

# Application for a project to be referred to an expert consenting panel

**(Pursuant to Section 20 of the COVID-19 Recovery (Fast-track Consenting) Act 2020)**

*For office use only:*

Project name: Jamaica Rise  
Application number: PJ-0000849  
Date received: 22/12/2022

This form must be used by applicants making a request to the responsible Minister(s) for a project to be referred to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

All legislative references relate to the COVID-19 Recovery (Fast-track Consenting) Act 2020 (the Act), unless stated otherwise.

The information requirements for making an application are described in Section 20(3) of the Act. Your application must be made in this approved form and contain all of the required information. If these requirements are not met, the Minister(s) may decline your application due to insufficient information.

Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail, sufficient to inform the Minister's decision on the application, as opposed to the level of detail provided to an expert consenting panel deciding applications for resource consents or notices of requirement for designations.

We recommend you discuss your application and the information requirements with the Ministry for the Environment (the Ministry) before the request is lodged. Please contact the Ministry via email: [fasttrackconsenting@mfe.govt.nz](mailto:fasttrackconsenting@mfe.govt.nz)

The Ministry has also prepared [Fast-track guidance](#) to help applicants prepare applications for projects to be referred.

## Part I: Applicant

### Applicant details

Person or entity making the request: Grenada North Nominees Ltd

Contact person: Kevin Alkema

Job title: Project Manager

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Postal address:

PO Box 50391 Porirua 5022

### Address for service (if different from above)

Organisation: Cuttriss Consultants Ltd

Contact person: Elliott Thornton

Job title: Principal Planner

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Postal address:

PO Box 30429 Lower Hutt 5040

## Part II: Project location

The application: does not relate to the coastal marine area

If the application relates to the coastal marine area wholly or in part, references to the Minister in this form should be read as the Minister for the Environment and Minister of Conservation.

Site address / location:

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

133 Jamaica Drive, Grenada North, Wellington, 5028, New Zealand

133 - 198 Jamaica Drive, Grenada North and 2 Takapu Road, Grenada North and Caribbean Avenue Reserve, Grenada North

Legal description(s):

A current copy of the relevant Record(s) of Title will help.

- Lots 1 - 16 DP 394192 (133 - 198 Jamaica Drive) - Primary Development Site and Proposed Subdivision
- Lot 5 DP 54434 (2 Takapu Road) - Proposed Constructed Wetland and Park
- Part Section 41 Horokiwi RD DIST (Caribbean Avenue Reserve) - Proposed Water Reservoir

Registered legal land owner(s):

- Lots 1 - 16 DP 394192 (133 - 198 Jamaica Drive) - Grenada North Nominees Limited
- Lot 5 DP 54434 (Grenada North Reserve - 2 Takapu Road) - Wellington City Council
- Part Section 41 Horokiwi RD DIST (Caribbean Avenue Reserve) - Wellington City Council

A copy of the Titles is in **Appendix A**.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work that is required for the project:

The applicant is the owner of Lots 1 - 16 DP 394192 (133 - 198 Jamaica Drive).

The applicant has a signed Memorandum of Understanding (MOU) with Wellington City Council regarding proposed works over Lot 5 DP 54434. A copy of the MOU is contained in **Appendix B** of this application.

An easement is being sought in perpetuity for stormwater and water supply over the Council Reserves at Lot 5 DP 54434 and Part Section 41 Horokiwi RD DIST under section 48 of the Reserves Act 1977. The Wellington City Council's Pūroro Rangaranga (Social, Cultural and Economic) Committee resolved unanimously on the 1st September 2022 to agree to the easement, subject to certain conditions which include public notification under sections 119 and 120 of the Reserves Act 1977 and that there are no sustained objections resulting from the notification. Public notification under the Reserves Act 1977 closed 17th November 2022. No formal submissions were received. Therefore, there is no further approvals required by the Council to obtain an easement over the reserve land. A copy of the Committee's Resolution is contained in **Appendix C** of this application along with confirmation no submissions were received. The applicant being the owner of 133 - 198 Jamaica Drive, and subject to the terms of the MOU and easement, has no impediments to their ability to undertake work that is required for the project.

## Part III: Project details

### Description

Project name: Jamaica Rise

Project summary:

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

Subdivision of land (169 residential lots - 161 individual lots and 8 apartment lots), the construction of approximately 213 residential units (161 individual residential units, and 8 x 3 storey apartments accommodating a total of 56 residential units) and associated infrastructure new park, wetland, earthworks and infrastructure.

Project details:

Please provide details of the proposed project, its purpose, objectives and the activities it involves, noting that Section 20(2)(b) of the Act specifies that the application needs only to provide a general level of detail.

The project site forms part of the Lincolnshire Farm Development Area which has been identified by Wellington City Council for urban development since the 1970's.

In the mid 2000's, the site was developed into 16 lifestyle blocks and Jamaica Drive extended as part of a resource consent granted by the Council on 2nd May 2001 (ref: SR 60806), and confirmed by the Environment Court as part of a Consent Order (ref: SR77454) dated March 2002. Roading, street lighting and servicing have all been provided as part of the consented 16 residential lifestyle blocks, and certificates of titles for 16 rural lifestyle blocks were issued in 2010. However, none of the sites were further developed and remain vacant.

In 2006, the Wellington City Council developed a Structure Plan for the area and adopted this into their District Plan in 2013. In 2016, a resource consent was lodged under the Housing Accords and Special Housing Areas Act 2013 for an 84 lot subdivision (ref: SR368826). In 2019, draft conditions were issued by the Wellington City Council for the development and decision would follow shortly thereafter, however the developer withdrew the consent prior to the decision for reasons unknown and the development didn't proceed.

The site was purchased by Grenada North Nominees Limited in 2020 with the intention of further developing the site for medium density residential housing and has been working closely with the Wellington City Council in ensuring the development is consistent with the Proposed District Plan (PDP) which was notified 18th July 2022 and submissions closed 12th September 2022.

Consistent with the PDP the project aims to:

- Redevelop the site for medium density housing;
- Provide an access corridor for Wellington City Council to provide a Collector Road linking Grenada North with Mark Avenue to the south in the future;
- Provide an access lot providing future access between the site and any redevelopment to the east;
- Vesting 13.35ha as reserve for natural open space; and
- Construct a Neighbourhood Park.

Wellington City Council's District Planning Manager has provided an email confirming the development generally accords with the PDP and is attached in **Appendix D** of this application.

The development proposes to provide a mix of lot sizes, to facilitate approximately 213 residential dwellings, providing for housing choice and appeal to different segments of the market. Smaller standalone lots are proposed centrally within the site and larger apartments of up to 3 storeys are proposed along Jamaica Drive. Both are designed to maximise the benefits of locating the higher density development within close proximity to the Neighbourhood Park and to capitalise on a future bus route on Jamaica Drive.

The apartments are aimed to be a mix of 2 and 3 bedroom units, with each apartment block catering to between 6 and 8 units each, while the standalone lots are expected to develop as terrace or medium density housing, compliant with the permitted medium density residential standards in the PDP.

A number of slightly larger lots are located on the southern edge, and eastern portions of the site as they are less centrally located and the topography makes providing more dense development more challenging.

As the site is sloping, to provide for future housing, earthworks are proposed as necessary to provide suitable building platforms on the site, and suitable road grades. The earthworks are proposed to be balanced on-site to minimise the need to import or export material as much as possible. The earthworks are proposed to be carried out over an area of 6.9ha with 109,000m<sup>3</sup> cut and 108,000m<sup>3</sup> fill. Earthworks cut from the site is proposed to be placed within the adjoining Grenada Reserve, owned by Wellington City Council. The reserve is steeply sloping and covered in gorse and blackberry with limited to no recreational function due to the steep topography.

The earthworks will provide a stable platform within the reserve to construct a wetland which will provide habitat for local flora and fauna and provide stormwater quality treatment and detention for much of the development site. The earthworks will also provide a flat useable area of approximately 3,000m<sup>2</sup> in addition to the wetland, for informal recreation such as walking, picnicking or kicking a ball around. An access track linking with Calypso Drive is proposed to be provided around the wetland and informal recreation and wetland area which will provide a suitable trafficable area for maintenance vehicle while also providing a walking track associated with the informal recreation area.

A more formal Neighbourhood Park of 512m<sup>2</sup> is proposed adjacent to Jamaica Drive which will likely be provided with play equipment and seating. A pathway will link the Neighbourhood Park with the informal recreation area.

The applicant is proposed to vest 13.35ha as reserve to Wellington City Council. The reserve land is in addition to the Neighbourhood Park and the informal recreation area. The area proposed to be vested as reserve and natural open space is generally confined to the gully's and identified as having good bush cover and ecological value. The area proposed to be vested as reserve has a number of informal tracks which will

are proposed to be added to or improved to provide additional recreational opportunities and also provide access to the Takapu Road Railway Station in Tawa. Finally, the proposal provides services to all allotments including water, wastewater, stormwater, electricity and telecommunications. The existing water reservoir is not of a sufficient size to cater for the additional demand. Therefore, it is proposed to upgrade or construct a new water reservoir over the Caribbean Reserve to cater for the additional water demand of the development. The proposed water reservoir is sized to provide for capacity above and beyond the demand required for the development, and to meet current design standards meaning it will likely be more resilient than the existing infrastructure.

A copy of the concept development plans is in **Appendix E**.

Where applicable, describe the staging of the project, including the nature and timing of the staging:

It is proposed to carry out the development in stages as outlined below:

1. 50 lots/units, bulk earthworks, roading, servicing, wetland - complete late 2023/2024
2. 49 lots/units and water reservoir - complete late 2024/2025
3. 51 lots/unit - complete 2025/2026
4. 63 lots/units - complete 2026

The medium density apartments will be split between stages 2 and 3.

Note that these may change, depending on market conditions and demand.

### Consents / approvals required

Relevant local authorities: Greater Wellington Regional Council, Wellington City Council

Resource consent(s) / designation required:

Land-use consent, Subdivision consent, Discharge permit

Relevant zoning, overlays and other features:

Please provide details of the zoning, overlays and other features identified in the relevant plan(s) that relate to the project location.

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Lots 1 -16 DP 394192	Wellington District Plan	Urban Development Area	Transmission Line Buffer (32 Metres)	Lincolnshire Farm Structure Plan - Residential 1 (part) - Rural Residential (part) - Employment 1 (part) - Collector Road
Lot 5 DP 54434	Wellington District Plan	Open Space B Area	N/A	N/A
Part Section 41 Horokiwi RD DIST	Wellington District Plan	Open Space B Area	Transmission Line Buffer (32 Metres)	N/A

Rule(s) consent is required under and activity status:

Please provide details of all rules consent is required under. Please note that Section 18(3)(a) of the Act details that the project **must not include** an activity that is described as a prohibited activity in the Resource Management Act 1991, regulations made under that Act (including a national environmental standard), or a plan or proposed plan.

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Wellington District Plan	Rule 28.3.5	<p>All residential activities and construction of residential buildings and structures within the Urban Development Area require consent under this rule unless they are within RA09-11 stages of the Residential 1 land use area of the Lincolnshire Farm Structure Plan. As stages RA09-11 do not apply to the site, all residential activities, building and structures require consent under this rule.</p> <p>It is intended that the application will include consent for a 'generic' residential dwelling over all proposed residential lots within the site with an 'envelope' and associated conditions that reflect the permitted activity status of the Proposed District Plan which implements the Medium Density Residential Standards. The outcome of this will be a resource consent that enables the future purchaser to construct a residential dwelling as a permitted activity where meeting the permitted standards of the Proposed District Plan. Information in support of the application will demonstrate that each lot can contain a dwelling that meets the permitted activity</p>	Restricted Discretionary Activity	Over all proposed residential lots on 133 - 198 Jamaica Drive, Grenada North (Lots 1 - 16 DP 394192)

		<p>standards of the Proposed District Plan and the nature of effect of this on the streetscape.</p> <p>This rule also applies to the apartment blocks proposed adjacent to Jamaica Drive. A full set of detailed resource consent drawings will accompany the application for each apartment block (floor plans, site plans, elevations and landscape drawings).</p>		
Wellington District Plan	Rule 28.4	Subdivision and associated earthworks, infrastructure and reserve which don't strictly accord with the Lincolnshire Farm Structure Plan.	Non-complying	Over all proposed lots on 133 - 198 Jamaica Drive, Grenada North (Lots 1 - 16 DP 394192)
Wellington District Plan	Rule 23.2.2	Construction or addition to a water reservoir within the Open Space B Area	Controlled	Within the location of the existing water reservoir over the Caribbean Reserve on Part Section 41 Horokiwi RD DIST
Wellington District Plan	Rule 30.2.1	Earthworks within Open Space B Areas with a fill depth exceeding 1.5m or on a slope exceeding 34° or exceeding 100m <sup>2</sup> in area, or exceeding a volume greater than 200m <sup>3</sup>	Restricted Discretionary	Grenada North Reserve (2 Takapu Road - Lot 5 DP 54434) and Caribbean Reserve (Part Section 41 Horokiwi RD DIST)
Greater Wellington Regional Council Proposed Natural Resources Plan	R107	Earthworks exceeding 3,000m <sup>2</sup> per property per 12 months	Discretionary	All properties
Greater Wellington Regional Council Proposed Natural Resources Plan	R50	Stormwater discharge for new urban subdivision into water where is may enter a surface water body and associated earthworks up to a total area of 3,000m <sup>2</sup>	Restricted Discretionary	All properties

Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 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 Act for the same, or substantially the same, activity.

N/A

There is a history of resource consents over the subject site, however these have already been given effect to and are not relevant to this application.

There are no current resource consents in place or in progress relevant to the project.

Resource consent(s) / Designation required for the project by someone other than the applicant, including details on whether these have been obtained:

N/A

No other resource consents or designation are required by any other person.

Other legal authorisations (other than contractual) required to begin the project (eg, authorities under the Heritage New Zealand Pouhere Taonga Act 2014 or concessions under the Conservation Act 1987), including details on whether these have been obtained:

The works within the Grenada North Reserve (2 Takapu Road - Lot 5 DP 54434) and Caribbean Reserve (Part Section 41 Horokiwi RD DIST) require the establishment of easements for stormwater, water supply and associated works. The Wellington City Council's Puroro Rangaranga | Social, Cultural and Economic Committee on the 1st September 2022 unanimously approved the easements subject to public notification under Sections 119 and 120 of the Reserves Act 1977, there are no sustained objections, and relevant technical review by Wellington Water Limited and Wellington City Council. A copy of the committee minutes is contained in **Appendix C**. The public notification period has already commenced and closed 17 November 2022. No submissions were received, therefore the establishment of easements is approved.

The land is subject to a consent notice which limits the location of buildings, building heights and colours of some sections. Wellington City Council have confirmed in writing that they would support the removal of consent notices under Section 221(3) of the Resource Management Act 1991. A copy of this confirmation is contained in **Appendix F**. Mitigation works are required within Takapu Road / State Highway 1 intersection. This forms part of the Designation to Waka Kotahi NZ Transport Agency and consent needed under section 176 of the RMA. Confirmation has been obtained from Waka Kotahi that they have no objection to the mitigation works subject to the condition being put forward. A copy of their correspondence is contained in **Appendix G**.

### Construction readiness

If the resource consent(s) are granted, and/or notice of requirement is confirmed, detail when you anticipate construction activities will begin, and be completed:

Please provide a high-level timeline outlining key milestones, e.g. detailed design, procurement, funding, site works commencement and completion.

It is anticipated that all approvals for easements and carrying out work on Grenada North Reserve and Caribbean Reserve will be in place well prior to the resource consent being granted.

The applicant is therefore ready to commence earthworks as soon as resource consent is granted.

Grenada North Nominees are the owner of all relevant fee-simple land and the project is fully funded. In addition the any agreements under the Reserves Act 1977, a Memorandum of Understanding has also been signed between Wellington City Council and Grenada North Nominees, relating to works on the Council controlled land and is contained in **Appendix B**.



Grenada North Nominees have already engaged all relevant consultants necessary to support the resource consent application. Subject to referral by the Minister, it is anticipated that resource consent will be lodged with the Environmental Protection Authority as soon as legally possible.

Detailed design is also already well underway with Cuttriss Consultants Ltd being the primary consultant preparing the engineering and survey drawings.

As outlined previous, the project is anticipated to be carried out in stages as outlined below:

1. 52 lots/units, bulk earthworks, roading, servicing, wetland - complete late 2023/2024
2. 49 lots/units and water reservoir - complete late 2024/2025
3. 52 lots/unit - complete 2025/2026
4. 63 lots/units - complete 2026

## Part IV: Consultation

### Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

#### **Ministry for the Environment (MfE)**

Pre-application meeting was held on 04/03/2022 with MfE representatives (Samantha Maxwell and Rachel Ducker). A request for referral was lodged on 29/09/2022 and a meeting held on 12/10/2022 with MfE representatives (Samantha Maxwell, Rebecca Perrett and Alison Grayston). Following the meeting, we were encouraged to withdraw the application to address the following matters with a response is provided in *italics*:

- Consideration of Plan Change Pathway vs Resource Consent

*There is no value in pursuing a Plan Change Pathway. The Council as part of their Proposed District Plan (PDP) proposes to change the Lincolnshire Farm Structure Plan with the land identified for Medium Density Residential Development in the PDP. The Council's District Planning Manager, John McSweeney has confirmed that the proposal is consistent with the PDP (see email in **Appendix B**). The Council has advised that changes to the Lincolnshire Farm Structure Plan are part of the Schedule 1 process and have advised it will not be operative until mid-2024 (see email in **Appendix H**). Seeking resource consent now enables the works to commence much earlier than would be possible if we waited for the changes to the PDP to be operative.*

- Consideration of s104D RMA gateway test

*The proposal would in our opinion, meet the first of the gateway tests under section 104D(1)(a) of the RMA as the effects from the activity on the environment would be no more than minor. This will be detailed in the Assessment of Environmental Effects that will accompany the resource consent application and confirmed in the various technical reports. In particular, it is our view that while the proposal would represent a change from the rural residential development currently in place over part of the site, the site is isolated and any effects of the change are likely to be internal. Other effects such as from stormwater and earthworks have been addressed in the design and can be controlled through appropriate conditions. With regards to traffic, a traffic assessment has been carried out by Ms Harriet Fraser, Transport Engineer / Planner who has concluded that the additional traffic generated from the development would not compromise the safety and function nearby intersections or road network with the exception of some congestion with the Takapu Rd / SH 1 intersection. To address this, the client has consulted with Waka Kotahi NZ Transport Agency and has offered to construct a left-turn lane at their cost. This has been accepted by Waka Kotahi (see email in **Attachment I**) and Ms Fraser has confirmed that with the mitigation measures in place, the development will not compromise the safety or function of the roading network. The proposal is however unlikely to pass the second gateway test as it will depart from the current Lincolnshire Farm Structure Plan and therefore be contrary to the operative objectives and policies. However as noted above it will be consistent with the PDP. Therefore, we are confident the proposal will be able to pass s104D gateway test. We also note that unlike the RMA, the gateway test does not limit the ability for an expert consenting panel to grant consent under the COVID-19 Recovery (Fast-track Consenting) Act 2020 but would be duly considered and weighted in their decision making.*

- Potential conflicts with Lincolnshire Farm Masterplan 2022

*The proposal is consistent with the Lincolnshire Farm Structure Plan within the PDP (see above).*

- Jobs created expressed in terms of direct, indirect and FTE, timing and directly attributed to the resource consent

*The Economic Assessment prepared by Urban Economics has been updated to include the requested information (see updated report in **Appendix J**).*

- Confirmation of the number of dwellings that would be constructed as part of the project

*The resource consent, if approved, will provide for 213 dwellings (161 fee simple residential lots and 52 apartment units).*

- Scope of land use activities, including plans and consideration of how built form and amenity controls area addressed within the Project to align with the operative plan.

*Full detailed architectural plans will be provided and consent sought for the 8 apartment blocks (52 residential units), and consent will be sought for an envelope of development that complies with the Medium Density Residential Standards (MDRS) for residentially zoned land in the ODP and PDP. This would enable development that is compliant with that envelope and conditions to be permitted. Indicative plans provided for all other lots demonstrating a typical typology or built outcome that could be achieved for a development that meets the MDRS. Plans have been prepared by Herriot Melhuish O'Neill Architects and Local Collective who will also provide landscape design input and urban design assessment. See **Attachment K** for more details.*

- Outline timing between the FTCA approval and Reserves Act

*Public notification has been completed under the Reserves act 1977 and no submissions were received. This effectively means the easement is approved and therefore will no delay the delivery of the project.*

- Confirmation of how the parcel of land with the legal description 'Part Section 41 Horokiwi RD DIST' relates to the project.

*This is the lot which will contain a water reservoir upgrade, necessary to support the project.*

#### **Waka Kotahi NZ Transport Agency**

Written comments were provided by Kelsey Armstrong, from Waka Kotahi 11/08/2022 who advised:

- No objection to lodgement via COVID-19 Recovery (Fast-track Consenting) Act 2020
- Would need to consider reverse sensitivity effects as proposed lots are within 100m of the SH network.
- Would like more information on how stormwater will be managed.
- Understand connections to nearby suburban centres, amenities and Takapu Rd Railway Station.

In response to the feedback from Waka Kotahi, the applicant has engaged Christopher Wharam, Norman Disney and Young, to carry out an acoustic assessment and provide advice on what measures, if any, would be required to ensure future dwellings on the proposed lots meet the Maximum Indoor Design Noise Levels set by Waka Kotahi. A copy of the report is in **Appendix L**.

Further, following the initial comments regarding potential traffic effects from MfE, meetings were held with Waka Kotahi to discuss the potential effects and mitigation measures on the Takapu Rd / SH 1 intersection 22/11/2022. The outcomes of the meeting are in **Appendix G**. In response to the meeting, we have offered to carry out some upgrades as recommended by our transport expert, and have proffered a condition that Waka Kotahi have advised in writing they are satisfied with on 19/12/2022 (see email in **Appendix G**).

#### **Local authorities**

Detail all consultation undertaken with relevant local authorities:

##### **Wellington City Council**

The applicant has been working closely with WCC City Development Team since 2020 on the development of the site. In particular, the applicant has maintained regular contact with Lucie Desrosiers, Development Manager – Urban Regeneration who was also involved in the drafting of the revised Lincolnshire Structure Plan. The proposal is a key project that will help the WCC meet their housing shortfall.

A Memorandum of Understanding ("MOU") was signed between Grenada North Nominees and WCC in relation to the use of the Grenada North Reserve for stormwater treatment, detention and creation of a useable park area and sets out the conditions for Council's support of using the land, of which the applicant has met. A copy of the MOU is contained in **Appendix B**.

At a strategic planning level, the WCC officers have always been supportive of the project, as is noted specifically in clause 2 of the MOU.

A virtual pre-application meeting was held on 15/03/2022 with the WCC's Resource Consents Team (Cedric Tevaga, Planner, Anbuselvan Pungaiah, Traffic Engineer, John Davies, Earthworks Engineer, Kate Brown, Parks Planner and Lucie Desrosiers. Copies of the preliminary layout plans and summary of ODP rule triggers were circulated prior to the meeting to provide project context.

The outcomes of the meeting with the Resource Consents Team were:

- No objection to lodgement via COVID-19 Recovery (Fast-track Consenting) Act 2020
- No weighting able to be given to the PDP until it has been notified.
- Some concerns regarding consistency with the ODP which identifies part of the site as Rural Residential, and therefore likely to require public notification.
- Would like to see walkability to the proposed neighbourhood park
- Support the proposed 21m wide road reserve
- Consider future public transportation into the road design such as provisions of a bus turnaround.
- Request footpaths on both sides of Jamaica Drive
- Would likely require a Construction Traffic Management Plan.

As noted above, we strongly disagree with the Council planners view around notification and do not agree that this would be grounds under s95 of the RMA to publicly notify the application.

A copy of the pre-application meeting minutes is contained in **Appendix M**.

The applicant has met with the Parks Team on multiple occasions as the project is reliant on placing fill within Reserve and the establishment of easements to provide for stormwater treatment and detention, and the construction of a new water reservoir to supply water to the development. The easements and associated works require approval under the Reserves Act 1977. In a meeting dated 01/09/2022 with the Social, Cultural and Economic Committee Meeting, the Council unanimously moved to agree to the easements necessary to facilitate the development subject to notification under the Reserves Act 1977. Present at the meeting were Mayor Foster, Deputy Mayor Free, Councillor Calvert, Councillor Condie, Councillor Day (Chair), Councillor Fitzsimmons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Woolf and Councillor Young (Deputy Chair). The agenda and minutes of the meeting are contained in **Appendix C**.

The applicant also discussed the removal of the consent notice over the titles with WCC. The WCC has responded in a letter dated 22/09/2022 that they would have no objection to the removal of the consent notices over the title if resource consent were granted under the Act, or once the PDP is operative. A copy of the letter is attached in **Appendix F**.

The Council has also confirmed that the changes to the Lincolnshire Farm Structure Plan in the PDP are subject to the normal Schedule 1 processes and unlikely to be operative before mid-2024. See response in **Attachment H**.

#### **Greater Wellington Regional Council**

A virtual pre-application meeting was held on 25 July 2022 between the core project delivery team (Elliott Thornton, Kevin Alkema, Scott Adams, Rob Holmes) and GWRC representatives, Anna McLellan (Team Leader, Consents and Compliance) and Alisha Vivian (Planner). Copies of the preliminary layout plans and a summary of the proposed Natural Resources Plan rule triggers were circulated prior to the meeting to provide context.

Outcomes:

- No objection to lodgement via COVID-19 Recovery (Fast-track Consenting) Act 2020
- No significant concerns raised. Seek consistent with Wellington Growth Framework and draft Regional Policy Statement.
- Identified need to consents for stormwater discharge, and earthworks.
- Open to providing input into the drafting of conditions.

A copy of correspondence with Greater Wellington Regional Council is provided in **Appendix N**.

#### **Other persons/parties**

Detail all other persons or parties you consider are likely to be affected by the project:

We do not consider the neighbouring properties to be likely affected persons or parties. We have however consulted with the relevant infrastructure providers to ensure the project can be serviced and not impact on their infrastructure networks.

#### **Wellington Water Limited**

Wellington Water Limited have reviewed the proposal from a three water servicing perspective. They have advised in their email contained in **Appendix O** that they are supportive of the proposed development and there is no reason the development can't be serviced by the three waters. They do however note that various aspects of the servicing detail will need to be considered as is normal practice as part of the detailed design. It should be particularly noted that Wellington Water Limited support the new reservoir, and the wetland.

#### **Wellington Electricity**

Wellington Electricity have confirmed the site can, or will be able to be serviced.

A copy of their correspondence is in **Appendix P**.

#### **Chorus**

Chorus have confirmed the site can, or will be able to be serviced.

A copy of their correspondence is contained within **Appendix Q**.

Detail all consultation undertaken with the above persons or parties:

Consultation has also been carried out with iwi. This is detailed in the next section.

## **Part V: Iwi authorities and Treaty settlements**

For help with identifying relevant iwi authorities, you may wish to refer to [Te Kāhui Māngai – Directory of Iwi and Māori Organisations](#).

### **Iwi authorities and Treaty settlement entities**

Detail all consultation undertaken with Iwi authorities whose area of interest includes the area in which the project will occur:

Iwi authority	Consultation undertaken
Te Rūnanga O Toa Rangatira	Cultural Impact Assessment completed and attached in Appendix R.
Port Nicholson Block Settlement Trust	Reviewed proposal and confirmed they have no issues and do not wish to provide a CIA. See Appendix S.

Detail all consultation undertaken with Treaty settlement entities whose area of interest includes the area in which the project will occur:

Treaty settlement entity	Consultation undertaken
No details	

### **Treaty settlements**

Treaty settlements that apply to the geographical location of the project, and a summary of the relevant principles and provisions in those settlements, including any statutory acknowledgement areas:

Section 18(3)(b) of the Act details that the project **must not include** an activity that will occur on land returned under a Treaty settlement where that activity has not been agreed to in writing by the relevant land owner.

N/A

## **Part VI: Marine and Coastal Area (Takutai Moana) Act 2011**

### **Customary marine title areas**

Customary marine title areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(c) of the Act details that the project **must not include** an activity that will occur in a customary marine title area where that activity has not been agreed to in writing by the holder of the relevant customary marine title order.

N / A

### **Protected customary rights areas**

Protected customary rights areas under the Marine and Coastal Area (Takutai Moana) Act 2011 that apply to the location of the project:

Section 18(3)(d) of the Act details that the project **must not include** an activity that will occur in a protected customary rights area and have a more than minor adverse effect on the exercise of the protected customary right, where that activity has not been agreed to in writing by the holder of the relevant protected customary rights recognition order.

N / A

## **Part VII: Adverse effects**

Description of the anticipated and known adverse effects of the project on the environment, including greenhouse gas emissions:

In considering whether a project will help to achieve the purpose of the Act, the Minister may have regard to, under Section 19(e) of the Act, whether there is potential for the project to have significant adverse environmental effects. Please provide details on both the nature and scale of the anticipated and known adverse effects, noting that Section 20(2)(b) of the Act specifies that the application need only provide a general level of detail.

A description of the anticipated environment effects and how they are intended to be addressed is briefly outlined below and more detail will be contained within the Assessment of Environmental Effects (AEE) which will accompany the resource consent application.

In summary, the site does not exhibit any qualities that would lend itself to have any adverse effects that cannot be appropriately managed through the design and construction of the development, or conditions. Other than the few directly adjoining neighbouring properties to the north, the site is sufficiently isolated to not cause any adverse effects on neighbours, is not identified as having any landscape or scenic amenity values, is predominately clear of indigenous vegetation and does not contain any existing streams. There is however a likely increase in traffic resulting directly from the the development of the site. Jamaica Drive was always intended to be a Collector Road and is identified as such in the Operative District Plan (ODP). A Collector Road is defined by the ODP as road that distribute traffic between and within local areas and form the link between principal and secondary roads. As such, the road itself has been designed and is of a width that can cater for the traffic demand from this development and volumes of such would be reasonably anticipated by the adjacent neighbours.

- **Visual Effects**

The site is elevated above State Highway 1 and is not highly visible from public areas. The site doesn't represent any mapped or known areas of visual or scenic amenity value and the development will as a whole, represent a logical expansion of the existing urban environment currently on Jamaica Drive, set against a hilly grassed background. The visual effect of the development will be residential in character and consistent with the intended built form under the PDP. The existing gulleys which are heavily vegetated, will remain as such and there will be no change in their visual appearance. Given the limited visibility due to topography, it is expected that there will be limited to no adverse visual effects.

- **Effects on residential character and amenity**

The site is relatively isolated with very few neighbouring properties that would be affected by a change in character. It is noted however that the anticipated character under the ODP consists of a mix of General Residential directly adjoining the existing residentially zoned land to the north, to Rural Lifestyle to the south. Given the highly urbanised context of the surrounding environment and considering the NPS-UD and the intent of WCC to rezone the entire site

to residential under the PDP, any effects resulting from a change in character should generally not, of themselves be considered an adverse effect.

The most likely affected properties are limited to the three residential properties to the north of the site with a shared boundary (No. 128 Jamaica Drive is owned by the applicant and therefore written approval can be implied). These properties would likely have an expectation that the site to their south would develop at some point in the future as the Lincolnshire Farm Structure Plan identifies the area adjoining as Residential 1, and the presence of existing infrastructure in the way of roading and street lighting indicates the area to their south as a development site. Notwithstanding this, the development is sufficiently separated from these neighbouring dwellings so that any effects such as shading, bulk, dominance, overlooking or intensification would be relatively negligible, and similar to the development directly adjacent that is provided for within the Residential 1 zone of the Lincolnshire Farm Structure Plan.

The other adjoining properties to the site are limited to the Wellington City Council, who have given support to the project, and Hunters Hill Limited, who own large parcels of land to the east and are responsible for the development of the Wellington suburb of Churton Park. The Hunters Hill Limited land is currently vacant and it is well known that they have plans to develop their land for residential at some point in the future, consistent with the Structure Plan. Given the vacant nature of their land, containing no sensitive activities, and their future intentions, they are not considered to be adversely affected.

The project has been designed to be sympathetic to the character of the surrounding area being residential in scale and character, and providing an amenity which is consistent with the PDP, including the revised Lincolnshire Farm Structure Plan and the MDRS. The development is designed to consider the topography, in particular setting the taller 3-storey apartments against the adjacent 'hill' so that they will not be overbearing or dominate the landscape. The isolated nature of the site being located high above the wider residential areas also will aid in reducing effects on residential character and amenity.

The adoption of the MDRS to set the envelope of the dwellings on the free simple lots will also mitigate any potential cross-boundary effects relating to privacy, overshadowing and built-form dominance for example and will ensure appropriate allowances are made for outdoor open space and adequate access to sunlight and natural light, consistent with both the ODP (as the MDRS is adopted for all residential zones within Wellington City with few exceptions) and the PDP. These standards will also compliment the proposed landscaping treatments and contribute to a quality street scene.

The resource consent application will include the necessary building plans to confirm compliance with these controls.

- Ecological effects

With the exception of the gully's, the site is devoid and clear of any notable indigenous vegetation. Water sensitive urban design has been a key aspect in informing the design of the project with the wetland providing treatment for most of the development, with other measures such as raingardens, rainwater re-use or other proprietary systems proposed to ensure high water quality discharging from the site. A preliminary Stormwater Report was prepared by E2 and is contained within **Appendix T**. With these measures in place, it is not anticipated that there will be any significant adverse ecological effects.

- Effects from earthworks and construction

It is noted the development includes large scale earthworks. The proposed earthworks have been designed to be sympathetic to the topographical characteristics of the site. These are completely balanced on-site which will in turn will reduce vehicle movements down nearby roads and associated construction effects. Industry best practice methodologies will be employed during site works such as controls on construction hours, noise, and traffic, erosion and sediment control and management of complaints to ensure effects are appropriately managed.

Earthworks will have some temporary visual effects. Visually, upon completion, they will be covered by a combination of buildings, roading, and landscaping. Any exposed earth will be limited in duration.

Earthworks do have the potential to cause erosion, sedimentation and dust beyond the site boundaries. During construction, these effects will be controlled by appropriate erosion and sediment control measures, as outlined in a Construction Earthworks Management Plan (CEMP) where the contractor outlines in detail how these effects will be managed and commonly forms a condition of approval. A draft CEMP can be provided if required with the resource consent. The CEMP will include measures supported by the GWRC guidelines for earthworks as well as WCC requirements. Conditions of consent will be proffered to ensure all works are undertaken in accordance with these documents.

- Traffic effects

The proposed access and roading through the site have been designed to meet WCC standards where appropriate, and it is anticipated that the road will be vested with the City Council as a public road. The application will be supported by an Integrated Transportation Assessment (“ITA”) that will address traffic effects during construction and following completion of the development. A preliminary assessment has been carried out by Harriet Fraser Traffic Engineering and Transportation Planning and included in **Attachment I**. She concludes that the road network is suitable to cater for additional traffic demand, with the exception of the Takapu Road / SH1 intersection which requires mitigation as the Takapu Road (N) approach was too short to function well. She has suggested that mitigation be in the form of a 30m long left turn lane. The client has engaged with Waka Kotahi to seek in principle support for carrying out the 30m long mitigation suggested by Ms Fraser and have put forward a condition which would form part of the consent to carry out the suggested mitigation. Waka Kotahi have confirmed they are supportive of the condition in principle (see email in **Attachment G**). It is noted that the intersection is already a safety concern, which Waka Kotahi have or will be seeking funding to address as a priority.

With regards to other effects, it is noted that the development will also increase traffic on the road, which may effect the adjacent properties. However, the road has been designed as a Collector Road in the ODP and suitable to cater for the traffic demand, noting that it was always Council's intention to connect Jamaica Drive with Mark Avenue, after which there would be an increase in traffic. The traffic from the development is entirely consistent with the levels that would be anticipated on a Collector Road, and therefore not considered to be an adverse effect.

Construction traffic will include a greater degree of heavy vehicles which are likely to have a potential impact on the surrounding residential properties. These are an anticipated part of residential development and will result in a degree of impact for a relatively short period of time when considered in the context of the life of the development. The earthworks will be designed to achieve a cut/fill balance to minimise external traffic movements as much as possible. Measures will be put in place to minimise the impacts of construction traffic using a Construction Traffic Management Plan to be approved prior to works commencing.

- Recreational effects

While the site includes the use of some reserve land. This has gone through a full public notification process under the Reserves Act 1977 and no submissions were received. The reserve land is not useable currently for any form of active or passive recreation given the topography and presence of weeds such as blackberry and gorse. The development will in fact have a significant net benefit by providing for additional useable open space by way of a neighbourhood pocket park, and establishment of nearly 3,000m<sup>2</sup> on informal recreational space. The proposal also includes vesting of over 13 ha of land as reserve along with construction of tracks which provide active and passive recreation opportunities within those reserves and around the wetland. Further, significant consultation has been carried out by Wellington City Council Parks and Reserves Planner, Kate Brown and no outstanding concerns remain, as the proposal is generally compliance with the recreational strategy in the PDP. Therefore, there are unlikely to be any adverse effects on existing recreational activities or use.

- Subdivision effects

The subdivision in itself doesn't enable the construction of residential units as a permitted activity as under the ODP as many of the proposed lots are within the area identified in the Structure Plan as Rural Residential. As such, the resource consent will need to include a 'generic' land use consent for each lot within the Rural Residential areas so that future development can be carried out without a further resource consent.

Despite this technicality, the subdivision itself is intended to enable the development of 213 residential dwellings, however as mentioned above, due the isolated nature of the site, the subdivision is not likely to cause adverse effects on neighbouring properties, which are rather limited and urban in nature.

The project can be adequately serviced with water supply, wastewater disposal, stormwater treatment and disposal and power and telecommunications connections. This has been confirmed by the relevant infrastructure providers Wellington Water Limited, Wellington Electricity and Chorus and correspondence is provided in **Appendix O-Q**. The proposed stormwater, wastewater and water reticulation will be designed to WCC standards. The final infrastructure design will be developed in consultation with relevant utility providers to achieve an acceptable outcome with regard to the ODP and standards for service. The resource consent application can include an Infrastructure Report that provides full details of the proposed servicing of the Project.

- Natural hazard and climate change effects

Other than a very small section within the road to the north, the site is not mapped or identified as being subject to flooding and is sufficiently elevated and located away from the coast to not be impacted by coastal hazards including tsunami risks.

No other natural hazards are likely present other than the usual seismic hazards which are present throughout the Wellington region and typically managed through compliance with the relevant Building Standards.

It is not likely the project will be affected by climate change in any noticeable way, nor will it contribute significantly to climate change.

A preliminary geotechnical report has also been carried out by Coffey who confirm the ground is suitable for development and doesn't represent any concerns. See **Appendix W**.

- Cultural effects

The site is not identified as having any specific cultural values. Consultation has already been carried out with Te Rūnanga O Toa Rangatira as the mandated iwi authority for Ngāti Toa Rangatira (Ngāti Toa) who have prepared a CIA. They have advised that they are supportive of the proposal. A copy of the CIA is provided in **Appendix R**.

Taranaki Whānui ki te Upoko o te Ika a Maui (Port Nicholson Block Settlement Trust) have also advised in writing that they do not have any issues with the development. They have confirmed that they do not wish to provide a CIA.

A copy of correspondence with Port Nicholson Block Settlement Trust is provided in **Appendix S**.

- Reverse sensitivity effects

The establishment of a residential development on a site directly adjacent a State Highway network can have reverse sensitivity effects as road noise could adversely affect the future dwellings.

An acoustic assessment has been carried out to determine if proposed lots within 100m of the State Highway, would require any mitigation to ensure indoor noise level standards are met. If any of these lots are noise affected, mitigation is likely to be in the form of a consent notice requiring future dwellings to be constructed to meet noise isolation standards. A copy of the report is contained in **Appendix L**.

With these measures in place, there are unlikely to be any reverse sensitivity effects.

#### **Environmental Effects Summary**

It is considered that there is limited potential for the Project to have any significant adverse environmental effects, with any adverse effects to be avoided, remedied or mitigated to be no more than minor and pass the Gateway Test under section 104D.

## **Part VIII: National policy statements and national environmental standards**

General assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard:

The National Policy Statement for Urban Development (NPS-UD) is the only NPS that is applicable to the development. Wellington City Council is a tier 1 urban environment, and the site is intended to be predominately urban in character as confirmed by the rezoning of the site to Medium Density Residential under the PDP.

The proposal accords with Policy 1 of the NPS-UD in that it will provide for a greater variety of homes in the general locality which is dominated by large, detached residential dwellings. The proposal provides for a good mix of attached apartments, semi-detached dwellings on small fee simple lots, and larger lots capable of more modest sized residential dwellings, catering for a wide range of typologies, price and different households. The design provides for good connectivity to jobs, services and amenities by locating adjacent to existing urban environment, and continuing a road link that is capable and anticipated to accommodate a future bus service. The site is within close proximity to the Tawa, Porirua and Johnsonville Centre which provides for a range of services and amenities. The site is also within short driving distance of State Highway 1, providing a quick connection to Wellington City, Porirua and Lower Hutt. The site is walking a reasonable (albeit it more than 10 minutes), walk to the Takapu Railway Station, which provides a high quality public transport connection to Wellington City, Porirua and Kapiti Coast. The development provides a network of walking tracks, both for local recreation around the reserves and parks, and also for the more intrepid through the bush tracks within the gulleys. The availability of future public transport connection via a bus service on the Jamaica Drive Collector Road, identified in the ODP and PDP by Wellington City Council, ability to cycle to Takapu



Road Railway and provision of a range of attractive walking and cycling networks, will help the development support reductions in greenhouse gas emissions when compared to greenfield development located further afar. The proposal therefore, in our view, supports Policy 1 in that it's resilient, and provides for a variety of homes that are accessible and well located.

The proposal also accords with Policy 6 of the NPS-UD in that the development is of a built form anticipated in the PDP which gives effect to the NPS-UD. It is noted that the current built form will change as a result of the development, however Policy 6 states that the planned urban built form in the PDP may detract from existing amenity values, but shouldn't of themselves be an adverse effect. As already noted, the development benefits and contributes to a well functioning urban environment, and aids in meeting the development capacity requirements for housing in the Wellington Region. The likely current and future effects of climate change have also been considered, with the site not being affected in any material way by natural hazards, and being located in an area that can and likely will be serviced by public transport in the future.

The proposal also accords with Policy 8 of the NPS-UD. It is out-of-sequence with the ODP planned land release, however entirely consistent with PDP and would add significantly to the development capacity of the Wellington Region by providing for 213 additional residential dwellings. As already mentioned, it is considered to contribute to a well functioning urban environment.

No other relevant NES/NPS.

## Part IX: Purpose of the Act

Your application must be supported by an explanation how the project will help achieve the purpose of the Act, that is to “urgently promote employment to support New Zealand’s recovery from the economic and social impacts of COVID-19 and to support the certainty of ongoing investment across New Zealand, while continuing to promote the sustainable management of natural and physical resources”.

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

Project’s economic benefits and costs for people or industries affected by COVID-19:

An economic assessment has been carried out by Urban Economics and is attached in **Appendix J**. The Project represents a substantial investment to Wellington City by providing employment and flow-on economic benefits into the local community throughout the construction phase. There will be direct benefits for the construction, project management, engineering, architectural, and technical specialist industries.

### Short-term investment and benefits during construction

- Job creation – it is estimated that around 344 FTEs will be employed through the Project. These will be across a wide range of sectors involved with the development, providing significant employment opportunities for people within the Wellington City over a sustained period of time, including building construction, construction services, architectural, scientific and engineering, over a number of years. It will provide a level of surety for job retention and security, particularly in specialist roles.
- Cash injection – the presence of contractors during construction in the immediate vicinity will encourage and support local businesses, predominantly in the hospitality and retail spaces. Financial and development contributions will be imposed by the resource consent which will benefit Wellington City Council flowing through to the upkeep of infrastructure and reserves in the wider District.
- Gross domestic product – The project is anticipated to contribute \$45.7m to the GDP.

### Long-term economic benefits

- Cash injection – the development will deliver over 200 new dwellings into the market, with future residents to live, shop and play within the Wellington Region supporting local businesses. “New” money, through increased incomes, will flow through into the local community.
- Possibility for increased visitors and proximity to town or local centres.
- Provides an increased rating base for the Council to maintain and improve services and infrastructure.

### Long-term operation and maintenance costs

- Servicing – infrastructure will be vested Wellington City Council increasing the areas for maintenance and operation. Rubbish and recycling collection services will also be increased, providing opportunity for increasing the personnel within these industries, e.g. truck drivers or engineers.

#### Project's effects on the social and cultural wellbeing of current and future generations:

The Project will enable the development of over 200 new residential dwellings in an area that has a shortfall in housing, and reduce increased pressure of urban sprawl. It will assist Wellington City to meet its shortfall of dwellings in a location that is well serviced and proposed to be rezoned for Medium Density Residential. The increase in housing supply will enable the social and economic wellbeing of the community to be maintained or enhanced in some cases.

There will be a variety of allotment and dwelling sizes, providing for a range of demographics supporting the on-going needs of future generations. Moreover, new people in the area will enable employment opportunities which will have a positive impact on the social wellbeing of the community.

The development provides a range of passive and active recreational opportunities including the vesting of over 13ha as Reserve, construction of nearly 3,000m<sup>2</sup> of open space, construction of a new wetland and new walking tracks.

#### Whether the project would be likely to progress faster by using the processes provided by the Act than would otherwise be the case:

Overall, it is deemed that the fast-track would be the fastest consenting pathway available to the Project. It is estimated that the fast-track process will take around 5 months from lodging a request for referral to the Ministry for the Environment to obtaining a decision on the substantive application from an Expert Consenting Panel, compared to 18-24 months under the RMA based on previous experience (not accounting for the routine exceedances of statutory timeframes currently occurring).

In particular, it was noted that the WCC has indicated that despite the isolated nature and limited effects on immediate neighbours, the application would likely be subject to public notification as it is a departure from the ODP. We strongly disagree with the view of one WCC planner that the project has more than minor adverse effects on the wider environment, and inconsistency with an ODP policy and objective is not in itself, rationale for notification. However, this view adds to project uncertainty and risk, particularly taking account a hearing process and potential for appeals, although we don't anticipate there to be any substantial submissions, noting no submissions were received for the public notification for an easement over Council Reserve under the Reserves Act 1977 which was explicitly identified as facilitating the development of the site.

The fast-track process also has the benefit of concurrent decision making between regional and territorial resource consents which is not provided for under the RMA. Concurrent decision making reduces the degree of any redesign or likelihood of changes to conditions under section 127 of the RMA, where matters raised by one Council can impact the design or existing approvals granted by another, adds to further delays and project risk.

Therefore, there is substantial benefit to lodgement under the Act.

The applicant confirms that no resource consent applications have been made with respect to the proposal under the RMA.

#### Whether the project may result in a 'public benefit':

Examples of a public benefit as included in Section 19(d) of the Act are included below as prompts only.

##### Employment/job creation:

Based on preliminary estimated, the Project will create around 344 FTE's. These will include flow-on economic benefits to the local community through construction jobs and local businesses supporting those employed on the Project.

##### Housing supply:

The WCC is seeing a continuing trend of residential growth. The Project would reduce the land demand pressure and provide additional residential housing on a piece of land zoned for residential development. It will also provide for a wide range of housing types and typologies, not typical of the surrounding area. This provides for housing choice and

affordability by design. This includes the addition of 213 residential dwellings, including 56 apartment units which cater for a more affordable market, a substantial number of small semi-detached townhouses, and larger lots. This caters to a wide market and provision of housing choice.

#### Contributing to well-functioning urban environments:

The Project is located on a site that is adjacent to residential development and previously developed for rural lifestyle allotments. The WCC recognises this and proposed to rezone the site as Medium Density Residential in their PDP as the site represents a logical expansion of an existing urban area.

The Project contributes to well-functioning urban environments for the following reasons:

- The Project will achieve a positive interface with the surrounding residential environment and maintain the amenity of surrounding properties.
- The Project provides appropriate connectivity to adjacent urban areas and open spaces.
- Given its location in reasonable proximity to public transport (Takapu Road Railway Station), future public transport proposed by WCC along Jamaica Drive, and the town centres of Tawa, Johnsonville and Porirua, it is suitable for the level of density proposed.
- While the Site will be modified through earthworks and building construction, the proposal will result in a concentrated urban form surrounded by considerable areas of open space.
- Access, parking and servicing will be designed to meet the relevant provisions of the District Plan or industry recognised best practice standards.
- A new pocket park and passive recreation area is proposed to provide the recreational needs of the residents and surrounding area, along with the establishment of walking tracks.

In summary, the location of the site immediately adjoining existing residential development and, in an area, zoned for residential development, means that the Project is a logical expansion of an existing urban area.

#### Providing infrastructure to improve economic, employment, and environmental outcomes, and increase productivity:

The development provides housing and associated infrastructure to support housing and a new water reservoir. It will also provide for water sensitive urban design meaning the water leaving the site will be appropriately treated prior to discharge. Other infrastructure will include the extension to Jamaica Rise, contributing to the Wellington City Council's Collector Road under the ODP and PDP as well as future provision of public transport. The other environmental outcomes by infrastructure include connections to a range of walking tracks, catering to both future and existing residents in the area.

#### Improving environmental outcomes for coastal or freshwater quality, air quality, or indigenous biodiversity:

The project proposed to vest over 13ha as reserve, ensuring the vegetated gully's are retained in public ownership in perpetuity for the enjoyment of Wellingtonians and preserve the natural ecology of the area. The project will also provide significant new planting of exposed batters with indigenous vegetation which will enhance not only the visual amenity, but provide additional habitat for indigenous fauna. Water quality leaving the site also be enhanced through incorporating water sensitive urban design into the development, and construction of an wetland which will also provide habitat opportunities for native fauna.

#### Minimising waste:

Earthworks will be balanced on-site so no need for cleanfill.

#### Contributing to New Zealand's efforts to mitigate climate change and transition more quickly to a low-emissions economy (in terms of reducing New Zealand's net emissions of greenhouse gases):

If realised, the Project will assist in facilitating a reduction in greenhouse gas emissions compared to what would otherwise result if that housing capacity was delivered further afield, by providing housing capacity in close proximity to community infrastructure and employment opportunity, and providing infrastructure which will encourage alternative, low-emissions forms of transport.

The Project also provides a network of walking tracks including access to the Takapu Road Railway Station, reducing travel demand and conversely transport related greenhouse gas emissions. The Lincolnshire Farm Structure Plan also identifies Jamaica Drive as a public transport corridor. While it won't immediately be serviced by public transport, there is a high degree of confidence that it will in the near future which will further reduce travel demand and transport related greenhouse gas emissions.

Promoting the protection of historic heritage:

N / A

Strengthening environmental, economic, and social resilience, in terms of managing the risks from natural hazards and the effects of climate change:

All new buildings over the site will be designed to meet current building standards and more resilient to seismic hazards. They will also be designed to meet energy efficient standards and are located within proximity to existing urban amenities and existing and proposed public transport routes, making it more resilient to climate change as the average travel distance would be less than if located further away such as in Levin or Wairarapa.

Other public benefit:

Vesting of 13ha of reserves and construction of tracks providing wider public benefit and adding to the reserves network for Wellington City.

Upgrade of water reservoir with potentially increased capacity to provide for the wider benefit along with meeting current seismic standards.

Enable the provision of future public transport in the wider Grenada catchment as the housing will make future provision more viable to provide a service.

Whether there is potential for the project to have significant adverse environmental effects:

N / A

## Part X: Climate change and natural hazards

Description of whether and how the project would be affected by climate change and natural hazards:

Not affected. The site is not subject to any known faults or natural hazards and is sufficiently located away from the coast and elevated to not be effected by sea level rise or inundation. The residential lots are not subject to flood hazard or at risk of landslip or subsidence as all lots will be fully engineered to ensure earthworks stability (see Preliminary Geotechnical Report in **Appendix U**). It is not anticipated that climate change will alter or change the nature of any existing hazards on-site. Any localised flooding caused by stormwater-runoff will be contained within the stormwater infrastructure and attenuated within the retention pond.

## Part XI: Track record

A summary of all compliance and/or enforcement actions taken against the applicant by a local authority under the Resource Management Act 1991, and the outcome of those actions:

Local authority	Compliance/Enforcement Action and Outcome
Greater Wellington Regional Council	Carrus Properties Limited have a strong reputation for managing the environment on their development sites and take environmental compliance and stewardship very seriously. In the over 30 years of property development and the successful delivery of over 8,000 sections, Carrus Properties Limited have an unblemished enforcement and compliance record with one exception relating to earthworks and associated sediment run-off resulting from ground exposure during the 2020 COVID-19 lockdown where matters beyond their

	control prevented immediate remediation. The matter is currently before the Environment Court but no hearing date has yet been set. No other enforcement or compliance actions have been taken against the Applicant.
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## Part XII: 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.

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.

Elliott James Thornton

22/12/2022

**Signature of person or entity making the request**

**Date**

## Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.
- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA 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 and LGOIMA is available at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

## Checklist

Where relevant to your application, please provide a copy of the following information.

No	Correspondence from the registered legal land owner(s)
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No	Correspondence from persons or parties you consider are likely to be affected by the project
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.