast-Track Approvals Bill provides an opportunity to advance a regionally significant project that is currently frustrated by current local government and planning processes.

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

No

If yes, please explain:

## Section 8: Climate change and natural hazards

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

No

If yes, please explain:

Geotechnical investigations have already been completed and have identified lateral spread, liquefaction, load induced settlement and small potential areas of uncontrolled fill as potential geohazards. All areas within R2 are anticipated to be suitable for development. The geotechnical engineers have broken down these geohazards and their mitigation levels into 3 separate zones showing low, medium and high development costs depending on the engineering input and the associated construction/ foundation requirements.

Flood risk investigations have already been completed and confirm that site flooding can be managed within conveyance channels, with capacity of stormwater managements within these channels, for up to 100yr ARI with climate change.

Overall, R2 is not subject to any unusual risks from climate change. It is well placed compared to other locations to address the risk from extreme weather events given its distance from the coast, is on suitable ground, and will be designed in a manner that takes account 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:

CDL Land New Zealand (CDL) confirms it is not aware of any historic or pending compliance or enforcement actions taken against the company by an entity with enforcement powers under the Acts referred to in the Bill.

CDL is a NZX Listed national residential, industrial, and commercial centre developer with a 25+ year proven track record of delivering large land-based development projects throughout New Zealand. Examples of similar sized projects successfully delivered or under construction include:

- Prestons Park, Christchurch: 1050 residential lots - Ongoing.
- Iona, Havelock North: 500 residential lots - Ongoing.
- Various Hamilton Developments (Flagstaff, Ashmore, Magellan Heights): 1150 residential lots - Completed.
- Roscommon Road, Auckland: Industrial Land and Building Development - Completed.

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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:

Jackson Bull

Important notes