

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: Johnsonville Town Centre Redevelopment
Application number: PJ-0000780
Date received: 06/12/2021

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

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: Stride Investment Management Limited (SIML)

Contact person: Jarrod Thompson

Job title: Senior Development Manager

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address:

Stride Property Limited

PO Box 6320

Victoria Street West

Auckland 1142

Address for service (if different from above)

Organisation: Barker & Associates

Contact person: Matthew Thode and Gerard Thompson

Job title: Associate Planner

Phone: s 9(2)(a)

Email: s 9(2)(a)

Email address for service: s 9(2)(a)

Postal address:

Barker & Associates

PO Box 457,

Wellington Central 6140

Attention: Matthew Thode & Gerard Thompson

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.

66 Johnsonville Road, Johnsonville, Wellington, 6037, New Zealand

Please see Attachment 1 for the full site extent.

Legal description(s):

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

Please see **Attachment 2** for copies of the records of title.

34 Johnsonville Rd: Part Lot 1 DP 29655 & Section 2 Survey Office Plan 388660, Lot 4 DP66837, Lot 4 DP79336, Lot 1 DP 71879. 23 Moorefield Rd: Lot 3 DP 79336. 26 Johnsonville Rd: Lot 3 DP 16955 & Lot 1 DP 21101. 58 Johnsonville Rd: Lot 2 DP 12862. 66 Johnsonville Rd: Lot 2 DP 15155. 70 Johnsonville Rd: Lot 2 DP -71879. 80-94 Johnsonville Rd: Unit A & Accessory Unit 4 – 5 DP, Unit B & Accessory Unit 1 DP 83668 & Unit C & Accessory Unit 2 – 3. 4 Broderick Rd: Part Lot 2 DP 81705. 8 Broderick Rd: Part Lot 2 DP 81705 & Part Lot 2 DP 81705 . 24-32 Broderick Rd: Lot 1, 2 & 3 DP 66837.

Registered legal land owner(s):

Stride Property Limited and Equity Trustees Limited own the site in half share, the applicant Stride Investment Management Limited (Stride) manages the site on behalf of the joint venture owners. Stride has provided a memorandum outlining addressing ownership structure of the site as detailed in Section 1 of the memo contained in **Attachment 3**.

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 memo contained in **Attachment 3** outlines the applicant's legal interest in the land. In summary, there are no legal interests which prevent Stride from progressing and undertaking the work that is required for this project.

Part III: Project details

Description

Project name: Johnsonville Town Centre Redevelopment

Project summary:

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

The proposed project is Stage 1 of a comprehensive redevelopment of the Johnsonville Town Centre. Stage 1 will provide a modern mixed-use development that will consist of a new supermarket, a 'build-to-rent' apartment building providing for approximately 130 residential units, retail, and food and beverage offerings set around a central plaza area.

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.

This application is for a referred project under section 20 of the Act to enable the accelerated construction and delivery of Stage 1 of the Johnsonville Town Centre Redevelopment which is a mixed-use development that will result in significant and on-going public benefits that contribute to the COVID-19 recovery. These benefits include immediate employment generation in the construction sector and long-term employment through the establishment of on-going jobs and employment opportunities generated by the redeveloped town centre, increased housing supply through the delivery of approximately 130 residential units in a build to rent scheme; and a well-functioning urban environment in the form of a comprehensively designed, publicly accessible, pedestrian plaza known as 'the common', with the site providing pedestrian links that will integrate into existing community facilities on Moorefield Road and the rapid transport option of Johnsonville train station. Further details of the overall development are provided in **Attachment 1**.

The project will be delivered by Stride Investment Management Limited (Stride), an established and one of New Zealand's largest property investment company that manages significant property holdings within the Wellington region and New Zealand, representing a property portfolio of commercial office, retail and industrial properties being valued at s 9(2)(b)(ii) (as of March 2016) and having now grown to s 9(2)(b)(ii) (as of 30 September 2021).

Stride has received various accolades for their delivery of projects such as being the winner of the 2020 Resene Green Building Award, the CBRE Industrial Property Award and the Rider Levett Bucknall Supreme Award for their work on the Waste Management Headquarters building in Auckland. This building is 5 Green Star rated and utilises a variety of sustainable design features and on-site storm passive water treatment. Similar design approaches are being taken to other buildings in Stride's portfolio such as 22 The Terrace, Wellington which is currently undergoing refurbishment to

a 5 Green Star and NABERSNZ rating standard, further demonstrating a commitment to sustainability and high-quality building design being an integral part of Stride's Guiding Principles. In addition, Stride routinely delivered on projects of a similar scale as the development project now sought. Stride is an experienced retail and town centre developer. Other significant projects that Stride has recently completed, or is currently undertaking, are the NorthWest Shopping Mall in Auckland, and the significant rebuild and refurbishment of Queensgate Shopping Centre, located in Hutt City. As such, Stride has a strong history of delivering quality large-scale projects such as the redevelopment of Johnsonville Town Centre and is actively committed to delivering this development once resource consent is received. Stride has the experience, capacity and resources to further progress works immediately, with works expected to be completed by 2026; a typical timeframe for a project of this scale (refer to **Attachment 5**).

The project is conceived as Stage 1 of a redevelopment that will act as a catalyst to enable future stages to create a fully-fledged metropolitan centre which will span the remainder of the site. The overall vision for the site has been detailed in **Attachment 1**. Further stages are planned to include further commercial, retail and residential development, with an anticipated total of approximately 1,000 build to rent units that could be constructed, representing an investment overall of **s 9(2)(b)(ii)** when fully completed.

In order to pave the way for the wider redevelopment of the site, Stage 1 seeks to provide a mix of supermarket, residential, retail and commercial components underpinned by key design strategies which enable the integration of the development into the wider surrounds of Johnsonville. Some of the key design principle (see **Attachment 1** for further details) and objectives of the project are to:

- Contribute further housing supply in a metropolitan centre, in the form of a build to rent scheme
- Provide strong anchor tenants, including a supermarket which will in turn help sustain and support associated retail
- Create opportunities for a range of commercial activities that adds to local employment
- Provide a development that adheres to Stride's Sustainability Strategy and established ambitions
- Serve and provide amenities to a community that has strong access to public transport and State Highway 1 which both provide strong links to the wider region
- Create Active edges that are sympathetic to the surrounding Johnsonville context and complements the existing streetscape. This also involves creating east to west through site links from public facilities such as the Waitohi Hub (Johnsonville Library)
- Create a form and grain of built development that compliments the surrounding area while creating land mark addresses such as the proposed build to rent building
- Create a legible development where visitors can navigate the site with ease, and utilise centralised open space in the form of 'the common' with strong links to transport links of Johnsonville Train Station and bus stops.

In terms of site history, there has been two main previous resource consents granted for the site in 2009 and 2017. Copies of these resource consent decisions and plans are provided in **Attachment 4**. However, a summary of these resource consents are provided below:

- A previous consent was approved in September 2009 (Council ref: SR186264) for a larger redevelopment consisting of approximately 43,000m² of floor space for a combination of commercial and retail uses. This consent decision was determined by an independent hearing panel due to the application being publicly notified. The consent has not implemented and does not expire until 23 July 2023 due to a s125 extension of time application being approved (Council ref: SR288478)
- A new resource consent for the site was approved on 27 January 2017 for the redevelopment of Johnsonville Shopping Centre (Council ref: SR368830), representing 26,000m² of floor space for a combination of commercial and retail uses. This consent has not been implemented and does not expire until 27 January 2027 due to a s125 extension of time application being approved (Council ref: SR500089)
- Both these resource consents utilise a previously granted resource consent for earthworks and the management of contaminated soils which does not expire until 23 July 2023 (Council ref: 169084 as extended by SR288478).

The previously approved resource consents provide a useful indication of the level of development that can occur on the site and provides a level of surety around what development is potentially able to be delivered on-site. However, these consents are not being relied upon and are not considered to be reflective of Stride's future aspirations for the site. In particular:

- After the last consent was granted in 2017, further work was carried out in relation to detailed and internal design work of the development, securing tenants and in particular larger-scale key anchor tenants for the development; all while responding to an evolving retail market
- In early 2020, all work was paused due to the emergence of the Covid-19 global pandemic and consequent lockdowns. The pandemic introduced significant risk with respect to both the construction of the project and the ability to confirm potential tenants. This resulted in indefinite delays in relation to the scheduled programme of works
- Irrespective, on-going evaluation in response to the implications of the pandemic continued during this time, with investigation into potential design changes to respond to the changing market trends in order to ensure the long-term viability of the development within the context of the Johnsonville town centre. It was concluded that both the schemes in 2009 and 2017 reflect more traditional shopping mall developments which are no longer considered viable nor appropriate for the current market and do not account for recent changes generated by a variety of factors. This includes the impacts of COVID-19, the consequent socio-economic effects, broader change in retail consumer habits and tenant requirements; all of which impact on the design of town centres and public places
- In addition, emerging housing supply issues and central government policy shifts (such as the introduction of the National Policy Statement for Urban Development (NPS-UD)) offer an opportunity to revisit the principles of a Johnsonville Town Centre redevelopment; the project now sought is representative of a Metropolitan Town Centre, with mixed-use development and provisioned with build-to-rent residential development which offers a viable housing option for many New Zealanders; all of which is centred around rapid transport links
- It is considered this project will better align with the emerging policy direction in the Wellington Spatial Plan and the recently released Draft Wellington District Plan, which are both seeking to implement the NPS-UD.

Overall, it is considered the redevelopment which forms part of this application will better align with the aspirations for enabling metropolitan urban town centre development which will serve the surrounding Johnsonville community and beyond. It is envisioned this will be a flag-ship development for Stride and will sign-post Stride's commitment to bringing forward not only quality town centre development but also the first stage of a meaningful offering of build-to-rent development for the Wellington Region.

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

Not applicable. There is no staging associated with the fast track referral sought for Stage 1. Although future stages will be enabled by the delivery of Stage 1 the future stages will be subject to separate consent applications.

Consents / approvals required

Relevant local authorities: Wellington City Council

Resource consent(s) / designation required:

Land-use consent, Water 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
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Legal description(s)	Relevant plan	Zone	Overlays	Other features
See previous legal description provided.	Wellington City District Plan (Operative)	Centre Zone	Primary and Secondary Frontage - Verandah display window requirements.	Regionally Significant Centre - Johnsonville, Johnsonville and Moorefield Road - Principal Roads, Broderick Road - Collector Road.

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 City District Plan (Operative)	Rule 7.3.6	The construction of new buildings that are not a permitted or controlled activity	Discretionary (restricted)	See Attachment 1.
Wellington City District Plan (Operative)	Rule 7.3.7	An activity which would be permitted, controlled or discretionary (restricted activity) but does not meet the standards in section 7.6.2.1 relating to maximum height of 18m due to the proposed residential build to rent building with infringements anticipated to range between 5 to 8m above the maximum height control.	Discretionary (restricted)	This infringement relates to the proposed build to rent building, identified in Attachment 1.
Wellington City District Plan (Operative)	Rule 30.2.1	Earthworks that exceed the 250m ² permitted standard of clause 30.1.1 (final cut and fill earthworks volumes are to be confirmed)	Discretionary (restricted)	Within the subject site set out in Attachment 1.
Wellington City District Plan (Operative)	Rule 7.3.1	Activities with more than 70 parking spaces	Discretionary (restricted)	Carpark spaces identified in Attachment 1. Note the carparks with the southern portion of the site are an existing feature of the site and is an area planned for future stages.

Wellington City District Plan (Operative)	Rule 7.3.10	Construction of buildings or structures which provide more than 70 parking spaces	Discretionary (restricted)	Carpark spaces identified in Attachment 1. Note the carparks with the southern portion of the site are an existing feature of the site and is an area planned for future stages.
Wellington City District Plan (Operative)	Rule 7.4.3	For the construction of buildings and structures within the paper road reserves of Gothic Street and Hawea Street West which are proposed to be stopped. It is noted that a land-exchange is currently occurring for these paper roads within the southern portion of the site within the existing carpark area, with this infringement being of a technical nature. This has been detailed in Attachment 1 and Attachment 3.	Discretionary (unrestricted)	The construction of buildings within the Gothic Street and Hawea Street West paper road. This is shown in Attachment 1.
Greater Wellington Regional Plan (Operative Soil Plan)	Rule 2	Involves the disturbance of greater than 1,000m3 of soil, within any 10,000m2 area within any continuous 12 month period.	Restricted Discretionary	Within the Site Identified in Attachment 1.
Proposed Natural Resources Plan for the Wellington Region- Appeals Version	Rule 101	The use of land for earthworks and any associated discharge of sediment-laden runoff that is in excess of 3000m2 per property within a 12 month period	Discretionary Activity	Within the Site identified in Attachment 1.
Greater Wellington Regional Freshwater Plan (Operative)	Rule 16	The diversion of ground water that cannot meet the permitted standards under Rule 9B is a discretionary activity under Rule 16. In particular, it is anticipated diversion of ground water will occur as part of the earthworks and construction phase.	Discretionary activity	Within the site identified in Attachment 1.

Proposed Natural Resources Plan for the Wellington Region- Appeals Version	Rule 140B	The take of groundwater and the association diversion and discharge of that water for the purposes of dewatering which does not meet the permitted standards under Rule 140 is a restricted discretionary activity. In particular, it is anticipated dewatering will occur as part of earthworks and construction phase and occur in excess of a month.	Restricted Discretionary	Within the Site identified in Attachment 1.
NES Contaminated Soil	Contaminated Soil	Potential infringements to the permitted standards	Either Controlled/ Restricted Discretionary/ Discretionary	Within the site identified in Attachment 1.

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.

No resource consent or notice of requirement relating to this project are currently lodged.

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

Not applicable. No other resource consents or designations required for the project.

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:

There are no other legal authorisations required to begin the project.

It is proposed that the existing 'paper road' Gothic Street, which runs north/south into the site directly off Broderick Road is closed. Road closure and acquisition negotiations with Wellington City Council have commenced and are expected to be concluded in early 2022. However, the development sought under the application as part of Stage 1 is not contingent on the closure of Gothic Street. This is further detailed in Attachment 3.

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.

A timeline in **Attachment 5** has been prepared by RCP who are the overall Project Managers responsible for the delivery of the redevelopment up to practical completion. A programme of works is already underway which

(assuming referral is successful) will see on-going and continuing progress to be made through to scheduled project completion in 2026.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

A pre-application meeting concerning the use of the fast track referral process was held with Ministry for the Environment on 5/10/21 with further follow-up discussions occurring on 26/11/21, prior to formal lodgment.

Local authorities

Detail all consultation undertaken with relevant local authorities:

A series of meetings have been held with Wellington City Council (WCC), as well as Wellington Water Limited (WWL). In particular:

- Initial meeting with WCC Policy, Consents, and Urban Design teams (16/9/21)- Stride provided an overview of Stage 1 and proposal to use the fast track consent process. WCC Planning Team provided an overview of their current policy work relating to the site (spatial plan & draft district plan) and their aspirations for Johnsonville. Parties agreed to establish regular meetings.
- Meeting with WCC Urban Design Team (29/9/21)- High level design discussion was held on the development constraints and opportunities for the site. WCC provided initial feedback, support, and recommendations on the concept design.
- Meeting held with Wellington Water Limited and Wellington City Council (8/10/21)- Discussion held on site servicing and WWL's updated flood modelling for the area.
- Meeting with WCC Planning Policy Team (28/10/21)- WCC Planning Policy Team further presented its long term vision for Johnsonville to the Stride Project Team in order to inform Stride's wider master planning for the site which informs not only Stage 1, but future stages of the site. Further updates on the fast track application were provided by Stride.
- Meeting with Wellington City Council (2/12/21)- Meeting with WCC policy and their internal urban design team. WCC advised on their recommendations for designing a civic plaza space and integrating with public transport, as well as streetscape and public realm improvements. Stride provided an update on the project including progress on master planning and urban design work.

It is anticipated that further meetings of this nature will continue with Wellington City Council, Wellington Water Limited, as well as Greater Wellington Regional Council (in relation to regional plan matters) and other relevant parties as the project progresses.

Other persons/parties

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

In this instance the project is within a large site which is delineated and separated by adjoining roads which affords separation distance from surrounding persons and parties. Many of the effects associated with the project are anticipated by the District Plan and will be internal to the site with the exception of where the buildings interface with infrastructure. As such, we consider these other persons or parties are likely to be affected by the project:

- Wellington Water: The project will be serviced by their stormwater, wastewater and reticulated water networks.
- Waka Kotahi: Ensuring the safe and efficient operation of the state highway network in proximity to the site.
- Kiwirail: Ensuring the safe operation of the adjoining rail network.
- Wellington City Council (as Roadway Asset Owner): Ensuring safe and efficient operation of local road network. Greater Wellington Regional Council (as Owner of station and park & ride): Ensuring the safe and efficient operation of Johnsonville rail station and park and ride.

- Metlink –Public Transport Operator (owned by Greater Wellington Regional Council): Ensuring Safe and efficient operation of rail and bus services.

A list of these likely affected parties along with relevant Local Authorities and Relevant Ministers are included in Table 1 of **Attachment 6**. It is further noted that in Table 2, that an overview is given of a wider consultation and engagement strategy being undertaken with stakeholders who have an interest in the project.

Detail all consultation undertaken with the above persons or parties:

Appendix 1 of **Attachment 6** sets out the consultation done with the above persons or parties and is up to date as of December 2021. In addition, our consultant team are developing and implementing a thorough and considered stakeholder engagement strategy and tactical plan focused on building ongoing consultation with a range of persons and those potentially affected parties (identified in the section above). A copy of this plan is included in Table 2 of **Attachment 6**, noting this will be an on-going and iterative process during the course of the project.

Key stakeholders for this project include Iwi, Council, the local community, adjacent residential owners' and the local businesses with existing operations adjoining the development. The stakeholder plan is based on the principle of early and ongoing consultation throughout the development stages, and creating an environment of two-way communication throughout the course of the project.

Throughout this process, we aim to share the programme's objectives with our stakeholders, as well as understand their views, concerns and considerations. Communication during this time will be facilitated through a series of channels including an information session organised through local representatives to explain the vision and answer any questions; briefings, individual meetings to address concerns and the use of media/social media platforms to provide regular updates. Our intent is to proactively include and engage with those in the local area, and for this to be a collaborative and consultative process.

During the construction phase, construction management plans will give consideration to the needs of all users, owners and occupiers who may be affected by the works. An overarching objective is to achieve minimal disruption during construction so that everyone can benefit on completion of the development. Critical factors are to preserve amenity and service through construction and staging works in a way that practically means people and businesses can go about their normal daily activities during the construction programme, which is estimated to run between March 2024 until December 2026.

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 Incorporated	A meeting was held 5/11/2021 with representatives of Te Rūnanga O Toa Rangatira and Stride to introduce the project and the use of the fast track process. It is anticipated this will be the first in a series of consultation meetings where input into the master planning of the site will be invited, as well as the opportunity to provide a cultural impact assessment.
Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Settlement Block Trust)	We have made initial contact and are actively seeking to engage in on-going dialogue.

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
Te Rūnanga O Toa Rangatira Incorporated	See above
Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Settlement Block Trust)	See above

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.

There are two treaty settlements that apply to the geographic area of the site, being Taranaki Whānui settlement and Ngāti Toa Rangatira settlement. There is no specific principles or provisions in the treaty settlements that are relevant to the site or application. This is further addressed in the memo prepared by Minter Ellison Rudd Watts included in **Attachment 7**.

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.

Not applicable to the site.

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.

Not applicable to the site.

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.

It is considered that the project will have a number of positive effects as detailed later in this application. It is considered that the project will not have any long term, significant adverse effects on the environment. Further detail on actual or potential adverse effects is set out below:

Effects Generated by Natural Hazards and Flooding

The effects generated by natural hazards and how they may impact the site and project has been considered by both ENGEO and Beca in relation to their respective specialist disciplines.

ENGEO have considered the effect of natural hazards from a geotechnical perspective in relation to earthquakes, liquefaction, landslides and tsunami risk in their memo within **Attachment 10**. They consider the effects generated by these events can be appropriately managed. They also note that Johnsonville is well located as a regionally significant centre compared to Central Wellington and Kilbirnie in relation to resilience to potential natural hazards. Beca have considered the potential effects generated by the natural hazard of flooding in **Attachment 9**.

In both instances they consider these effects can be appropriately managed through detailed design to ensure that the project is resilient to the potential effects and risks posed by natural hazards. This is also further addressed under the criteria in Part IX of this application.

Construction Sediment and Erosion Effects

Beca Group Limited (Beca) have been engaged to assess earthworks considerations (which will in part be informed by ENGEO who are providing geotechnical assessment for the project). Their respective memos are contained in **Attachment 9** and **Attachment 10**.

In summary, Beca consider that effects of the development during the construction phase can be appropriately managed (see section 7 of their memo), utilising standard sediment and erosion management techniques to ensure erosion and sediment is appropriately managed on-site and without giving rise to inappropriate effects on the wider environment. This includes managing any sediment-laden run-off (which may involve some de-watering of ground water) to ensure that it is not discharged into the stormwater network and wider receiving environment, including the coastal environment.

Contamination Effects

ENGEO has been engaged to review and manage any effects that may be generated in relation to any actual or potential soil contamination. It is noted that various detailed site investigations and soil tests are held from the previous resource consent applications for the site. Review of these along with any further potentially required investigations are currently being carried out by ENGEO in relation to the project now sought. It is anticipated these effects can be appropriately managed with the relevant consent requirements addressed in respect of the Wellington City District Plan, Greater Wellington Regional Plan and National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

Noise and Vibration Effects

Marshall Day Acoustics have been engaged to review and provide input on potential acoustic noise and vibration effects that may be generated by the development during the construction phase. This will involve a review of the likely construction methodologies, equipment utilised, as well as the length and intensity of the works to develop an effects-based construction noise and vibration management plan to ensure best practicable options are being employed for managing these temporary construction effects. This will ensure any potential adverse effects on surrounding persons are appropriately managed, noting that the previous resource consents granted for the site provides for a level of development that would generate similar effects to those now sought during the construction phase.

It is also anticipated that Marshall Day will provide input during the detailed building design phase to ensure that any noise generated by on-going operational use in the form of roof-plants, generators and so forth is appropriately designed and managed to ensure effects are managed on sensitive receivers both internal and external to the site (such as residential units). Design input in the acoustic attenuation of the residential units within the build to rent offering will ensure an appropriate level of amenity is maintained for these residential occupiers.

Infrastructure and Servicing Effects

Beca have carried out a review of the site in terms of likely servicing requirements in their memo attached in **Attachment 9**. In terms of stormwater, waste water and reticulated supply, engagement with Wellington Water is currently underway and subject to on-going design and refinement, the site is able to be appropriately serviced, with it being anticipated the utility services and three water networks will have sufficient capacity to cater for Stage 1, as set out in Section 4 of the Beca memo.

Streetscape, Amenity and Visual Effects

The proposed development proposes to achieve high quality urban design outcomes through design principles that seek to enhance and contribute to the amenity and character of the site and surrounding area. An explanation of the design principles and rationale has been provided in the drawings pack in **Attachment 1** and addresses the outcomes

sought in terms of a high-quality pedestrian environment, quality-built form and materials, and a strong relationship to adjoining public-spaces, transport links and the wider Johnsonville area. In particular, the design principles will ensure that on-going design ensures that building bulk is appropriately managed and design supports pedestrian led outcomes for the frontages of the site on both Johnsonville Road and Moorefield Road. A pedestrian led design response also provides strong through-site links and linkages to Johnsonville Community facilities such as the Waitohi Hub.

The proposed building mass on-site is primarily centred away from these edges and within the site, where greater heights can be accommodated to enable efficient use of the site in order to deliver housing supply in the form of a build to rent apartment building. A height infringement for the build to rent scheme of 5-8 metres is anticipated under the operative plan height limit. It is considered that this height can be accommodated within the context of the existing and planned future urban environment, without adversely affecting the visual amenity, character, aesthetic value and integrity of the surrounding Johnsonville suburban environment.

The built form associated with Stage 1 has been comprehensively considered to date and will continue to be further refined as detailed designs are developed with input from stakeholders and specialists, in order to ensure that the proposed development positively contributes to the surrounding area.

Wind Effects

WSP Consultants, who specialise in wind engineering have been engaged as a consultant to advise on the project and assess potential wind effects that may be generated by the project's proposed built form. In particular, taller buildings have the potential to generate down draft that can impact on pedestrian amenity and enjoyment.

It is anticipated any effects in this regard can be appropriately managed through the design process by way of building design features and (where required) ground level treatments such as pedestrian canopies. Such design approaches to manage the effects of wind are not uncommon within the Wellington context.

Transport Effects

Stantec has been engaged to review the traffic impacts of the project. Stantec were involved in the previous 2009 and 2017 resource applications and as such, have a thorough understanding of the site and surrounding traffic environment. A memo setting out their considerations of the traffic impacts has been provided in **Attachment 8**. In particular, it outlines that the surrounding traffic network has the capacity to accommodate not only the Stage 1 redevelopment but future stages to support the policy direction for intensification around metropolitan areas, which has been set as a policy direction under wider policies and strategies such as *Let's get Wellington Moving* and the Wellington Spatial Plan.

It is also noted that the site adjoins the Johnsonville Train Station and has access to key bus routes. As such the site is well positioned for further encouraging multi-modal transport options, with these public transport options playing a pivotal role in the current build to rent scheme as well as future stages where further residential development will be sought.

Socio-Economic Effects

It is not anticipated that the project will give rise to any socio-economic adverse effects and will in fact have a range of positive effects for both Johnsonville and the wider area. The project will be a positive contributor in terms of public benefit both during the building phase and once operational. On completion the development will attract patronage as a destination - to the retail, residential and commercial activities, with Stage 1 being a catalyst for further redevelopment and investment. The development will provide job generation and economic stimulus for the area as further detailed in Part IX of this application and the economic assessment contained in **Attachment 11**.

Conclusion

The nature and scale of the actual and potential adverse effects are such that is anticipated these can be appropriately managed through design and on-going management. This will ensure any adverse effects are appropriately avoided and mitigated, as well as remedied (if required). Overall, it is anticipated the project will not result in any significant adverse environmental effects.

It is also noted that previous resource consents granted for the site have allowed for a similar level of effects, which demonstrate further in principle that these effects are appropriate.

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:

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

It is considered that the proposal is consistent with the objectives and policies of the NPS-UD and in particular:

- It will provide for well-functioning urban environments that enable all people and communities to provide for their social, economic and cultural well-being (Objective 1, Policy 1).
- It will provide a built form which aligns with the intent of Policy 3 which seeks intensification around metropolitan areas which contain rapid transport (Objective 3, Policy 3).
- The proposal will significantly add to development capacity and contribute to a well-functioning urban environment (Policy 8).

In particular, the project is a comprehensively planned development which will provide approximately 130 dwellings centred around public communal space, directly adjoining the Johnsonville train station which is a rapid transit network, and is also well serviced by the main Wellington bus routes. Furthermore, the development is considered to align with both the Wellington Spatial Plan and Draft District Plan, with both seeking to implement the objectives and policies of the NPS-UD by the Metropolitan Centre Zoning for the site and allowing a greater height and intensity of development both within the site and the surrounding area as detailed in **Attachment 1** (see page 11).

New Zealand Coastal Policy Statement (NZCPS)

The NZCPS is relevant to this project as the ultimate receiving environment for any stormwater run-off is the coastal environment. In particular, policies 4, 11, 22 and 23 of the NZCPS discuss stormwater and sediment discharge and as previously discussed in Part VII of this application, effects will be managed to ensure stormwater and sediment is appropriately managed.

National Environmental Standard for assessing and managing contaminants in soil to protect human health (NES-CS)

The NES-CS ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary the land is remediated or the contaminants contained to make the land safe for human use. As previously discussed in Part VII of this application, consideration will be given to the relevant provisions, with consent being sought under the NES-CS as relevant and required in order to manage the effects of contaminants in soil in order to protect human health.

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:

The proposed development will result in direct and indirect economic benefits for people and industries affected by COVID-19 by providing direct and indirect employment in Johnsonville and the wider Wellington Region, particularly in the construction industry and operational employment. An economic assessment has been prepared by Property Economics in **Appendix 11** that outlines the direct economic injection of the Stage 1 project is likely to provide \$380m and 4,914 jobs over a 10-year period, notwithstanding that Stage 1 will be a catalyst to further stages of redevelopment which will in turn have further flow-on socio-economic benefits.

The Property Economics report confirms that the economic benefits of using the fast track process means that the project will contribute an additional \$30m and 300 jobs over and above a standard consenting process.

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

The project will generate significant positive social and cultural effects on current and future generations. The project represents a mixed-use development centred around publicly accessible spaces, including a pedestrian link between Waitohi, Johnsonville's Community Hub, the site and surrounding suburban neighbourhood. This all generates a community focal point for Johnsonville Town Centre, integrating into public transport and surrounding community facilities. The project will provide a diverse range of amenities and services, which in time, will serve daily needs of the residential community for what will be current and future generations.

The mixed-use nature of the development also enables parking and transport infrastructure to be used more effectively and provides the first stage of a development that will seek to intensify the site around the existing public transport routes of the Johnsonville Train Station and main bus routes. The redevelopment of the site seeks to make the town centre a well-functioning destination which will lead to increased walking and cycling from the surrounding catchment.

The project will also enable the accelerated delivery of a significant number of dwellings and alternative housing choice to the Wellington housing market where population growth and affordability issues continue, thereby also providing for the social wellbeing of current and future generations.

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

The estimated programme savings from proceeding with the processes provided by the Act are estimated to be between six months and up to three years, taking into account the experiences of previous resource consent applications of this scale that Barker and Associates have been involved in. This assumes that the Fast-track referral programme takes 80 overall days to complete after factoring in time required by the Ministry and Minister to process the application, consultation with affected parties and statutory times set out in the Act. This would be followed by a resource consent which is assumed to take 46 days once lodged as set out in the timeline in **Attachment 5**.

Based on similar resource consent applications, this could take approximately 12 months under the 'standard' RMA resource consent process from the lodgment to the granting of consent, with it being a reasonable expectation that public notification may occur given the 2009 proposal was also subject to public notification, with it being common of a project of this scale involving town centre development with transport effects, height infringements, as well as bulk, massing and urban design related effects.

This doesn't account for other potential factors such as an Environment Court appeal following any such decision which in our experience can add an additional 9 months to 2 years to a project timeline.

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:

The economic assessment in **Attachment 11** outlines that during the construction phase of Stage 1, up to a 1000 jobs during the peak construction years will be created within Wellington, with a total employment count of 4900 jobs over the next ten years.

Housing supply:

The project will bring forward and accelerate the availability and delivery of housing stock. There will be approximately 130 dwellings, provided at a time where there is significant housing stock shortages in the region. The build to rent scheme will provide a viable entry point for those currently in need of housing. As previous discussed, Stage 1 will also act as a catalyst to further stages which seek to provide further housing. The memo prepared by Stride in **Attachment 3** outlines that close to 1000 residential units will be sought as part of later stages, with it being expected that a wide range of apartment typologies will be provided.

Contributing to well-functioning urban environments:

The proposal is in keeping with the NPS-UD objective of having well-functioning urban environments as the project will provide for an architecturally designed mixed use development of greater intensity and increased height in a location that is highly accessible, well served by public transport, within a short walk to suburban amenities and is market desirable.

The Wellington Spatial Plan and Draft Wellington District Plan both identify Johnsonville Town Centre as a Metropolitan Centre Zone. Overall it is considered that Stage 1 will align with this policy direction. In particular, the development will provide residential dwellings, which will be centered around a pedestrian plaza (the common) and well linked to community facilities and public transport.

The development proposed will also facilitate future stages within the site and more intensive residential development in the catchment which will contribute to a well-functioning urban environment. The site will support both the current Johnsonville area, as well as the planned future development of the surrounding area. Both the spatial plan and draft district plan are seeking to intensify both the immediate and wider surrounding area with a Medium Density Residential Zone and 21m height limit being proposed under the draft district plan. Enabling Stage 1 will be the first step in enabling a Town Centre that will support this level of future development in Johnsonville.

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

The project will provide significant investment in infrastructure which will provide benefits to the surrounding community.

The publicly accessible, pedestrian plaza (the common) and pedestrian link will formalise a mid-block connection though the site to allow for residents and the working population to move through the site from various access points from surrounding suburban areas, to utilise on-site amenities, and access adjoining public transport options.

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

The project will not directly impact on matters of indigenous biodiversity.

During the construction phase, erosion and sediment control measures will be employed to ensure that the proposal does not have any adverse sedimentation effects on freshwater quality. In terms of on-going operation, appropriate methods will be utilised to ensure freshwater is appropriately managed through the existing stormwater network.

In both instances, this will ensure appropriate water quality in regard to the ultimate receiving environment of the coastal environment. Further information in this regard is set out in **Attachment 9** in the assessment carried out by Beca.

Minimising waste:

Stride is committed to minimising waste as part of the Johnsonville Town Centre Redevelopment. This will commence with reducing waste to land fill during the demolition and construction phases, and chosen construction materials and methods of construction. For operations on-site centralised waste management and recycling systems will be implemented to ensure appropriate waste management that can also adapt to sustainable waste strategies over time. It is also proposed to adopt measures that minimise the waste of other resources such as water and heat. This is consistent with the Government's commitment to achieving a circular economy. Commitment to whole-of-lifecycle costing from design, through construction and into operations for waste minimisation will contribute to the reduced use of landfill sites and supports and promotes wider community domestic recycling. Further information is contained in **Attachment 1** (see pages 18 & 19) on Stride's wider sustainability strategy which includes waste reduction.

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):

Stride is committed to actively responding to climate change through sustainability principles which guides and underpins Stride's strategic goals and approach to daily operations. In particular, Stride seeks to deliver high quality

projects that create efficient, climate resilient places that deliver long term value and support a low carbon future. Further details of this strategy is included in **Attachment 1** (see pages 19).

This strategy has informed the delivery of Stride's projects and Stride has been consequently recognized by award winning projects such as the 5 Green Star rated Waste Management Headquarters building in Auckland. This was awarded the 2020 Resene Green Building Award, the CBRE Industrial Property Award and the Rider Levett Bucknall Supreme Award; all due to the buildings use of an array of sustainable building design principles.

In line with Stride's commitment to its core sustainability principles, it is proposed that the Johnsonville Town Centre Redevelopment will be designed to Greenstar ratings, NABERSNZ rating and Homestar ratings (for the residential component). In order to achieve these ratings, a variety of building sustainable elements will be considered throughout the detailed design process which will include (but not be limited to):

- Sustainable rainwater re-use systems;
- Electric vehicle charging;
- Developing Sustainable whole-of cycle waste management & recycling strategies;
- Low-flow tapware to homestar standards;
- Energy efficient internal building design and electrical systems;
- Use of sustainable and healthy materials e.g. Cross-laminate timber; and
- Solar panel collection on roof tops

Energy efficiencies will also be achieved through the removal of the existing shopping centre building(s) which were constructed in the 1960s and 1970s and are not fit for purpose in relation to current energy efficient building standards nor would the buildings be highly resilient in regards to current earthquake standards.

Further, one of the primary contributions towards lowering emissions is derived from the site location itself. The mixed-use and metropolitan nature of the development and proximity to public transport options (such as the Johnsonville Train Station and main bus-routes) means the proposal provides opportunities for minimising travel needs and encouraging the use of public transport. Given the site is also located in proximity to surrounding residential areas and other commercial retail, there is the opportunity to also travel to the site through active transport modes such as walking and cycling. This all helps to improve the efficiency of transport systems and will help to lower transport emissions.

Promoting the protection of historic heritage:

There are no objects of historic heritage or recorded archaeological sites within the project area.

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

Overland flow paths will be either maintained or appropriately diverted or detention to mitigate flooding impacts and ensure that the existing flood hazard is not exasperated. Beca Environmental Consultants who are reviewing the management of flood hazards has provided consideration of this in **Attachment 9**. Section 8.6 of Beca's assessment sets a range of management options that are available to manage the risk of any flooding hazard, with Beca concluding that this hazard can be appropriately managed.

In regard to other natural hazards of the risk of earthquakes and liquefaction. ENGEO Geotechnical and Environmental Consultants have been engaged as part of the project team and have advised that Johnsonville is strategically placed as a regionally significant town centre to be resilient to the effects of natural hazards compared to Wellington City's other major centres, such as the Central Business District and the Kilbirnie Metropolitan Centre, as set out in **Attachment 10**.

As such Johnsonville Town Centre is well placed for the region to provide for intensification that has economic and social resilience in regards to natural hazards and climate change induced hazards.

Other public benefit:

Various public benefits have been highlighted in this application. In the short term, the project will boost employment opportunities in the construction sector, which has been identified as one of the key sectors in assisting with the social

and economic recovery of COVID-19. In the longer term it will provide and enable further urban growth that aligns with the wider policy directions for urban growth being set by both local and central government, whilst creating job opportunities, amenities and residential housing supply and choice for the benefit of Johnsonville and the regional catchment that it serves.

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

It is considered that there would not be any significant adverse environmental effects generated by the project. The adverse effects assessment addressed in Part VII of this application and supporting technical memos confirm that potential adverse effects of the project can all be avoided, managed or remedied without giving rise to any significant adverse environmental effects.

Part X: Climate change and natural hazards

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

As previously discussed in the assessments under Parts VIII & IX, assessments have been carried out in **Attachment 9 & 10** that demonstrate that the project will be resilient to foreseeable climate change and natural hazard events as a result of Johnsonville's geographic placement away from critical earthquake, liquefaction and tsunami risks compared to other parts of the Wellington Region. Whilst there are actual and potential flooding risks associated with the site, these can be managed through a variety of onsite design and disposal methods, as well as wider public improvements to stormwater capacity as outlined in the memo prepared by Beca.

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
Wellington City Council	N/A- No record of compliance or enforcement actions taken against the applicant.
Greater Wellington Regional Council	N/A- No record of compliance or enforcement actions taken against the applicant.

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.

Matthew Thode (Associate Planner, Barker & Associates) on behalf of the applicant, Stride Investment Management Limited (SIML)

06/12/2021

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.

Checklist

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

Yes	Correspondence from the registered legal land owner(s)
Yes	Correspondence from persons or parties you consider are likely to be affected by the project
Yes	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
Yes	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.
Yes	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.