# Fast-track approval applications

Page 1 of 13 Submitter details

**Is this application for section 2a or 2b?**

(Required)

- **2A**

**1. Submitter name**

Individual or organisation name (Required)

Vineway Limited

**2. Contact person**

Contact person name (Required)

Andrew Fawcet

**3. What is your job title**

Job title (Required)

Director

**4. What is your contact email address?**

You will receive an acknowledgement email when you submit your response.

(Required)

s 9(2)(a)

**5. What is your phone number?**

(Required)

s 9(2)(a)

**6. What is your postal address?**

s 9(2)(a)

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

- **Yes**

Fill out this section if you answered yes.

Organisation

Sally Gepp Barrister

Contact person

Madeleine Wright

## Fast-track approval applications

Phone number:

s 9(2)(a)

Email address:

s 9(2)(a)

Job title

Barrister

Please enter your service address

s 9(2)(a)

## Fast-track approval applications

Page 2 of 13 Section 1: Project location

**Site address or location**

A cadastral map and/or aerial imagery to clearly show the project location will help.

Add the address or describe the location (Required)

The site is made up of 6 properties:

- 88 Upper Ōrewa Road – 15.73 HA (Title Reference 472117)
- 130 Upper Ōrewa Road – 42.2 HA (Title Reference NA91C/410)
- 132 Upper Ōrewa Road – 20.52 HA (Title Reference NA91C/409)
- 55 Russell Road – 14.76 HA (Title Reference 149880)
- 53A Russell Road – 1.09 HA (Title Reference 747403)
- 53B Russell Road – 14.88 HA (Title Reference 747404)

Total site area =109.18 HA

All 6 properties are zoned Future Urban Zone under the Auckland Unitary Plan, earmarking them for urban development.

Aerial imagery clearly showing the location and the draft project scheme plan are included as **Attachment 1** and **Attachment 2**, respectively. The Records of Title (including registered interests) are included as **Attachment 3.**

If you need to upload a larger file contact listedprojects@mfe.govt.nz

Please make sure your file is under 25MB

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

(Required)

- **Yes**

Please make sure your file is under 25MB

**Who are the registered legal land owner(s)?**

Please write your answer here (Required)

The registered legal land owners of the 6 properties making up the site are:

s 9(2)(b)(ii)

## Fast-track approval applications

**Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur**

Include a statement of how that affects the applicant's ability to undertake the work that is required for the project

Please write your answer here (Required)

s 9(2)(b)(ii)

## Fast-track approval applications

Page 3 of 13 Section 2: Project details

**What is the project name?**

Please write your answer here (Required)

Delmore

**What is the project summary?**

Please provide a brief summary (no more than 2-3 lines) of the proposed project.

Please write your answer here (Required)

To subdivide the site and construct a master-planned residential development providing a complete urban outcome of approximately 1250 homes complete with parks, river-side walkways, and supporting infrastructure.

**What are the project details?**

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Clause 14(2)(b) of the Bill specifies that the application requires only a general level of detail.

## Fast-track approval applications

Please write your answer here (Required)

**Details of project site**

The site is comprised of 6 contiguous lots located at 88, 130 and 132 Upper Ōrewa Road and 53A, 53B and 55 Russell Road, Ōrewa. It is just over 109ha in size.

The site is currently used for pastoral and agricultural purposes, with homes to support that use. All lots making up the site are zoned Future Urban under the Auckland Unitary Plan, earmarking them for urban development to meet Auckland's growth and housing needs. The transition of Future Urban zoned land in the area around the site from rural uses to urban development has already started. To the north of the site the Ara Hills residential development has been granted consent on Future Urban zoned land. To the south of the site, a plan change to rezone the Future Urban zoned land to an urban zoning has recently been lodged. Further south Milldale residential development is under construction and to the east Strathmill residential development (a Myland Partners (NZ) Ltd project) is under development. To the west of the site, sites are zoned Rural Production.

The site is predominately open paddocks. Interspersed across the site are pockets of indigenous vegetation (mostly in gullies), specimen trees of varying quality, boundary planting, some small pine plantations, and a network of streams with some adjoining natural inland wetlands and minimal riparian planting. Most of the freshwater features have been heavily impacted by long-standing farming activities. Some of the pockets of indigenous vegetation are subject to conservation covenants. The pocket at the site's north-eastern boundary, has been identified as having significant ecological value and connects to the neighbouring Nukumea Reserve.

The topography of the site rises and falls between a series of ridgelines and gullies, with steeper areas concentrated closer to waterbodies and the northern portion of the site. This typography is typical of the wider area. It has not inhibited urban development.

**Details of project purpose**

The purpose of the project is to subdivide the site and construct an architecturally designed, master-planned residential development in a way that:

- Provides a complete urban outcome including homes, parks, an enhanced natural environment and access to it, and supporting infrastructure, that 'fits' with surrounding urban areas; and
- Maximises the housing potential of the site; and
- Meets best practice urban design principles; and
- Respects, retains, and protects the site's key environmental values of the landscape; and
- Provides multiple regionally significant benefits.

**Details of project objectives**

The project has 7 objectives which combine to meet the project's purpose.

Based on the technical reports commissioned as part of preparing this schedule application, Vineway Ltd is confident that the project will deliver on all 7 objectives.

In delivering on those 7 objectives, the project would provide multiple regionally significant benefits.

The 7 objectives are:

- *Deliver regionally significant roading infrastructure*.
  This is achieved primarily through funding and delivering the portion of Auckland Transport's (Supporting Growth Alliance) Northern Project road network that runs through the site from north to south (NOR 6). This connects the existing Ōrewa SH1 interchange at Grand Drive with Wainui Road. The project will also include upgrading parts of the areas existing roads to ensure a comprehensive, connected, safe, and functional network.

  This roading infrastructure is critical for safe and efficient urbanisation of the wider Wainui/Upper Ōrewa area (much of which, as noted, is earmarked for urbanisation in the Auckland Unitary Plan through Future Urban zoning). This is because it provides a key spine route for residential development south of the project site (e.g. Milldale) to access SH1, Ōrewa, and Ara Hills (including Ara Hills' future commercial area), and for residential development north of the project to transit south. In doing so it takes pressure off existing local and collector roads and therefore improving road safety. It also enables a frequent bus service for residential development on the western side of SH1.

- *Deliver a regionally significant increase in Auckland's supply of housing*.
  Currently greenfield development within Auckland generally and the Hibiscus Coast specifically (the wider part of Auckland in which the project site is located) is falling substantially short of meeting demand levels set out in both the Auckland Plan 2050 and the Future Development Strategy 2023-2053, which is in the order of 255-725 dwellings per annum. Since 2019, only one greenfield development has entered the Hibiscus Coast market and it has supplied only 50 dwellings per annum to the market.

  This shortfall needs to be met to ensure sufficient supply and a competitive housing, land, and development market. Lack of supply and competition will exacerbate already ballooning house prices.

  The project will deliver approximately 1250 homes, over approximately a 5 year period. This will make a significant contribution to filling the shortfall in demand.

- *Make a regionally significant contribution to addressing Auckland's housing needs*.
  Not only does Auckland need more homes, which the project provides as set out above, it also needs more homes that are affordable for average income households. There is currently a significant shortfall of homes in this category, particularly stand-alone homes. The region's excessive house prices are likely one of the drivers of the population decline it is currently experiencing. A downturn in population numbers has negative economic flow on effects for the region. Greenfields developments like the project are essential for driving house prices down because the lower construction costs of greenfield development and ability to build at scale mean sale prices can be lower.

  The project will provide high-quality, stand-alone homes and terrace housing, within a price bracket that is affordable for average income earners and first home buyers, and which is notably lower than the average price for stand-alone homes within the wider Hibiscus Coast area.

The average price of stand-alone homes in Auckland's Hibiscus Coast is currently $1,290,000. In stark contrast, the average price of the project's homes is expected to be $850,000. This is $440,000, or 34 percent lower than the current average price. It is expected that approximately 93 percent of the project's homes will be $900,000 or less.

- *Deliver regionally significant economic benefits for Auckland and the Hibiscus Coast.*
  The project delivers regionally significant economic benefits in three ways.

  First it will result in the creation of approximately 1,870 full time equivalent jobs in the construction sector.

  Second, it will contribute approximately $249.5 million to the construction sector's GDP.

  Third, it is expected to assist with retaining Auckland's younger population by providing desirable housing at an affordable price point that is competitive in the international and national housing markets. Auckland's long-term economic resilience relies on retaining younger households so that a well-sized working population is retained. This is not being achieved under current market conditions and housing prices. This will continue if supply is not increased.

- *Make a regionally significant contribution to addressing the significant environmental issue of indigenous biodiversity degradation and loss experienced across Auckland.*
  The site has areas existing native vegetation of significant ecological value, some ecologically valuable natural inland wetlands, and a network of streams. It is next door to the Nukumea Reserve.

  As shown on the draft scheme plan, the project avoids development in these areas (except for essential crossings which will all be designed with ecological input). Indeed, as opposed to their loss, the project will see their protection, and restoration or enhancement (through covenanting, planting, and pest plant management). The total area subject to protection, restoration and/or enhancement work is approximately 50ha. Restoration and enhancement of these types of ecological area is also national priority (cl 3.21 National Policy Indigenous Biodiversity).

  These actions will greatly improve the diversity, quality, and function of these important ecological areas, and improve and the quality of ecological connectivity and habitat they provide. There is also further opportunity to increase the ecological benefits derived from the project through the extent and nature of street and on-lot planting, which Vineway Ltd is committed to investigating.

- *Make a regionally significant contribution to a well-functioning urban environment.*
  The combination of the above factors means the project will deliver an urban environment that makes a regionally significant contribution to ensure Auckland has a well-functioning urban environment, and in turn gives effect to the National Policy Statement on Urban Development 2020 as well as the Auckland Regional Policy Statement.

The project is the 'missing piece of the development puzzle' in the Upper Ōrewa, Wainui part of the Hibiscus Coast. In filling this gap, it provides a comprehensive urban outcome for the site – including houses, parks, extensive planting enhancement, internal walkways, and supporting transport infrastructure.

It will deliver for a significant number of new homes that will provide purchasers with choice, while at the same time meeting the demand for homes in the Hibiscus Coast at an accessible price point for average income earners and younger Aucklanders.

It provides efficient accessibility to the wider Hibiscus Coast and Auckland region via multiple transport modes through funding and delivering part of the NOR 6 road, as well as upgrading parts of the existing road network. This is expected to contribute to reduced transport and greenhouse gas emissions.

The development has been carefully designed to give its residents multiple different natural spaces through parks, walking networks, and direct access to the neighbouring scenic reserve. It has been designed with neighbouring developments (e.g. Ara Hills, Milldale, Strathmill) directly in mind, to ensure a seamless 'fit' and integration with wider urban development in the area.

- *Maximise positive flow-on effects that support the Auckland region's primary industries*.
  The project will make a notable contribution towards primary industry full time equivalent employment and GDP.

  It is estimated to result in a total contribution to primary industry GDP of $55,400,000, which would support an estimated 260 full time equivalent primary industry jobs. This is as a result of the purchasing of raw materials that are required to construct the dwellings.

**Details and activities the project is likely to involve**

The activities the project is likely to involve are set out below at a high level.

*Staged subdivision of land*.

Explanatory comment: subdivision will ultimately result in approximately 1250 residential lots (the current draft scheme plan shows 1200), and there will likely be balance lots and lots to be vested as roading and drainage reserve. It is not anticipated that esplanade reserves will be required because of initial stream width assessments, but this will be confirmed by survey. Subdivision will be staged.

*Staged site-wide earthworks and related discharges, with some (limited) potential disturbance of contaminated land.*

Explanatory comment: it is estimated that earthworks will have a cut to fill volume of approximately 600,000$m^3$ over an area of approximately 50ha. Potentially contaminated land is restricted to areas around existing buildings.

*Constructing stability measures to prepare building platforms and provide for on-site infrastructure.*

Explanatory comment: this would be staged in the same way as earthworks.

*Staged construction of residential dwellings.*

Explanatory comment: construction staging would align with subdivision and earthworks staging. There will be approximately 40 different housing typologies across the site. Dwellings will be primarily stand-alone or terraced typologies. There will be an approximately even split between single story and double story dwelling. Houses will range from approximately 3 bedrooms to 5 bedrooms. The ground floor areas of the houses will range from approximately 85m2 to 190m2 ground floor area.

*Constructing infrastructure for three waters services and utilities services.*

Explanatory comment: the discharge of stormwater will be in accordance with Auckland Council's regional network discharge consent. Off and on-site wastewater options are available. If adopted the on-site option would involve discharges to land (and possible discharges to land entering water). Potable water can be provided. Vineway Ltd will fund and deliver necessary infrastructure upgrades to provide capacity for the project.

*Constructing roads, vehicle access, and other transport infrastructure*

Explanatory comment: the project includes funding and delivery of the regionally significant connection between the SH1 interchange at Grand Drive and the wider Wainui area (NoR 6). This runs along the site's northern edge and then down its western side. It also includes upgrade of other local roads as required to ensure capacity for the project. The development is then serviced by a network of roads. Jointly owned access lots are likely to be utilised to connect the internal lots. These would be designed to ensure houses are opening up onto a street frontage to the maximum extent possible.

*Undertaking landscaping and on-lot and street planting.*

Explanatory comment: street and on-lot trees and vegetation will be selected with ecological input to maximise wider ecological gains as well as achieving high quality amenity outcomes.

*Protecting, restoring, and enhancing existing areas of significant native vegetation, natural inland wetlands, and freshwater streams.*

*Providing approximately 5 neighbourhood parks and supporting, integrated walking networks.*

Explanatory comment: parks would be distributed throughout the project site. Walkways are proposed to follow stream margins and link parks and the Scenic Reserve to the extent possible.

*Carry out any other activities necessary to undertake the specific activities listed above, or that fall within the scope of the project as set out under the 'Purpose' heading above.*

It is envisaged that the site will also be rezoned to appropriate urban zoning (for example, Mixed Housing Urban Zone). An indicative structure plan for the site has therefore been prepared and is provided with this application, and is appended to the urban design memo included as **Attachment 5**. If the final Fast-track Approval Act provides for this to occur concurrently with seeking resource consent and other authorisations, Vineway Ltd would use that process to rezone the site. If this does not occur, rezoning will occur through the plan change process under the Resource Management Act 1991.

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

Please write your answer here (Required)

The project will involve staging of subdivision, earthworks, and housing construction. The exact way in which development will be staged has yet to be confirmed. It is currently anticipated that it will be undertaken in approximately 5 stages, with 240 lots delivered in each stage. An indicative staging plan is included as **Attachment 6**.

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

The different regimes are:

- Resource Management Act 1991
    - resource consent
    - notice of requirement
    - certificate of compliance
    - coastal permit that authorises aquaculture activities to be undertaken in the coastal marine area and requires decisions under Part 9A of the Fisheries Act 1996
- Wildlife Act 1953
    - authority to do anything otherwise prohibited
- Conservation Act 1987
    - approval
- Reserves Act 1977
    - approval
- Freshwater Fisheries Regulations 1983
    - approval
- Heritage New Zealand Pouhere Taonga Act 2014
    - archaeological authority
- Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012
    - marine consent
- Crown Minerals Act 1991
    - land access arrangement under section 61 or 61B
- Public Works Act 1981
    - proclamation under section 26 to take or deal with land

Please write your answer here

The regimes under which approval is being sought for the project is as follows:

• Resource consent under the Resource Management Act 1991

• Archaeological authority under the Heritage New Zealand Pouhere Taonga Act 2014

• Authority or permit under the Wildlife Act 1953

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

## Fast-track approval applications

Please write your answer here (Required)

Auckland Council.

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

Please provide details and any decisions made of:

- applications
- notices

Schedule 4 clause 31(3) of the Bill details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Bill for the same, or substantially the same, activity.

Please write your answer here (Required)

None. For completeness, it is noted that Auckland Transport (via the Supporting Growth Alliance) has lodged a notice of requirement for a new two-lane urban arterial road running from SH1 and Grand Drive in the east along the site's northern side and then down its western side to Wainui Road (NOR 6). This road is a critical part of the Northern Project, which overall is intended to support future urban growth of the North area of Auckland. The NOR 6 road has been incorporated by Vineway Ltd into its draft scheme plan. Vineway Ltd would fund and deliver the NOR 6 road within the project site.

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

(Required)

- **Yes**

Please explain your answer here (Required)

Yes. Securing the approvals required is expected to be straightforward and not to result in delay to delivering the project.

**Approvals relating to the NOR 6 road**

Vineway Ltd is committed to funding and delivering the portion of the NOR 6 road within the project site. To do this it will need approval under s176 of the Resource Management Act 1991 from the requiring authority (Auckland Transport) and to reach agreement with the requiring authority over the particulars of funding and delivery. This is a standard process for private sector delivery of designated infrastructure.

Vineway Ltd has already been engaging extensively with Auckland Transport and the wider Supporting Growth Alliance (SGA) on the NOR 6 road and Vineway Ltd delivery the remaining portion as part of the project. Engagement is well-progressed and positive. As a result, it can be expected that securing this approval and agreement should be straightforward and will not impede prompt and efficient delivery of the project.

For completeness it is noted that a small part of the NOR 6 road at its southern end is not within the project site. Vineway Ltd will still fund and deliver this portion of the NOR 6 road once the final method for delivery, and location, is confirmed with Auckland Transport and the SGA. Vineway Ltd, with the help of consultants Public Works Advisory, has been actively working with Auckland Transport and the SGA to determine the methods available and which is best. As set out in the memorandum from Public Works Advisory at (**Attachment 7**) options being discussed include:

- Vineway Ltd purchasing the relevant property, 3 Russell Road. Vineway Ltd's property team is investigating this option.
- Vineway Ltd includes an alternative alignment for this portion of the NOR 6 road within the project site. Approval from Auckland Transport would then be required for that alternative alignment. This has been discussed with Auckland Transport and is agreed to be a viable option in this case.
- Auckland Transport acquires (by land swap) under the Public Works Act 1981 (PWA) the portion of the property at 3 Russell Road needed for the final part of the NOR 6 road, in exchange for land adjacent to 3 Russell Road that is currently a paper road. Using the PWA to acquire land to deliver public infrastructure is standard process.
- Auckland Transport acquires (by purchase) the property at 3 Russell Road under the PWA. As noted, using the PWA to acquire land to deliver public infrastructure is standard process.

Based on the extent and nature of engagement with Auckland Transport and the SGA to date, Public Works Advisory's view is that all of these options are viable and can (and are) successfully be worked through with Auckland Transport and the SGA.

Accordingly, there is no reason why this should hold up delivery of the project under the fast-track process.

**Approvals relating to registered interests over the project site**

There are varying registered interests against each of the 6 titles making up the project site.

These have been comprehensively analysed by specialist property law firm Alexander Dorrington. As explained in the advice from Alexander Dorrington (**Attachment 4**) only a small number will or may require approvals to be gained to deliver the project.

For the reasons outlined below it is expected that securing these approvals will be straightforward and there is no reason why this should delay or prevent delivery of the project.

*53A Russell Road*

s 9(2)(b)(ii)

## Fast-track approval applications

s 9(2)(b)(ii)

*53B Russell Road*

s 9(2)(b)(ii)

*55 Russell Road*

s 9(2)(b)(ii)

*88 Upper Ōrewa Road*

s 9(2)(b)(ii)

## Fast-track approval applications

*130 Upper Ōrewa Road*

s 9(2)(b)(ii)

*132 Upper Ōrewa Road*

s 9(2)(b)(ii)

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

Please provide a high-level timeline outlining key milestones like:

- detailed design
- procurement
- funding
- site works commencement
- completion.

Please write your answer here (Required)

**Financial readiness**

s 9(2)(b)(ii)

**Construction readiness**

Vineway has a key milestone plan in place that would enable it to initiate the project promptly if listed on the schedule and then if resource consents are granted. The key milestone steps are set out in the comparison timeline included as **Attachment 9**. That diagram also shows the notably faster speed of delivery under the fast-track process compared with the standard Resource Management Act 1991 process.

**Who are the persons affected by the project?**

Please provide a list of persons likely to be affected by the project, including:

- relevant local authorities
- relevant iwi authorities
- relevant Treaty settlement entities
- protected customary rights groups
- customary marine title groups
- applicant groups under the Marine and Coastal (Takutai Moana) Act 2011
- ngā hapū o Ngāti Porou
- any person with a registered interest in land that may need to be acquired under the Public Works Act 1981.

Please write your answer here (Required)

**Persons likely to be affected by the project**

The persons the Vineway Ltd has identified as likely to be affected by the project are:

- The iwi (and their related entities) with a potential interest in the area. Those iwi have been conservatively identified given the high-level nature of the area of interest maps in Te Kāhui Māngai. They are: Ngāi Tai ki Tāmaki; Ngāti Manuhiri; Ngāti Maru; Ngāti Paoa; Ngāti Tamaoho; Ngāti Tamaterā; Ngaati Te Ata; Ngaati Whanaunga; Ngāti Whātua o Orakei; Ngāti Whātua o Kaipara; Runganga o Ngāti Whatua; Ngātiwai; Te Akitai Waiohua; Te Kawerau a Maki; Te Patukirikiri; Te Uri o Hau; Hauraki Māori Trust Board; Te Kupenga o Ngāti Hako.
  Of these iwi, those with treaty settlements specifically applying to the area are listed in section 18 of this application.
- Auckland Transport and the Supporting Growth Alliance, the entity overseeing the notice of requirement for the segment of the Northern Project road network running through the site (NOR 6).
- Watercare Services Ltd, the entity responsible for drinking and wastewater infrastructure.
- Vector and Chorus, the entities responsible for provision of utilities.
- AV Jennings Ltd, the company undertaking residential development to the north and easter of the project site.
- Fulton Hogan Ltd, the company looking to residentially develop the land to the south of the project site.
- The Department of Conservation, the owner and manager of the Nukumea Reserve that the site backs on to.

- The owners of the properties on Upper Ōrewa, Russell and Kowhai Roads neighbouring the project site. These are:
  85 Upper Ōrewa Road
  90 Upper Ōrewa Road
  100 Upper Ōrewa Road
  105 Upper Ōrewa Road
  117 Upper Ōrewa Road
  118 Upper Ōrewa Road
  180 Upper Ōrewa Road
  19a Kowhai Road
  19b Kowhai Road
  19c Kowhai Road
  3 Russell Road. It is noted that the owner of this property may also face acquisition by Auckland Transport under the Public Works Act 1981 in order to deliver the complete NOR 6 road. This is addressed in section 13 of this application.
  6 Russell Road
  35 Russell Road
  54 Russell Road
  59 Russell Road
- Auckland Council, the relevant local authority. In particular, the Healthy Waters team, the branch of Auckland Council responsible for stormwater infrastructure.

**Persons not likely to be affected by the project**

With reference to the specific examples provided in section 15 of this application form, the following are not persons likely to be affected by the project:

- Protected customary rights groups. This is because the project site is not within the "common marine and coastal area" as defined in s 9 of the Marine and Coastal (Takutai Moana) Act 2011, and so does not and cannot have a protected customary rights group with protected customary rights over the site (as those terms are defined in s 9 of Marine and Coastal (Takutai Moana) Act 2011.
- Customary marine title groups. This is because the project site is not within the "common marine and coastal area" as defined in s 9 of the Marine and Coastal (Takutai Moana) Act 2011, and so does not and cannot have a customary marine title group with customary marine title over the site (as those terms are defined in s 9 of Marine and Coastal (Takutai Moana) Act 2011.
- Applicant groups under the Marine and Coastal (Takutai Moana) Act 2011. This is because the site is not located in the "marine and coastal area" as defined in s 9 of that Act.
- Ngā hapū o Ngāti Porou. This is because the site is not located in the area of interest of Ngā hapū o Ngāti Porou

## Fast-track approval applications

**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

Consultation undertaken by the applicant, and how this has informed the project to date is as follows.

**Consultation with iwi**

Vineway Ltd has sent initial engagement letters with a copy of the draft scheme plan to all 19 iwi entities with a potential interest in the project site. As noted, conservative approach has been taken to identifying iwi entities with a potential interest given the high-level nature of the maps in Te Kāhui Māngai. As at the date of submitting this application (3 May 2024):

- **1** entity, Ngāti Manuhiri Settlement Trust, which represents Ngāti Manuhiri has confirmed it has an interest in the project site and wants to engage on the project. Vineway Ltd has responded confirming its enthusiasm in working with Ngāti Manuhiri and next steps are currently being confirmed. Mr Fawcet, Vineway Ltd's director, has successfully worked with Ngāti Manuhiri on residential developments before.
- **2** entities, Te Uri o Hau Settlement Trust (representing Te Uri o Hau) and Te Ara Rangatu o Te iwi o Ngaati Te Ata Waiohua (representing Ngaati Te Ata) have confirmed they do not have an interest in the project site and do not need to engage on the project.

A detailed record of iwi engagement is included as **Attachment 10**. Vineway Ltd will continue engagement with iwi as this application is considered.

**Other consultation**

*Auckland Transport and the Supporting Growth Alliance*

Vineway Ltd, through its related entity Myland Partners (NZ) Ltd, has had extensive engagement with the Supporting Growth Alliance about the project as a submitter on its notice of requirement for the NOR 6 road running through the project site. The focus of discussions has been the best way to deliver the NOR 6 road and its design details.

The most recent meeting was 15 March 2024. Discussions and consultation are positive and on-going.

*Watercare Services Ltd*

Vineway Ltd has had several meetings with Watercare Services Ltd about the project. The focus of discussions have been on the existing capacity of the Army Bay wasterwater treatment plant, and upgrades that may be required to ensure capacity for the project. Vineway Ltd has explained it would fund (and deliver as appropriate) any upgrades required to accommodate the project. Discussions and consultation are positive and on-going. Vineway Ltd has also prepared an alternative on-site wastewater solutions if connecting to the Army Bay wastewater treatment plant prove not to be feasible.

*Vector and Chorus*

Mackenzie & Co Ltd has initiated consultation and discussion with Vector Ltd. Vector Ltd is the electrical operator of the distribution system which will provide electricity to the development. Vector has advised that:

- It is planning a new zone high voltage substation in the area in which the project site is located. The build date for this will be brought forward if justified by the forecasted demand and timing of connections i.e. to align with the timing of the project.
- Installation of new high and low volage cables and equipment will be required to provide the project with points of supply for each of the lots. Vineway Ltd would ensure this occurs.
- There is available capacity for gas reticulation without any required upgrade.

Mackenzie & Co Ltd has also initiated consultation and discussion with Chorus NZ Ltd. Chorus NZ Ltd has confirmed it has infrastructure around the project site and it will be able to extent its network to provide connections to the project site.

Correspondence between Mackenzie & Co and Vector Ltd and Chorus NZ Ltd is provided in the civil engineering memorandum as **Attachment 11**.

*AV Jennings Ltd – Ara Hills developer*

Vineway Ltd has been in discussions with AV Jennings Ltd through the Specified Growth Alliance, as part of discussions on delivering the Northern Projects roading network, and specifically NOR 6. Vineway Ltd intends to continue discussions on this aspect of the project, and to extend discussions as it embarks on detailed design to ensure the two projects are symbiotic.

*Fulton Hogan Ltd – Milldale developer*

Vineway Ltd has not yet engaged directly with Fulton Hogan Ltd. However, it is working with the same planning consultancy Barkers & Co, who is providing an intermediary role with an eye across both projects. Vineway Ltd intends to extend discussions as it embarks on detailed design to ensure the two projects are symbiotic.

*The Department of Conservation*

Vineway Ltd has contacted the Department of Conservation introducing the project and highlight the ecological features of the project. It has offered to meet with the Department of Conservation about the project.

*Neighbouring land owners*

Vineway Ltd has initiated consultation with the following neighbouring properties that are directly contiguous with the project site:

- 19A Kowhai Road – contacted early 2024
- 19B Kowhai Road – contacted early 2024
- 19C Kowhai Road – contacted early 2024
- 3 Russell Road – contacted late 2023
- 6 Russell Road – contacted late 2023
- 35 Russell Road – contacted late 2023
- 54 Russell Road – contacted late 2023

It will continue to engage with these landowners as the project progresses.

Vineway Ltd also intends to initiate consultation with the remaining neighbouring properties once it has clarity about the process through which it will be seeking authorisations. Those properties are:

- 85 Upper Ōrewa Road
- 90 Upper Ōrewa Road
- 100 Upper Ōrewa Road
- 105 Upper Ōrewa Road
- 117 Upper Ōrewa Road
- 118 Upper Ōrewa Road
- 180 Upper Ōrewa Road

*Auckland Council*

Vineway Ltd's engineering consultant Mackenzie & Co has initiated consultation and discussion with Auckland Council's Healthy Waters team about stormwater management. Healthy Waters has confirmed that under the Regional Network Discharge Consent, the Ōrewa West Stormwater Management Plan applies to the project site, and that it will need to be complied with. Mackenzie & Co is in the process of working with Healthy Waters to prepare a stormwater management plan for the project that meets the requirements of that plan.

Correspondence between Mackenzie & Co and Healthy Waters is provided in the civil engineering memorandum as **Attachment 11**.

Please make sure your file is under 25MB

[Choose file]

**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 (Required)

Vineway Ltd is not aware of that any processes have already been undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur.

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

Include a summary of the relevant principles and provisions in those settlements and any statutory acknowledgement areas.

## Fast-track approval applications

Please write your answer here (Required)

**Statutory acknowledgements**

There are no statutory acknowledgements applying to the project site, as shown by the Auckland Unitary Plan.

The closest statutory acknowledgement site is to the east, across SH1, across a portion of central Ōrewa down to the coast.

**Treaty settlements**

There are 7 treaty settlements applying to the project site. These are:

- Ngāti Manuhiri Claims Settlement Act 2012 (associated Deed of Settlement signed on 21 May 2011).
  The related iwi authority is Ngāti Manuhiri Settlement Trust. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).
- Te Kawerau a Maki Claims Settlement Act 2015 (associated Deed of Settlement signed on 22 February 2014).
  The related iwi authority is Te Kawerau Iwi Settlement Trust. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).
- Ngā Tai ki Tāmaki Claims Settlement Act 2018 (associated Deed of Settlement signed on 7 November 2015).
  The related iwi authority is Ngā Tai ki Tāmaki Trust. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).
- Te Patukirikiri Deed of Settlement 2018 (signed on 07 October 2018).
  The related iwi authority is Te Patukirikiri Iwi Trust. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).
- Ngāti Whātua o Kaipara Claims Settlement Act 2013 (associated Deed of Settlement signed on 9 September 2011).
  The related iwi authority is Ngā Maunga Whakahii o Kaipara Development Trust. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).
- Ngāti Paoa Deed of Settlement 2021 (signed on 20 March 2021).
  The related iwi authorities are Ngāti Paoa Trust Board and Ngāti Paoa Iwi Trust. Vineway Ltd has started consultation with both (refer section 16 of this application).
- Te Ākitai Waiohua Deed of Settlement 2021 (signed on 12 November 2021).
  The related iwi authority is Te Ākitai Waiohua Iwi Authority. Vineway Ltd has started consultation with the Trust (refer section 16 of this application).

Ngāti Paoa and Te Patukirikiri are also member iwi of the Hauraki Māori Trust Board. The Board was established under the Māori Trust Boards Act 1955 and now has its own Act the Hauraki Māori Trust Board Act 1988. Vineway Ltd has started consultation with the Trust, as well as directly with member iwi (refer section 16 of this application).

For completeness, it is noted that as defined by the Fast-track Approvals Bill a Treaty settlement deed does not include an agreement in principle or any document that is preliminary to a signed and ratified deed. There are four documents falling within this exclusion potentially relevant to the project site:

- The Deeds of Settlement initialled by Ngaati Whanaunga; Ngāti Maru (Hauraki) and Ngāti Tamaterā according to the record on the Māori Crown Relations office website.
- The agreement in principle to settle historical claims signed by the Crown and Ngāti Whātua.

Despite these not being Treaty settlements for the purposes of the Fast-track Approvals Bill definition, Vineway Ltd has contacted all of these iwi about the project and invited them to engage.

*Method of identification:*

The Fast-track Approvals Bill defines "Treaty settlement" as meaning a Treaty settlement Act or a Treaty settlement deed (s 4).

A "Treaty settlement Act" is then defined (s 4) to capture 5 specific Acts (none of which apply to the project site), an Act listed in Schedule 3 of the Treaty of Waitangi Act 1975 or, any other Act that provides for redress for Treaty of Waitangi claims (including Acts providing for collective redress. The Acts referred to above fall within the last part of this definition.

A "Treaty settlement deed" is defined (s 4) to be a deed or agreement signed by the Crown and Māori in settlement of claims by that group or in anticipation of that settlement but does not include an agreement in principle that is preliminary to a signed at ratified deed. The deeds referred to above fall within this definition.

*Summary of relevant principles and provisions*

Ngāti Manuhiri Claims Settlement Act 2012 (associated Deed of Settlement signed on 21 May 2011)

The Ngāti Manuhiri Claims Settlement Act 2012 gave effect to certain provisions of the deed of settlement signed by Ngāti Manuhiri and the Crown on 21 May 2011. Deeds to amend the settlement deed were signed in February and June 2012.

The deed of settlement acknowledged that Ngāti Manuhiri suffered injustices that impaired the economic, social and cultural development of Ngāti Manuhiri and recorded the matters required to give effect to a settlement of all the historical claims of Ngāti Manuhiri.

The Land Settlement provided redress to Ngāti Manuhiri in the form of land, money, the right of first refusal of certain Crown lands, facilitation of ongoing relationships with government agencies, imposition of overlay classifications and statutory acknowledgements placed over land sites, place name changes and an apology from the Crown.

Only Crown assets are involved in the redress offered. Because of this and because there are no statutory acknowledgement areas applying, the project site is unaffected by the redress offered.

Ngā Tai ki Tāmaki Claims Settlement Act 2018 (associated Deed of Settlement signed on 7 November 2015)

Ngā Tai ki Tāmaki Claims Settlement Act 2018 gave effect to certain provisions of the deed of settlement signed on 7 November 2015. Amendment deeds were signed in June 2016, July 2017 and June 2018.

The deed of settlement acknowledged that Ngā Tai ki Tāmaki suffered injustices that impaired the economic, social and cultural development of Ngā Tai ki Tāmaki and recorded the matters required to give effect to a settlement of all the historical claims of Ngā Tai ki Tāmaki.

The Land Settlement provided redress to Ngā Tai ki Tāmaki in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, imposition of overlay classifications and statutory acknowledgements/deeds of recognition placed over land sites recognizing their interest, relationship agreements with government agencies, place name changes and an apology from the Crown.

Only Crown assets are involved in the redress offered, and the statutory acknowledgments are over Crown owned land only; therefore, the project site is unaffected by the redress offered.

However, taking a cautious approach, it is noted that one of the areas of acknowledgment applies to parts of the coastal marine area. Although the project site does not directly adjoin the coastal environment, it is acknowledged that the coastal environment is the ultimate receiving environment for sediment control/stormwater discharges. With respect to this the following is noted in respect of the project:

- Appropriate provision will be made for the management of stormwater runoff (and the quality of runoff).
- Earthworks will be managed to address erosion and sediment generation and accord with current best practise techniques.
- The project includes the protection and enhancement of native vegetation, streams and wetlands which contribute to water quality and ecosystem values.

Te Patukirikiri Deed of Settlement 2018 (signed on 07 October 2018)

Te Patukirikiri Deed of Settlement was signed on 7 October 2018.

The deed of settlement acknowledged that Te Patukirikiri suffered injustices that impaired the economic, social and cultural development of Te Patukirikiri and recorded the matters required to give effect to a settlement of all the historical claims of Te Patukirikiri.

The Land Settlement provided redress to Te Patukirikiri in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, change of conservation status of a scenic reserve, statements of association, relationship agreements with government agencies, and an apology from the Crown. It is noted that the settlement does not provide for redress in relation to the Hauraki Gulf. Agreement has been reached to address this relationship in the future.

Only Crown assets are involved in the redress offered to Te Patukirikiri, and the statements of association are over Crown owned land only; therefore, the project site is unaffected by the redress offered.

Ngāti Whātua o Kaipara Claims Settlement Act 2013 (associated Deed of Settlement signed on 9 September 2011)

The Ngāti Whātua o Kaipara Deed of Settlement Act 2013 gave effect to certain provisions of the deed of settlement signed on 9 September 2011. Amendment deeds were signed in August 2012 and July 2020.

The deed of settlement acknowledged that Ngāti Whātua o Kaipara suffered injustices that impaired the economic, social and cultural development of Ngāti Whātua o Kaipara and recorded the matters required to give effect to a settlement of all the historical claims of Ngāti Whātua o Kaipara.

The Land Settlement provided redress to Ngāti Whātua o Kaipara in the form of land, money, the right of first refusal of Crown lands, statutory acknowledgements; letters of introduction to certain Ministers/crown agencies, organisations and the Auckland Council, assigning place names and place name changes, relationship agreements with government agencies, and an apology from the Crown. It is noted that the settlement does not provide for redress in relation to the Kaipara Harbour. Agreement has been reached to address this relationship in the future.

Only Crown assets are involved in the redress offered to Ngāti Whātua o Kaipara, and the statutory acknowledgements are over Crown owned land only; therefore, the project site is unaffected by the redress offered.

Ngati Paoa Deed of Settlement 2021 (signed on 20 March 2021)

The Ngāti Paoa Deed of Settlement 2021 was signed on 20 March 2021.

The deed of settlement acknowledged that Ngāti Paoa suffered injustices that impaired the economic, social and cultural development of Ngāti Paoa and recorded the matters required to give effect to a settlement of all the historical claims of Ngāti Paoa.

The Settlement seeks to provide redress to Ngāti Paoa in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, overlay classifications, statutory acknowledgements, statements of association, name changes to certain sites of interest, relationship agreements with government agencies, and an apology from the Crown. It is noted that the settlement does not provide for redress in relation to the Hauraki Gulf. Agreement has been reached to address this relationship in the future.

Only Crown assets are involved in the redress offered to Ngāti Paoa, and the overlay classifications, statutory acknowledgements, and statements of association are over Crown owned land only; therefore, the project site is unaffected by the redress offered.

Te Ākitai Waiohua Deed of Settlement 2021 (signed on 12 November 2021)

The Te Ākitai Waiohua Deed of Settlement was initialled on 23 December 2022 and was signed on 12 November 2021.

The deed of settlement acknowledged that Te Ākitai Waiohua suffered injustices that impaired the economic, social and cultural development of Te Ākitai Waiohua and recorded the matters required to give effect to a settlement of all the historical claims of Te Ākitai Waiohua.

The Land Settlement provided redress to Te Ākitai Waiohua in the form of land, money, the right of first refusal of Crown lands, leaseback agreements, statutory acknowledgements; letters of introduction to certain Ministers/crown agencies, organisations and the Auckland Council, an agreed historical account, agreements with MPI with respect to fisheries; statements of association, relationship agreements with government agencies, and an apology from the Crown. It is noted that the settlement does not provide for redress in relation to the Manukau or Waitemata Harbours. Agreement has been reached to address this relationship in the future.

Only Crown assets are involved in the redress offered to Te Ākitai Waiohua, and the statutory acknowledgements/statements of association/leaseback agreements are over Crown owned land only; therefore, the project site is unaffected by the redress offered.

Hauraki Māori Trust Board Act 1988

The Hauraki Māori Trust Board Act 1988 establishes the Trust Board. The beneficiaries of the Trust Board are Ngati Hako, Ngati Hei, Ngati Maru, Ngati Paoa, Patukirikiri, Ngati Porou ki Harataunga ki Mataora, Ngati Pukenga ki Waiau, Ngati Rahiri-Tumutumu, Ngai Tai, Ngati Tamatera, Ngati Tara Tokanui, and Ngati Whanaunga.

The Trust Board acts as a joint point of engagement for these iwi. Vineway Ltd has contacted the Trust Board as well as each of its member iwi with an interest in the project site.

**Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?**

(Required)

- **No**

If yes, what are they?

No. The site is not located in the area of interest of Ngā Hapū o Ngāti Porou.

**Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?**

(Required)

- **No**

If yes, what are they?

n/a.

**Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?**

(Required)

- **No**

**Has the applicant has secured the relevant landowners' consent?**

(Required)

- **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?**

(Required)

- **No**

## Fast-track approval applications

If yes, what are they?

No. The project site is not within the "common marine and coastal area" as defined in s 9 of the Marine and Coastal (Takutai Moana) Act 2011 or the "coastal marine area" for the purposes of the Māori Commercial Aquaculture Claims Settlement Act 2004, and so cannot be in a customary marine title area, protected customary rights area, or aquaculture settlement area for the purposes of those Acts.

Treaty settlements applying to the project site are addressed at section 18 of this application.

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

(Required)

- **No**

If yes, please explain

No. This is because there is no protected customary rights area (as defined in s 9 of the Marine and Coastal (Takutai Moana) Act 2011) applying to the project site because it is not within the "common marine and coastal area" as also defined by s 9 of that Act.

Upload your assessment if necessary

Please make sure your file is under 25MB

[Choose file]

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

Please describe

The project is not considered to result in any long term, adverse effects on the environment, noting that the site is earmarked for urban rezoning and future urban development by its Future Urban zoning. The project seeks to bring this development forward to facilitate the delivery of a housing development project with significant regional benefits.

The anticipated and known adverse effects of the project on the environment are addressed below and should be reviewed in conjunction with the supporting technical assessments accompanying this application.

Earthworks and construction

The project will require bulk earthworks in the order of 600,000m$^3$, across approximately 50ha (just under half the overall site area) which has the potential to generate adverse, short-term effects such as dust, visual effects, silt and sediment effects on receiving freshwater environments and construction traffic effects.

As outlined in the civil engineering memo prepared by McKenzie & Co. (**Attachment 11**), earthworks will be carried out in stages and in accordance with best practice appropriate erosion and sediment control measures and GD05 to minimise the potential for sediment to discharge into receiving waters. Cut and fill operations will be designed to balance across the site, thereby minimising construction traffic effects (associated with the import/export of material from the site) on the transport network. A Construction Traffic Management Plan (CTMP) will be offered by the applicant which will ensure that adverse construction traffic effects on the environment will be appropriately managed. Further, any visual effects will be temporary.

Overall, earthworks will be appropriately designed and adverse effects on the environment will be managed by conditions of consent to ensure that any adverse effects will not have any lasting effects or be significant.

Construction Noise

To mitigate and minimise construction noise effects that could be experienced by the closest receivers (for example neighbouring rural residential dwellings), a Construction Noise Management Plan (CNMP) specific to the site and works being undertaken will be prepared and implemented throughout the duration of the construction period for the project. This site-specific management framework for construction noise effects is considered to represent the best practicable option for enabling construction of the Project while avoiding and protecting people from the unreasonable emission of noise.

Servicing and infrastructure

The project has the potential to generate adverse effects in terms of servicing, particularly in relation to infrastructure capacity with regards to wastewater, water supply and utilities. The civil engineering memo prepared by McKenzie & Co. (**Attachment 11**) confirms that the nature and level of development in this project can be sufficiently serviced in respect of wastewater, water supply and utilities. New connections and upgrades to reticulated wastewater and water supply networks are proposed, including an upgrade to the Army Bay Wastewater Treatment Plant (WWTP) which is to be funded by the applicant to ensure the necessary wastewater capacity is available in parallel with the delivery of dwellings. In the event that upgrading the Army Bay WWTP is not an available option, an assessment has been completed by Apex Water (**Attachment 12**) which confirms that there are viable and practicable alternative on-site wastewater treatment and disposal options for servicing the development. Further, the ecological assessment by Viridis (**Attachment 13**) has considered the proposed on-site wastewater treatment and disposal/irrigation areas and confirms that if adverse effects arise, then the effects management hierarchy will be applied to ensure the relevant NESF standards are met. As the project can be fully serviced with the necessary wastewater, water supply and utility upgrades, with viable contingencies in place, there will be no significant adverse effects on the environment in terms of servicing and infrastructure capacity.

Stormwater and flooding

The project has the potential to generate adverse stormwater and flooding effects, including adverse effects on receiving freshwater environments, capacity effects (on the reticulated network) and exacerbating risk of natural flood hazards.

The civil engineering memo prepared by McKenzie & Co. (**Attachment 11**) confirms that a comprehensive Stormwater Management Plan (SMP) will be prepared and adopted under Auckland Council's Regional Network Discharge Consent (NDC) to successfully manage the quality and flow of stormwater generated by the development. The primary piped network will convey flows to communal GD01 compliant devices for water quality, retention and detention, improving quality of stormwater prior to discharge and protecting stream networks from scour and erosion.

Floodplains at the site are generally contained to within stream channels and overland flow paths. The development has been comprehensively designed to ensure that all dwellings will be located sufficiently outside of floodplains, with sufficient freeboard and 3.8° climate change taken into account. Roads will also generally be located outside of floodplains, however where floodplains or stream crossings are unavoidable, site-specific flood modelling will be undertaken at the consenting stage to ensure the crossings are designed and constructed to be resilient to natural hazard and climate change associated impacts.

Overall, stormwater and flooding effects will be adequately managed through design and flood modelling, such that any adverse effects will be minimised, avoided or managed and without adverse impacts to the receiving environment.

Geotechnical

Due to the location of the site and scale of the development proposed, the project has the potential to generate adverse land instability effects on the environment. A geotechnical memo has been prepared by Riley Consultants (**Attachment 14**), where Riley Consultants note that the site is suitable for the proposed development. A detailed geotechnical investigation will be undertaken as part of the consenting process to specifically identify those areas of medium to high geotechnical constraints and then accordingly measures will be proposed to stabilise those areas for residential development. Such measures are anticipated to be similar to those successfully utilised at the nearby Ara Hills development including shear keys, counterfort drains and in-ground palisade walls. These measures, in addition to standard conditions of consent (such as those requiring works to maintain the stability of neighbouring sites at site boundaries, works being monitored by a geotechnical engineer, among others), are considered to appropriately manage any adverse land instability effects on the site and environment.

Contaminated land

The project has the potential to generate adverse effects on the health of people and the environment if the site currently, or previously, has accommodated potentially contaminating activities, through the discharge of contaminants to land and soil. A detailed assessment of the site prepared in accordance with the Ministry for the Environment's (MfE's) *Contaminated Land Management Guideline No. 1: Reporting on Contaminated Sites in New Zealand (Revised 2021)* has been provided by Williamson Water & Land Advisory (WWLA) (**Attachment 15**). That assessment concludes that no potentially contaminating activities under the MfE's Hazardous Activities and Industries List (HAIL) have been undertaken on the site. Areas which may contain contaminants at levels that exceed background (cleanfill) ranges are limited to around existing buildings. Contaminants are considered highly unlikely to be present at concentrations that present a risk to human health or the environment. A Contaminated Site Management Plan (CSMP) will be adopted to ensure soil around existing buildings is appropriately dealt with, to provide a framework for dealing with unexpected discovery of contamination, and to protect human health. Therefore, the proposal is not anticipated to have any adverse effects on human health or the environment.

Transport

The project has the potential to generate adverse transport effects on the environment from construction traffic during development, and once the project is established from additional traffic generation which has implications for traffic and safety (including of active modes). As set out above, construction traffic is to be managed through preparation and implementation of a construction traffic management plan. A transport assessment has been prepared by Commute Ltd (**Attachment 16**) which has carried out a high-level trip generation assessment of the project and appropriately takes into account the densities of a number of other consented or under construction developments in the vicinity of the site. In summary, the trip generation assessment confirms that, subject to the proposed transport upgrades being in place (including the delivery of half of a major road from Grand Drive West extension to Upper Ōrewa Road (including active mode facilities) under a current Notice of Requirement by Auckland Transport (notified in November 2023)) and a full Integrated Transport Assessment (ITA) to be undertaken at the consenting stage, that there is sufficient capacity to accommodate the projected vehicle trips. Further, Commute Ltd identifies that the project will act as a catalyst for active mode facilities within an area which is currently deficient in those areas, providing increased and safer opportunities for walking and cycling to contribute to the health and well-being of people and communities.

Based on the above, it has been demonstrated that the anticipated traffic generation from the proposal can be accommodated with the necessary transport upgrades in place, such that there will be no significant adverse effects on the environment in terms of traffic generation and safety.

Ecology

An ecological assessment memo considering the ecological effects of the proposal has been prepared by Viridis Ltd (**Attachment 13**). Viridis Ltd notes that there are areas of terrestrial vegetation of high-ecological value (most of which are already protected by covenants), several natural inland wetlands, and a network of streams, at the site. The site also backs on to the Nukumea Reserve which is owned and managed by the Department of Conservation.

The proposal has been designed to minimise potential adverse ecological effects on the site and on areas of high ecological value by maintaining and protecting the hydrology of permanent and intermittent streams and wetlands within the site, as well as protecting areas of indigenous vegetation. Development has been set back from the Nukumea Reserve to provide a buffer between house and people, on order to avoid adverse on the Reserve. Reclamation or removal of key ecological features will be avoided, and identification and protection of areas of high-ecological value, as well as restoration and enhancement planting of existing areas of indigenous vegetation and along waterways will be undertaken to enhance ecological values at the site. Where adverse effects on indigenous biodiversity or streams/wetlands is unavoidable, the effects management hierarchy will be applied to ensure the effects of the proposed activities are managed appropriately and meet national guidelines and standards. It is anticipated that conditions of consent will require the provision of ecological enhancement and management plans to ensure the on-going protection of high-value terrestrial and freshwater ecological features. It is also envisaged that landscape planting will be determined with ecological input to maximise any additional ecological and biodiversity gains. Overall, Viridis Ltd considers that the proposal will adequately minimize potential adverse ecological effects and will generate positive ecological benefits of regional significance.

Cultural

As noted earlier in this application, the site is not within any statutory acknowledgement areas. There are a number of Treaty settlements that apply to the project site. Consultation within these iwi groups, as well as all other groups identified as potentially have an interested in the area despite not having a formalised Treaty settlement, has commenced and is on-going. Vineway Ltd will continue with iwi engagement while this schedule application is being considered, with a view to ensuring that the project will avoid potential adverse effects on cultural values.

Heritage

An archaeological assessment has been prepared by Clough and Associates (**Attachment 17**) which confirms that there is one recorded archaeological feature on the site (R10/776 being a shell midden), and notes that there is the potential for other sites associated with Maori settlement to be present at the site. Should the project be accepted as a scheduled project, field surveys of the site will be undertaken as part of the resource consent and archaeological authority process to identify any potential archaeological or historical features and ensure that effects on these are appropriately managed, with iwi as well as consultant input into management measures.

Character, visual amenity and landscape effects

The site is located within a part of North Auckland which is experiencing rapid development and growth as shown on the indicative structure plan prepared by Barker & Associates (**Attachment 5**). In summary, those developments within the vicinity of the project include: Ara Hills residential development and commercial centre (immediately to the east of the site and which is under construction, approximately 700 dwellings and was consented on Future Urban zoning); Strathmill development (to the east of the site at 250-256 West Hoe Heights and which is under construction, approximately 430 dwellings, consented using the fast-track process); and Millwater (to the east and south-east of the site and which partly complete with some areas still under construction, approximately 3000 dwellings). The site is also located within a part of North Auckland earmarked for urban development and growth through its Future Urban zoning, and which, as the economics report prepared by UE Ltd explains, is intended to provide for a large amount of the region's greenfields development. As such whilst the site is located on land which is predominantly rural, it is located within an area that is peri-urban in character and in an (intended) state of transition to an urban environment. The project is considered to represent an appropriate extension of the aforementioned consented and/or under construction developments in this location, and as confirmed in the urban design assessment at **Appendix 5**, is the last piece of urbanisation in the wider Ōrewa and Wainui areas.

The development will comprise architecturally designed dwellings (largely consistent with that found in the surrounding environment) on landscaped lots within a comprehensively master planned development interspersed with numerous parks, green corridors and retention of key features such as ridgelines and waterways. There will be approximately 40 different dwelling typologies with a notable amount being stand-alone homes. The retention of key features and enhancement planting throughout the site will assist in providing a visual and physical transition in urban scale and intensity from existing urbanisation in Ōrewa/Wainui, to adjacent rural land to the west. It is anticipated that open spaces will be vested, and bush areas of high ecological value will be protected via covenants (or other legal mechanisms) to protect this balance of open space and green corridors to urban development.

Based on the above and the unique locality, it is considered that the proposal is suitable for its location as it will be viewed in the context of existing comprehensive residential developments and construction and it will be comprehensively and appropriately designed to minimise potential adverse effects on the environment in terms of character, visual amenity and landscape effects.

Please make sure your file is under 25MB

[Choose file]

**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?**

## Fast-track approval applications

Please write your answer here (Required)

The project is considered to be consistent with, and give effect to, the following national policy statements and environmental standards for the following reasons:

*National Policy Statement on Urban Development 2020 (NPSUD)*

The NPSUD came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. The NPSUD has assessed all the local authorities within the country and classified them as either Tier 1, Tier 2 or Tier 3, with Tier 1 referencing the largest local authorities in New Zealand (including Auckland Council). The NPSUD provides direction to decision-makers under the Resource Management Act 1991 (RMA) on planning for urban environments.

Under the NPSUD Auckland Council has responsibilities to ensure that there is at least sufficient development capacity to meet expected demand for housing and business at all times (Policy 2). This is reinforced by the requirement for local authorities in major urban centres to set a bottom line in their plans, for the total development capacity needed to meet estimates for demand and additional margins as calculated in the Housing and Business Development Capacity Assessments (Policy 7). The term 'bottom line' replaces the previous use of 'target' under the NPS - Urban Development Capacity 2016, to reflect that this is a minimum amount, and that more is better.

**Objective and Policies**

*Well-Functioning Urban Environment*

Under Policy 1 planning decisions must contribute to well-functioning urban environments. Policy 1 defines this as follows (**emphasis added**):

> *(a) have or **enable a variety of homes** that:*
>
> *(i) meet the needs, in terms of type, price, and location, of different households; and*
>
> *(ii) enable Māori to express their cultural traditions and norms; and*
>
> *(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
>
> *(c) have **good accessibility for all people** between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
>
> *(d) support, and **limit as much as possible adverse impacts on, the competitive operation of land and development markets**; and*
>
> *(e) support **reductions in greenhouse gas emissions**; and*
>
> *(f) are **resilient to the likely current and future effects of climate change**.*

The components of a well-functioning urban environment that the Delmore development will support include:

- Delivering a variety of housing choices across the development area at an affordable price, including medium density housing as well as more intensive forms of housing like townhouses likely to be utulised in more accessible parts of the development. The affordable price point delivered by the project is particularly important for meeting the region's housing needs. As set out in the economics analysis prepared by UE Ltd in support of the application, excessive house prices are impacting on Auckland's population dynamics, contributing to younger residents moving away. By way of example, the average house price in the Hibiscus Coast area (in which Delmore is located) is over $1.2 million. In contrast, the average price of a stand-alone home within the Delmore development is expected to be $850,000, with approximately 90 percent at $900,000 or below.
- Promoting good accessibility between housing, jobs (both in existing business areas as well as planned business areas including the Silverdale West Industrial area that is subject to a lodged private plan change request with Auckland Council), community services and open spaces. This is achieved through provision of quality open space and walking networks on site, location between pending business areas in the Ara Hills and Milldale developments, and by enabling more people to live in accessible locations close to a strategic roading network. The Northern Project roading network, which the project will contribute to by funding and delivering a critical piece of road, has been identified as necessary to support growth in the north Auckland Future Urban development area. Proximity to the abovementioned areas, and more direct accessibility via the Northern Project roading network means the project also supports a reduction in greenhouse gas emissions through reduced car dependence;
- Supporting the competitive operation of land and development markets by delivering up to 1,250 new homes; and
- Being resilient through the likely current and future effects of climate change through promoting a compact and efficient urban form.

*Development Capacity*

Under Policy 2 Tier 1 authorities are required to provide <u>at least</u> sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term. The Delmore development will deliver approximately 1,250 dwellings (with current plans identifying 1,200 dwellings), significantly adding to Auckland's development capacity within Upper Ōrewa Future Urban area. Therefore, the Delmore development will make a significant contribution to realising development capacity through the delivery of homes, and competitive land markets. This will better enable Auckland Council to meet Policy 2 given that the current progress in releasing greenfield land to provide additional capacity is falling behind (as identified in UE Ltd's economics report at **Attachment 18**) and completion of the Milldale development south of the Site will create pressure for additional housing within the area which this project will contribute to fulfilling. The provision of additional development capacity within Upper Ōrewa will also support the planned employment area at Silverdale West.

*Planned Urban Form and Amenity Values*

Objectives 4 and 6 state that New Zealand's urban environments develop and change over time in response to diverse and changing needs of people, communities and future generations. Further, local authority decisions are integrated with infrastructure planning and funding as well as being responsive, particularly in relation to proposals that would supply significant development capacity. Given the current rural use, the urbanisation of the Delmore project area which will deliver approximately 1,250 dwellings (with current plans identifying 1,200 dwellings), will result in a significant change and sense of amenity enjoyed by some residents. This change, however, is not unanticipated given the Future Urban zoning of the project area and the extensive urban development already occurring on Future Urban zoned land around it. It will also deliver additional amenities within the project area, including extensive areas of covenanted Significant Ecological Areas, which will meet the needs of both the current and future populations while increasing residential capacity in an area where people want to live.

*Reduction in Greenhouse Gas Emissions*

Objective 8 requires urban environments to support a reduction in greenhouse gas emissions and to be resilient to the current and future effects of climate change. The Delmore development project area is currently zoned Future Urban and therefore has already been identified by Auckland Council as being appropriate for urbanisation through its Future Urban zoning. Therefore, in respect of how the project will facilitate urban development that achieves Objective 8 of the NPSUD, the following is noted:

- The Delmore development will be a comprehensive and integrated development over a large land holding that is contiguous with existing urban development in Ara Hills, as well as proximate to the planned urban development in Milldale North, and the existing urban development in Milldale. The scale of this development will support nearby social amenities including the nearby neighborhood centre at Ara Hills, as well as open spaces and ecological corridors proposed through this development. This creates opportunities for residents of the Delmore development to live and work closer to home (with existing and planned business areas proximate to this development), thereby reducing the need for travel to nearby centres; and
- The Delmore development includes the delivery of major and regionally significant road infrastructure, linking the Grand Drive West extension to Upper Ōrewa Road (including active mode facilities) which has been notified through a Notice of Requirement by Auckland Transport (notified in November 2023)). This project will act as a catalyst for active mode facilities within an area which is currently deficient in those areas, providing increased and safer opportunities for walking and cycling to contribute to the health and well-being of people and communities as well as supporting a reduction in greenhouse gas emissions.

*Responsive Planning*

Policy 8 further supports decisions affecting urban environments to be responsive to projects that would add significantly to development capacity and add to well-functioning urban environments even if the development capacity is unanticipated by RMA planning documents or is out of sequence with planned land release. The development of the Delmore project area is out of sequence with the Auckland FDS (in terms of timing of development) however, development and urbanisation of this land will assist to overcome growth and housing supply challenges (as identified in the UE Ltd report) and ensure that there are infrastructure solutions available to service this development and development within the wider Upper Ōrewa/Wainui area.

Overall, it is considered that the Delmore development gives effect to the NPS-UD.

*National Policy Statement for Freshwater Management 2020*

The National Policy Statement for Freshwater Management 2020 (NPS-FM) seeks to manage natural and physical resources to prioritise firstly, the health and well-being of water bodies and freshwater ecosystems, secondly, the health and needs of people, and thirdly the ability to provide for the social, economic, and cultural well-being of people and communities.

The Delmore development will be designed to be in accordance with the relevant objective and policies of the NPS-FM that relate to land development. In particular:

- In accordance with Policy 3, stormwater runoff within the project site will be comprehensively managed to ensure that the effects of the use and development of the land do not adversely affect downstream catchments and freshwater bodies;
- In accordance with Policies 6, 7 and 9, there will be no loss of extent of natural inland wetlands, rivers or indigenous freshwater species, and their values will be protected and restored through significant areas of protection proposed through this project (through the use of covenants) and proposed planting;
- In accordance with Policy 8, there are no significant outstanding water bodies as identified under the AUP (OP) located within the project site; and
- The proposed Project is considered to provide for the social, economic, and cultural well-being of people and communities as it will deliver additional housing while being consistent with the NPS-FM for the reasons outlined above.

*National Policy Statement – Highly Productive Land*

The National Policy Statement for Highly Productive Land ('**NPS-HPL**') came into force on 17 October 2022.

The NPS-HPL contains objectives and policies which guide the management of highly productive land. It does not provide absolute protection of highly productive land, but rather it requires local authorities to proactively consider the resource in their region or district to ensure it is available for present and future primary production. The NPS-HPL does not apply to existing urban areas and land that **councils have identified as future urban zones in district plans** (cl3.4(2)). Therefore, this site is not subject to the NPS-HPL, as it has already been identified for urbanisation through the Future Urban zone applied to the site under the AUP.

*National Policy Statement – Indigenous Biodiversity 2023*

The main objective of the NPS-IB is to maintain indigenous biodiversity across New Zealand so that there is at least no overall loss in indigenous biodiversity from the commencement date (cl 2.1). Achieving this is identified as requirement both protection and restoration actions.

In ecological areas identified as significant in a district plan (like the AUP) specified effects (such as fragmentation) must be avoided, except in narrow, specified circumstances (cl 3.10). Outside those areas significant adverse effects are to be managed by applying the effects management hierarchy, and generally in a way that meets the NPS-IBs objective of maintaining indigenous biodiversity (cl 3.16).

The project is considered to be consistent with the objective of the NPS-IB and the policies summarised above., The reasons for this are:

- Development is avoided in and set back from areas identified as having significant ecological value in the AUP.
- Development is also avoided in other areas of indigenous vegetation identified by Viridis Ltd as having significant value, or that are subject to existing covenants. Instead, enhancement planting and pest plant management in these areas is proposed. As well as their protection through covenanting.
- Development is also avoided in natural inland wetlands and riparian areas along the site's streams (except for providing walkways in concern with planting and necessary crossings and similar), and these areas, which are currently degraded are proposed to be subject to restoration planting.
- Indigenous birds, lizards, and bats may be present, but managing effects of them is possible through standard fauna management measures and plans.

Against that background, as the biodiversity values of the site have been identified, qualitatively assessed, ecologically valuable areas are being avoided, and there is extensive enhancement and restoration planting involved, it is expected that the project will not only maintain indigenous terrestrial biodiversity but contribute to its improvement within the Auckland region in terms of diversity, habitat, quality, and extent.

The restoration and enhancement, and protection (through additional covenants) of areas of significant indigenous vegetation, natural inland wetlands, and riparian margins, within the project site, also aligns with the restoration priorities in cl 3.21 of the NPS-IB.

Overall, it is considered that the Delmore development aligns with the policies and objectives of the NPS-IB.

*National Environmental Standards for Freshwater 2020 (NESF)*

The National Environmental Standards for Freshwater Management 2020 ('**NES-F**') sets out requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. In relation to this project, the NES-F seeks to protect existing inland wetlands through the proposed covenants. The proposal is consistent with the intent of the NES-F as the assessment above concludes that the project is consistent with the policy framework of the NPS-FM, given the project has been designed to protect and avoid direct impacts on freshwater systems and wetlands that are located on the site.

However, if adverse effects on streams or wetlands are unavoidable, the effects management hierarchy will be applied to ensure the proposed activities meet the relevant National Environmental Standards for Freshwater (NES-F) standards (as they apply to works within or within 10m of a natural inland wetland for the purpose of constructing urban development under regulation 45C) and adverse effects on the health of freshwater and freshwater ecosystems are appropriate.

*National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)*

The purpose of the NESCS is to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed (and remediated if necessary). The initial assessment prepared by Williamson Water & Land Advisory (WWLA) (**Attachment 15**) confirms that no potentially contaminating activities under the Ministry for the Environment's (MfE's) Hazardous Activities and Industries List (HAIL) have been undertaken on the site.

Areas which may contain contaminants are limited to around existing buildings, for which appropriate measures in accordance with a Contaminated Site Management Plan (CSMP) will be adopted to ensure that soil that is not cleanfill is appropriately managed at the time of earthworking, and to protect human health. Therefore, it is considered that the project will be consistent with the intent of the NESCS to ensure that effects on human health area appropriately managed.

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## Fast-track approval applications

### Page 8 of 13 Section 7: Eligibility

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

In considering whether the project will help to achieve the purpose of the Bill, the Ministers may have regard to the specific matters referred to below, and any other matter that the Ministers consider relevant.

**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?**

(Required)

- **Yes**

Please explain your answer here

The fast-track process offers a number of advantages in terms of time and cost over the standard RMA process (particularly given the Future Urban zoning of the site). Key reasons for this are the timeframes that apply; public and limited notification is precluded under the Fast-track Approvals Bill, with the panel instead being permitted to invite comments from specified persons who are provided a short timeframe for comment; and the limited appeal rights. A comparison timeline (**Attachment 9**) has been prepared which compares the likely timeframes and delivery dates when using the fast-track process, versus the standard RMA process. The timeline clearly demonstrates the time savings and efficiencies to be gained by utilising the fast-track process to consent the project. This would be the case even with a plan change occurring in parallel to ensure that a live urban zoning is in place by the time dwellings are ready for occupation, if rezoning is not provided for under the Fast-track Approvals Act. This is shown in the timeline.

In particular, the timeline shows that the first dwellings will be ready for occupation by approximately the start of Q4 2027, whereas under the standard sequential process, following the plan change and resource consent processes (including likely delays by Environment Court appeals and possible further appellate Court appeals), the first dwellings would not be ready for occupation under Q4 2029. This demonstrates that the fast-track process will enable the project to be efficiently processed and dwellings delivered two years faster than the standard process.

## Fast-track approval applications

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

Please write your answer here (Required)

As Vineway Limited will be in a position to lodge a substantive application this year, it can immediately benefit from being a 2A listed project. This will see efficient and effective use of the process immediately on the Act coming into force.

In addition, the scale and location of the project provides clear efficiencies for process. The project is uniquely placed in that it is within a location which is ear-marked for development, is directly adjacent to significant residential developments that are currently under construction (Ara Hills, and beyond that Strathmill and Millwater) and has existing significant roading connections (refer to draft structure plan included in the urban design assessment at **Attachment 5**). The project is of a significant scale, seeing the delivery of approximately 1250 dwellings (being greater than the nearby Ara Hills and Strathmill developments combined) and all associated roading and infrastructure under one application. This combination of location and scale has clear process efficiencies, by reducing the potential number of applications required under the RMA (i.e. for multiple smaller developments, or for infrastructure separate from housing). We note that it is also common practice to stage the consenting of developments of this scale - as this particular development would likely be delivered in 5 stages (approx. 240 dwellings/lots per stage), this can be translated into time and cost savings associated with the preparation, assessment and processing of 5 separate resource consent applications for 200+ dwellings per application.

Further, it is noted that if this project is not listed, referral will likely be sought to utilise the Fast Track Approvals Act once it comes into law given the clear and substantive benefits this fast-track process will provide to its delivery. On that basis, listing this project under 2A substantially streamlines processing of this application for both the Ministry for the Environment staff, and the joint Ministers, allowing an Expert Panel to begin processing the application as soon as it is appointed.

Finally, Vineway Ltd is a special purpose vehicle company used by Myland Partners (NZ) Ltd to deliver this project specifically. This is Myland Partners (NZ) Ltd's standard method for delivering its developments. Myland Partners (NZ) Ltd is an experienced and sophisticated property investment and development company, with multiple successful developments under its belt. It has also successfully used fast-track consenting processes before. Consequently, it is ready for and able to work within the rigorous requirements and timeframes the fast-track process entails, to ensure its application is able to be accepted and accessed efficiently.

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

- Central government plan or strategy
- Local government plan or strategy
- Sector plan or strategy
- Central government infrastructure priority list
- Other

## Fast-track approval applications

The Auckland Unitary Plan and the Auckland Future Development Strategy 2023-2053 (FDS) form the package of documents which set the strategic approach for providing for urban growth within the Auckland Region.

The Delmore development site has been prioritised for future urbanisation in place of other historically rural land in the AUP and FDS. This prioritisation is provided through the Future Urban zone applied to the site under the AUP and identification of the site as an area for greenfield development in the FDS. The purpose of this prioritisation is to assist with housing supply in North Auckland.

Future Urban zoned land and its urbanisation to enable development capacity, forms an important component of the overall strategy for enabling Auckland's growth.

The FDS, which replaces both the Auckland Plan Development Strategy 2018 and the Future Urban Land Supply Strategy 2017, sets the strategic direction for how growth will be accommodated in Auckland to achieve quality compact living environments that are resilient to the effects of climate change while enabling sufficient capacity for growth.

The FDS identifies a programme to sequence future urban land over the next 30 years, in line with its purpose to promote long-term strategic planning, within which it identifies broad locations in which development capacity will be provided.

In relation to the project site the FDS signals an indicative sequencing of 2050+. However that timing is indicative not determinative. For example, when preparing and changing planning documents under the Resource Management Act 1991 the FDS is a matter the local authority must *have regard to*, and local authorities are strongly encouraged to have it infrom decision-making on other strategies and plans (cl. 3.17 NPSUD). This flexibility is consistent with its status as a high-level strategic document, within which change can, and should, be contemplated as more information comes to light and as specific development proposals come forward. One such matter may be information regarding development capacity (being the capacity for land to be developed for housing or business -cl 1.4 NPS-UD). The FDS acknowledges the uncertainty in relation to predicting development capacity and states that:

> *Rather than viewing capacity as a target to meet, it is helpful to recognise that relatively more capacity means more development opportunities, and more competition among developers to respond to demand….the capacity requirements of the NPS-UD have been exceeded (including that enabled by Plan Change 78 to the Auckland Unitary Plan), however, Auckland would benefit from more capacity for growth*.

It is evident from the analysis in the UE Ltd report (**Attachment 18**) that there insufficient greenfields development capacity in the Hibiscus Coast part of Auckland in which the project site is located. Since 2019 only 50 greenfield dwellings have been brought to market in the area. The FDS anticipates that 280 dwellings will be brought per annum. As the UE Ltd report explains, this greenfields development capacity shortfall has negative flow on effects for house pricing and market competition given the comparatively lower prices of greenfield housing. These factors in turn have negative flow on effects for population demographics and growth, as younger members of the community cannot meet increasing house prices. This project will deliver approximately 1250 residential lots (the current draft scheme plan shows 1200) to the area at pace, in a strategic location anticipated for urbanisation. The project poses a regionally strategic opportunity to contribute towards the growth challenge within Auckland's North as this development will make a significant contribution to development capacity within North Auckland.

The Delmore development has been identified for future development, and this project will help contribute towards the growth challenge within Auckland North, through the efficient delivery of over 1200 new homes, a significant portion of the Grand Drive extension as well as all other servicing required to enable development of this area, in an area that has a high, and rapidly increasing demand for residential capacity.

## Fast-track approval applications

**Will the project deliver regionally or nationally significant infrastructure?**

- Regional significant infrastructure
- National significant infrastructure

Please explain your answer here

Yes.

The project includes funding and delivery of the portion of Auckland Transport's (Supporting Growth Alliance) Northern Project road network that runs through the site from north to south (NOR 6). This connects the existing Ōrewa SH1 interchange at Grand Drive with Wainui Road. The Transport Report prepared by Commute Ltd in support of this application, and the NOR 6 application documents confirming this road is of regional significance.

This roading infrastructure is critical for safe and efficient urbanisation of the wider Wainui/Upper Ōrewa area (which is ear-marked for urbanisation in the Auckland Unitary Plan through the Future Urban zoning). This is because it provides a key spine route for residential development south of the project site (e.g. Milldale) to access SH1, Ōrewa, and Ara Hills (including Ara Hills' future commercial area), and for residential development north of the project to transit south. In doing so it takes pressure off existing local and collector roads and therefore improving road safety. It also enables a frequent bus service for residential development on the western side of SH1.

The Transport Report prepared by Commute Ltd, included as **Attachment 16**, of this application. The NOR 6 application documents are available here: https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=240.

Information on the Northern Project is available here: https://findoutmore-supportinggrowth.nz/north-auckland.

The project will also include upgrading existing parts of the road network as required to ensure safe capacity for the project.

**Will the project:**

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

## Fast-track approval applications

Yes.

The project will deliver a regionally significant increase in Auckland's supply of housing. Currently greenfield development within Auckland and the Hibiscus Coast is falling substantially short of meeting demand levels set out in both the Auckland Plan 2050 and the Future Development Strategy, which is in the order of 255-725 dwellings per annum. Since 2019, only one greenfield development has entered the Hibiscus Coast market and it has supplied only 50 dwellings per annum to the market. This shortfall needs to be met to ensure sufficient supply and a competitive housing, land, and development market. Lack of supply and competition will exacerbate already ballooning house prices. The project will deliver approximately 1250 homes, over approximately a 5 year period. This will make a significant contribution to filling the shortfall in demand.

The project will make a regionally significant contribution to addressing Auckland's housing needs, through price, location, and design. Not only does Auckland need more homes, which the project provides as set out above, it also needs more homes that are affordable for average income households and young families. There is currently a significant shortfall of homes in this category, particularly stand-alone homes which are the type of home in highest demand in the Hibiscus Coast (based on historical sales). The region's excessive house prices are likely one of the drivers of the population decline it is currently experiencing, which is seeing predominately Auckland's younger residents leaving the region. A downturn in population numbers has negative economic flow on effects for the region from a demographic shift to a working population to an older, retiring population. The project will provide high-quality, stand-alone homes and terrace housing, within a price bracket that is affordable for average income earners and first home buyers, and which is notably lower than the average price for stand-alone homes within the wider Hibiscus Coast area. The average price of stand-alone homes in Auckland's Hibiscus Coast is currently $1,290,000 (and the small number houses that have been brough to market by the neighbouring Ara Hills greenfield development align with this average price). In stark contrast, the average price of the project's homes (which are still generous in size and will range from approximately 3-5 bedrooms) is expected to be $850,000. This is $440,000, or 34 percent lower than the current average price. 93 percent of the project's homes are expected to be $900,000 or below.

The project will also make a regionally significant contribution to a well-functioning urban environment. The combination of the roading, housing, and ecological benefits as a result of the project, along with its careful integration with and support of the surrounding urban development, means the project will make a regionally significant contribution to ensuring Auckland has a well-functioning urban environment, and in turn gives effect to the National Policy Statement on Urban Deevelopment 2020 as well as the Auckland Regional Policy Statement. The project provides for a significant number of new homes that meet the demand for stand-alone homes in the Hibiscus Coast at an accessible price point. By funding and delivering a critical part of the NOR 6 road and undertaking supporting existing network upgrades, it provides efficient and safe accessibility for its residents and also those of other urban developments to the west of SH1, to the wider Hibiscus Coast and Auckland region via multiple transport modes. This is expected to contribute to reduced transport and greenhouse gas emissions. The development has been carefully designed to give its residents multiple different natural spaces in the form of parks, walking networks, and direct access to the neighbouring scenic reserve, as well as on-lot outdoor space. It has been designed with neighbouring developments (e.g. Ara Hills, Milldale, Strathmill) directly in mind, to ensure a seamless 'fit' and integration with wider urban development in the area. Development of the project site, in essence, completes the puzzle of the Wainui / Upper Ōrewa Future Urban zone urban development area on the western side of SH1, both in terms of housing and essential infrastructure for that wider urbanisation.

Refer to the economics and urban design reports prepared in support of this application at **Attachment 18** and **Attachment 5**, respectively.

## Fast-track approval applications

**Will the project deliver significant economic benefits?**

- Yes
- No

Please explain your answer here

Yes.

The project delivers regionally significant economic benefits in three ways.

First it will result in the creation of approximately 1, 870 full time equivalent jobs in the construction sector.

Second, it will contribute approximately $249.5 million to the construction sector's GDP.

Third, it is expected to assist with retaining Auckland's younger population by providing aesthetically and locationally desirable housing at an affordable price point that is competitive in the international and national housing markets. Auckland's long-term economic resilience relies on retaining younger households because this ensures a strong working population, as opposed to a predominantly retiring or retired population. This is not being achieved under current market conditions and housing prices, and that will continue if supply is not increased. Greenfield supply, like the project, is particularly important because of its ability to drive prices down due to the reduced construction costs of greenfield development.

Refer to the economics report prepared in support of this application as **Attachment 18**.

**Will the project support primary industries, including aquaculture?**

A project is considered to have significant regional or national benefits if it involves a resource consent application for an aquaculture activity within an aquaculture settlement area declared under section 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 where the applicant holds the relevant authorisation; or an area identified within an individual iwi settlement as being reserved for aquaculture activities.

- **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**

## Fast-track approval applications

Please explain your answer here

Yes.

The Delmore development will likely contribute to an overall reduction in greenhouse gas emissions across the Auckland region, by delivering a large number of houses within close proximity to both existing (e.g. Highgate Industrial Area) and planned (e,g, Silverdale West Industrial) employment areas. Through providing more houses closeby to where people work, this project will assist in an overall reduction in greenhouse gas emissions (GHG) across the Auckland region, as people who would otherwise need to travel from other parts of the region covering a greater distance to their place of employment will now be able to live closer to where they work through an increase in housing stock in North Auckland provided through this project.

This development, as a result of the above, will result in an overall reduction in GHG emissions in comparison with if the site remained vacant Future urban zoned land.

The Delmore development will also contribute towards climate change mitigation and a reduction in GHGs through the significant and expansive areas of vegetation (approximately 50ha) that will be protected and restored or enhanced.

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

- **Yes**

Please explain your answer here

As set out in the civil engineering report (**Attachment 11**) it has been confirmed that this project will not be affected by flooding effects due to climate change or from other natural hazards. The stormwater system will be sized and designed to cater for 10% AEP peak flows including for climate change temperature increase of 3.8°C. Secondary flow paths will be sized for 1% AEP peak flows including for climate change temperature increase of 3.8°C.

All buildings and roads will be located outside of flood plains. Potential erosion or soil migration is mitigated by riparian planting. Over half of the development site will remain permeable surface in natural ground conditions or as recreation reserve. These areas will allow recovery from large storm events by infiltration and evapotranspiration. Road reserves formed with durable surfacing (concrete/asphalt) will receive secondary flow and convey to specifically designed locations that transfer flows into the recreation reserves and riparian margins.

The Delmore development will therefore support adaptation, resilience and recovery from natural hazards, and all infrastructure will be developed to be resilient to significant storm events, and to cater for climate change uplift to 3.8°C.

## Fast-track approval applications

**Will the project address significant environmental issues?**

- **Yes**

Please explain your answer here

Yes.

As set out in the Ecological Report by Viridis Ltd prepared in support of this application, the project will make a regionally significant contribution to addressing the significant environmental issue of indigenous biodiversity degradation and loss experienced across the Auckland region, and New Zealand as a whole.

The site has areas existing native vegetation of significant ecological value with kauri, tōtara, and rimu present. It also has some ecologically valuable natural inland wetlands, and a network of streams. It is next door to the Nukumea Reserve.

As shown on the draft scheme plan, the project avoids development in all these areas (except for essential stream crossings which will all be designed with ecological input).

Indeed, as opposed to their loss, the project will see their protection, and restoration or enhancement (through covenanting, planting, and pest plant management) across an area of approximately 50ha (nearly half the project site). Restoration and enhancement of these types of ecological areas is national priority (cl 3.21 National Policy Indigenous Biodiversity). These actions will greatly improve the diversity, quality, and function of these important ecological areas, and improve and the quality of ecological connectivity and habitat they provide. There is also further opportunity to increase the ecological benefits derived from the project through the extent and nature of street and on-lot planting, which Vineway Ltd is committed to investigating.

For further details refer to the ecological report prepared in support of this application and included as **Attachment 13.**

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

- **Yes**

Please explain your answer here

*Auckland Future Development Strategy 2023-2053*

The Auckland Future Development Strategy 2023-2053 (FDS) incorporates a strategic framework which identifies spatial outcomes and principles for growth within the Auckland region. The FDS identifies four main spatial environments, being existing urban areas, **future urban areas**, rural areas, and business areas, and also identifies spatial priorities where the greatest benefits of investment can be achieved.

The FDS is underpinned by five key principles in order to achieve a well-functioning urban environment with a quality compact urban form:

Principle 1: Reduce greenhouse gas emission.

Principle 2: Adapt to the impacts of climate change.

Principle 3: Make efficient and equitable infrastructure investments.

Principle 4: Protect and restore the natural environment.

Principle 5: Enable sufficient capacity for residential and business growth in the right place at the right time.

Overall, the project is consistent with these principles.

- It is located within an identified future urban area and will enable capacity for residential growth within the Wainui / Upper Ōrewa area to be realised.
- It has been designed to ensure resilience to the impacts of climate change through avoiding dwellings in areas at risk of adverse effects from natural hazards (e.g. flooding) and to have supporting infrastructure able to accommodate rising temperatures.
- Vineway Ltd will fund and deliver the infrastructure needed to support the project's dwellings, including the section of the Northern Project strategic road network that runs through the project site. This is efficient and equitable because it sees infrastructure delivered at the same time as the houses that needed it, and the developer absorbs the financial burden.
- The project includes extensive protection, restoration and enhancement of existing areas of indigenous vegetation on the site, natural inland wetlands, and of the riparian margins of the site's network of streams. As explained in the ecological report by Viridis Ltd (**Attachment 13**), these measures, which will cover an area of approximately 50ha will make a regionally significant contribution to addressing the significant environmental issue of biodiversity loss and degradation. They also contribute to a green, well-functioning urban environment.
- The UE Ltd report (**Attachment 18**) shows that there is insufficient greenfields development capacity in the north Auckland area around the Hibiscus Coast. Further capacity needs to be enabled in the area now to meet this shortfall and mitigate against the adverse price and competition effects it triggers. The project would achieve this. Consequently, although the project would seek development ahead of the FDS's 2050 indicative date for urbanisation of the wider area, detailed, expert analysis has shown this to be urgently needed.

*Regional Policy Statement (RPS)*

The objectives and policies of the RPS that are considered to be relevant to the project are:

*B2 – Urban Growth and Form*

The project is consistent with objective B2.2.1(1) to achieve a quality compact urban form with a high-quality urban environment. It provides a new comprehensively master-planned residential development, which maximises the development capacity of the land and is well-connected to, and integrates seamlessly with, the surrounding urban environment. It also provides multiple options for quality open spaces for recreation through parks, vegetated walking tracks, and access through the Nukumea Reserve.

The project is consistent with objective B2.2.1(5) as it will integrate with the provision of appropriate infrastructure through the funding and delivery of part of the Grand Drive (NoR 6) roading infrastructure. The NoR 6 road is critical for connecting the residential developments north and south of the project site, and providing efficient access to SH1 for them.

The land use diversity of this project in terms of residential uses and public open spaces will enable social vitality and is consistent with B2.2.1(e).

The project is consistent with the policy framework of policy B2.2.2(4) which seeks to enable urban growth within the Rural Urban Boundary (RUB) and policy B2.2.2(5) which seeks to enable residential intensification close to public transport, social facilities (including open space) and employment opportunities, as this development will be contained within the RUB and will deliver housing within close proximity to social facilities (including open space) and employment opportunities.

The proposal is generally consistent with policy B2.2(8) which enables the use of land zoned future urban within the Rural Urban Boundary provided that the subdivision, use and development does not hinder or prevent the future urban use of the land, as it is envisaged that the site will also be rezoned to appropriate urban zoning. This will be done under the Fast-track Approval Act if it provides for this to occur concurrently with seeking resource consent and other authorisations. If this does not occur, rezoning will occur via plan change under the Resource Management Act 1991. As the development is subject to a comprehensive master planning process, future subdivision, use or development of this site will in no way be hindered through this project or through the urbanisation of the site.

*B3 – Infrastructure, Transport and Energy*

The objectives and policies for infrastructure under B3.2.1 and B3.2.2 are principally focused on ensuring the importance of infrastructure is recognised and there is appropriate provision of this. With reference to objective B3.2.1(1), the development and upgrading of infrastructure (as necessary) will be delivered as part of this project.

With respect to transport objective B3.3.1(1), requiring effective, efficient and safe transport, the project is consistent with this objective by undertaking a series of transport infrastructure upgrades to the surrounding local road network as well as the delivery and funding of NoR6, which is a regionally significant piece of roading infrastructure required to support future urbanisation and growth in North Auckland. The proposed roading infrastructure as part of this development supports the movement of people, goods and services, integrates with and supports a quality compact urban form, enables growth and facilitates transport choices, in an effective, efficient and safe way.

*B7 – Natural Resources*

The relevant objectives and policies of B7.3 seek to ensure that degraded freshwater systems are enhanced and the loss of freshwater systems is minimised. There is an emphasis on integrating management of subdivision, use and development and freshwater systems, identifying degraded freshwater systems and avoiding the permanent loss and significant modification of lakes, rivers, streams and wetlands unless no practicable alternatives exist or mitigation measures are implemented to address the adverse effects arising from the loss in freshwater system functions and values.

It is considered that the project is consistent with this policy direction. The Project will result in no loss of freshwater systems on site, as all streams and wetland within the Project area will be protected and enhanced thereby giving effect to objective B7.2.1(2).

The site is subject to Significant Ecological Areas which will be further protected through new proposed covenants.

*B10 – Environmental Risk*

The memorandum prepared by McKenzie & Co. confirms that there are no flooding or land stability constraints on development that cannot be avoided, remedied or mitigated, thereby giving effect to objective B10.2.1(2) and (3). The project is also consistent with objective B10.2.1(4) because the flood modelling undertaken to date and stormwater management approach has also factored in the effects of climate change on natural hazards, including future climate change temperature rises.

*AUP regional and district plan objectives and policies*

The key regional and district plan objectives and policies of the following chapters include:

- E1 Water Quality and integrated management – E1.2(1) – (3), E1.3(1) - (17), (26)
- E3 Lakes, rivers, streams and wetlands – E3.2 (1)-(6) and E3.3(1) - (6), (10) - (12) and (15) - (16)
- E11 and E12 – Land Disturbance Regional and District – E11.2(1)- (3) and E11.3(1)-(8), E12.2(1), E12.3(1) – (6).
- E15 Vegetation Management and Biodiversity – E15.2(1) – (2) and E15.3(1) – (2) and (4)
- E27 Transport – E27.2(1) – (6) and E27.3(1) – (3) and (20)
- E30 Contaminated Land – E30.2(1) and E30.3(2)
- E36 Natural hazards and flooding- E36.2(1) – (3), (5) and E36.3(3), (17) – (30)

While a full assessment of the above objectives and policies is not included in this application, we have reviewed these and are of the opinion that the project is generally consistent with the above provisions and overall policy framework, for the same reasons it is consistent with the RPS provisions (which the regional and district plan components of the AUP must give effect to).

*E38 and 39 Subdivision*

Part E39 of the AUP is titled Subdivision Rural. It is relevant because subdivision within the Future Urban Zone (FUZ) falls within its ambit because of its transitional nature. The transitional nature of the zone as between rural and urban use is reflected in Policy 39.3(3) which requires rural subdivision to be managed to facilitate more efficient use of land for rural production by restricting further subdivision is specified zones captured by Part 39. This policy does not refer to the FUZ, which highlights that it is not seen as a zone in which the drivers of preventing fragmentation and urbanisation to support primary production apply. Even though the project will see the intention of the FUZ realised through moving the land from rural uses to urban uses, it aligns with the direction of the provisions in E38:

- The Delmore development will give effect to E39.2(2) as it will provide for the long-term needs of the Wainui and Upper Ōrewa community, by providing much needed housing opportunities.
- In accordance with E39.2(3) land and will be vested to provide reserves, roads and infrastructure (and esplanade if found to be required once stream widths are surveyed, although this is not anticipated given preliminary assessments of them)
- Adverse effects of future development will be minimised through the development being comprehensively designed to deliver a complete outcome including homes, infrastructure, and open space, and designed to integrate with planned and existing development within the wider Wainui / Upper Ōrewa Structure Plan area (as set out in the Urban Design assessment and supporting Structure Plan at **Attachment 5**) on the one hand, and the remaining Rural Zone to the west on the other: E39.2(4), (5), (6), 10), (11), (12), (17); E39.3(2), (20)

- The project has been designed to avoid significant ecological areas on the site and to enhance these and other areas of high ecological value (e.g. wetlands, riparian buffers): E39.2(16); E39.3(17), (20)
- Vineway Ltd is working with archaeological and heritage experts and has initiated consultation with iwi at a very early stage to ensure that adverse effects on heritage and Māori cultural values are properly managed, and to identify ways in which Māori values can be reflected and provided for in the development, for example through earthwork methods, street names, where any on-site discharges are directed, and nature of vegetation used: E39.2(7); E39.3(4).

As noted, the project essentially sees the subdivision of the site to meet its anticipated urban use. So, although subdivision theoretically falls to be considered under the rural subdivision provisions outlined about, it is the urban subdivision provisions in Part E38 that are practically more applicable. It is envisaged that appropriate urban zoning will be applied to the site in parallel with the necessary authorisations for the projected be secured. This will occur through either the fast-track process or under the standard plan change process under the RMA. Consequently, the Part E38 provisions have been reviewed as part of this assessment and the project is considered to be consistent with their direction:

- The Delmore development will give effect to E38.2(2) as it will provide for the long-term needs of the Wainui and Upper Ōrewa community, by providing much needed housing opportunities.
- The Delmore development will give effect to E38.2(4) as all necessary infrastructure and roading required to support the development will be in place at the time of development.
- The Delmore development will give effect to E38.2(10) as it will not increase the risks to people, property and infrastructure from natural hazards (as all buildings and roads will be located outside flood plains and the stormwater system will be sized and designed to cater for 10% AEP peak flows including for climate change temperature increase of 3.8°C).
- The Delmore development gives effect to E38.3(9) as subdivision will be staged to ensure efficient development is promoted as the development is subject to a detailed masterplan (**Attachment 2**) and the masterplan provides a lot layout that supports a liveable, walkable and connected neighbourhood (E38.3(10)).
- The Delmore development will achieve E38.3(13) by providing a range of site sizes and densities as well as providing open spaces which are accessible and sized to support the future density of the development area with pedestrian walkways along the open spaces (E38.3(18)).
- Extensive protection and enhancement of natural features is proposed across the development, giving effect to E38.3(14).

*H18 Future Urban Zone*

The FUZ is applied to greenfield land that has been identified as suitable for urbanisation. The zone provisions themselves do not directly provide for this urbanisation because of the transitional nature of the zone. Rather, they are focused on preventing activities that will compromise this urban use, as set out below. H18 anticipates that the shift to urban use will be comprehensively and strategically planned, to ensure integration with wider area and delivery of a well-functioning urban environment.

This comprehensive and strategic approach and outcome is achieved by the project. The comprehensive masterplan for the Delmore development has been designed to align with and integrate seamlessly with existing and planned future development in the wider Wainui / Upper Ōrewa area. Part of achieving this is Vineway Ltd's commitment to delivering a complete urban outcome (dwellings; amenities; environmental enhancements; infrastructure) not just open, urban lots. In addition, at the same time as the draft-scheme plan has been prepared (**Attachment 2**) an indicative structure plan has been prepared (included with the urban design assessment at **Attachment 5**). This has been done to ensure the project strategically complements and contributes to the wider urban area in terms of size, density, and infrastructure and amenities (including parks) provided. As noted, it is envisaged by Vineway Ltd, as it is by Part H18, that appropriate urban zoning will be applied to the site to match the development. The strategic thinking and work done on an indicative structure plan as part of this application is intended to inform that process. Consequently, although the project does not strictly align now with the direction in the provisions that urban development wait until urban zoning is in place (e.g. H18.2(4)), that outcome will ultimately be provided for. The underlying intent that urban development in the FUZ is comprehensively and strategically designed to complement and integrate with the wider urban environment and create a high-quality urban environment internally will be achieved.

It is self-evident from the above and the nature of the development that, consistent with H18.2(3) and H18.3(4), (6) that the project will not compromise future urban development, because it is providing for that future urban development through providing a comprehensive master-planned urban residential area.

Urban development of the site will not impact on wider rural character and amenity given the logical location and proximity to existing and planned urban development and planned arterial roads to support growth in the area. The development has also been designed (and will continue to be designed through detailed design phase) to respect and buffer the Rural Zone areas to the west of the site. The project therefore meets policies H18.3(2) and (3), although it is noted that these are intended to be transitionally applicable to the sites prior to urbanisation.

**Anything else?**

Please write your answer here

No.

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

A project must not include any of the following activities:

- an activity that:
    - would occur on land returned under a Treaty settlement or on identified Māori land; and
    - has not been agreed to in writing by the relevant landowner:
- an activity that would occur on any of the following classes of Māori land:
    - Māori customary land:

  - land set apart as Māori reservation under Part 17 of Te Ture Whenua Maori Act 1993:
- an activity that:
  - would occur in a customary marine title area under the Marine and Coastal Area (Takutai Moana) Act 2011; and
  - has not been agreed to in writing by the holder of the relevant customary marine title order issued under that Act:
- an activity that:
  - would occur in a protected customary rights area under the Marine and Coastal Area (Takutai Moana) Act 2011 and have a more than minor adverse effect on the exercise of the protected customary right; and
  - has not been agreed to in writing by the holder of a relevant protected customary rights order issued under that Act:
- an aquaculture activity or other incompatible activity that would occur within an aquaculture settlement area declared under section 12 of the Maori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement, unless the applicant holds the relevant authorisation under that Act or the relevant Treaty settlement Act
- an activity that would require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991 for an area for which a permit cannot be granted under that Act
- an activity that would be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the Resource Management Act 1991
- an activity (other than an activity that would require an access arrangement under the Crown Minerals Act 1991) that would occur on land that is listed in items 1 to 11 or 14 of Schedule 4 of that Act
- an activity on a national reserve held under the Reserves Act 1977 that requires approval under that Act:
- a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act
- decommissioning-related activities within the meaning of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012
- offshore renewable energy projects (whether under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or the Resource Management Act 1991) that begin before separate offshore renewable energy permitting legislation comes into force.

(Required)

- **No**

If yes, please explain

| |
|---|
| No. The project does not include any of the activities that mean a project is ineligible to use the fast-track process. |

## Fast-track approval applications

### Page 9 of 13 Section 8: Climate change and natural hazards

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

(Required)

- **No**

If yes, please explain

No, this project will not be affected by climate change and natural hazards.

As set out in the civil engineering report (**Attachment 11**), and mentioned in Item 36 above, it has been confirmed that this project will not be affected by flooding effects due to climate change or from other natural hazards. The stormwater system will be sized and designed to cater for 10% AEP peak flows including for climate change temperature increase of 3.8°C. Secondary flow paths will be sized for 1% AEP peak flows including for climate change temperature increase of 3.8°C.

All buildings and roads will be located outside of flood plains. Potential erosion or soil migration is mitigated by riparian planting. Over half of the development site will remain permeable surface in natural ground conditions or as recreation reserve. These areas will allow recovery from large storm events by infiltration and evapotranspiration. Road reserves formed with durable surfacing (concrete/asphalt) will receive secondary flow and convey to specifically designed locations that transfer flows into the recreation reserves and riparian margins.

The Delmore development will support adaptation, resilience and recovery from natural hazards, and all infrastructure will be developed to be resilient to significant storm events, and to cater for climate change uplift to 3.8°C, and therefore will not be affected by climate change and natural hazards.

## Fast-track approval applications

Page 10 of 13 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 (Required)

Vineway Ltd has no negative compliance history.

Vineway Ltd's related, overseeing entity Myland Partners (NZ) Ltd also has no negative compliance history.

Myland Partners (NZ) Ltd has successfully delivered numerous large-scale, master-planned residential developments using special purpose vehicle companies, none of which have a negative compliance history.

For details about previous projects and compliance history refer to the letter from Vineway Ltd included in **Attachment 8**.

Please make sure your file is under 25MB

[Choose file]

## Fast-track approval applications

### Page 11 of 13 Declaration

I acknowledge that a summary of this application will be made publicly available on the Ministry for the Environment website and that the full application will be released if requested.

**Do you acknowledge your submission will be published on environment.govt.nz if required**

(Required)

- Yes
- No

**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 (Required)

**Important notes**

Information presented to the Ministry for the Environment is subject to disclosure under the Official Information Act 1982 (OIA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA although the grounds for withholding must always be balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance, disclose a trade secret or other confidential information. Further information on the OIA is available at www.ombudsman.parliament.nz.

## Fast-track approval applications

Page 12 of 13 Almost done...

You are about to submit your response. By clicking 'Submit Response' you give us permission to analyse and include your response in our results. After you click Submit, you will no longer be able to go back and change any of your answers.

When you submit your response, you will be sent a receipt and a link to a PDF copy of your response.

- Please tick this box if you would like to be notified of updates about this consultation.