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:	Application number: ..... Date received: .....

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 the 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 need only 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:

Email: fasttrackconsenting@mfe.govt.nz

The Ministry has also prepared Fast-track consenting guidance to help applicants prepare applications for projects to be referred.

Applications must be submitted to the Minister via email: fasttrackconsenting@mfe.govt.nz

To complete this form, please scroll down and click in the appropriate field.

Part I: Applicant

Applicant details

Person or entity making the request: Mitre 10 Holdings Limited

Contact person: David Gell

Job title: Group Property Manager

Phone: s 9(2)(a)

Email: s 9(2)(a)

Postal address: 67 Corinthian Drive, Albany, Auckland

Address for service (if different from above)

Organisation: Aurecon New Zealand Limited

Contact person: Claire Steele

Job title: Senior Consultant

Phone: s 9(2)(a)

Email: s 9(2)(a)

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

Postal address: Level 8, 42-52 Willis Street, Wellington, 6011

Part II: Project location

The application (click to place an "X" in the relevant box):

☒ does not relate to the coastal marine area

☐ relates partly to the coastal marine area

☐ relates wholly 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:

160 Domain Road, Pāpāmoa, Tauranga

A Site plan with aerial imagery is provided in Appendix A of the Supplementary Information Pack.

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

Legal description(s):

Lot 1 Deposited Plan 528542

The Record of Title is provided in Appendix B of the Supplementary Information Pack.

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

Registered legal land owner(s):

Mitre 10 Holdings Limited

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 legal title holder of the land on which the project will occur and therefore has the ability to undertake the work required for the project without requiring any additional landowner approvals.

Part III: Project details

Description

Project name: Mitre 10 MEGA development Pāpāmoa (the project).

Project description:

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 need only provide a general level of detail.

The project relates to the development and operation of Mitre 10 MEGA store and a medical centre, including associated access, car parking, signage, landscaping, services, earthworks and associated works at 160 Domain Road, Pāpāmoa, Tauranga (the Site). This application is focused on the development of the southern part of the Site for the purpose of establishing and operating a Mitre 10 MEGA store and a medical centre.

The purpose of the project is to utilise a highly accessible site to allow Mitre 10 to upgrade and relocate from its existing undersized Mitre 10 Pāpāmoa store, in addition to providing for an alternative accident and emergency-type facility which would alleviate some of the increasing pressures experienced at Tauranga Hospital. The population growth in Tauranga has been faster than forecasted over recent years and Pāpāmoa has been an area of significant growth and is forecast to continue to grow in the future. The project would provide employment generation for the area during the construction and operation phases. s9(2)(b)(ii)

The objectives of the project are:

- to allow Mitre 10 and the medical centre to operate from a site that will be fit-for-purpose and located in an area that provides easier, quicker and more efficient access for the local community;
- to implement a layout which functions well internally, reduces potential environmental effects and creates positive effects on the surrounding area and community;
- to generate economic and employment benefits to Tauranga;
- to create an attractive and vibrant place where Mitre 10 customers, users and visitors of the medical centre and the general public can meet and relax;
- to provide two wetlands that will not only provide necessary low impact stormwater design, but will improve environmental outcomes, provide an area of potential ecological habitat and mitigate the visual effects of the project. The wetlands are a part of the project that is of particular interest to Ngā Pōtiki who wish to work collaboratively on the conceptual design;
- to undertake extensive ground improvement measures to ensure that the landform is fit for purpose; and
- to ensure that the infrastructure and transport components of the project are comprehensively considered in the proposed solution, to ensure that the project integrates well with the existing and future transport network and three waters infrastructure allowing for additional development potential in the neighbouring blocks.

The activities involved in the project include:

- Large scale earthworks and temporary discharge consent for the necessary enabling works.
- Change of land use from rural to a mix of commercial use (Mitre 10 MEGA) and community use (health centre).
- A Mitre 10 MEGA, comprising the primary retail store, trade and yard area, garden centre and café and associated carparking.
- A medical centre in a separate building, situated over two levels (with potential for a café or pharmacy on the ground floor), and carparking.
- One 8.5 m high pylon sign which identifies the Mitre 10 MEGA.

- Façade signage on both the Mitre 10 MEGA and the medical centre.
- Earthworks across the Site to raise the Site to RL 6.0m and reduce the overall level of topographical change to allow the Site to be developed.
- Internal roading connections within the Site accessing both the Mitre 10 MEGA and medical centre.
- Two wetlands covering an area in excess of 17,333m² which will provide necessary stormwater management as well as amenity to the Site on the southern and western sides along with a network of walking and cycling paths and the provision for public access and open space.
- 13,405m² of amenity landscape planting strategically placed within the Site and along the boundaries of the property.
- Roading, stormwater, water and wastewater infrastructure upgrades necessary to service the project including the use of onsite stormwater management.
- A left-in -left-out (LILO) intersection off Domain Road and a double lane roundabout to the north east of the Site at the intersection of the main access road to the north of the Site with Domain Road.
- 297 parking bays within the Mitre 10 MEGA carpark, and 290 parking bays within the medical centre carpark.

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

The earthworks on-site are proposed to be staged (in 3 stages), with the Mitre 10 MEGA site being the first priority followed by the Riddell Access Road and finally, the medical centre site. The earthworks will consist of ground improvement and civil works and will include the preloading of the site.

The overall project staging will proceed as follows;

Mitre 10 Site
- installation of infrastructure
- construction of Mitre 10 MEGA building, carparking and internal roads

Riddell Access Road
- installation of infrastructure
- construction of the Main Access Road to the site

Medical centre
- installation of infrastructure
- construction of medical centre building and carparking

The stormwater management and off-site services will be constructed concurrently with the ground improvement works.

After the completion of the earthworks phase, the spare blocks of land at the north and east of the Site will be used to stockpile the surplus preload from the three stages above.

s9(2)(b)(ii)

There will be approximately 5 ha of the 14 ha Site that will be left undeveloped as part of the initial phase of the project. The future development of this land has been considered in the servicing of the Site but does not form part of the project.

The intention would be to commence the earthworks as soon as practicable following the approval of the application.

From an employment perspective, substantial labour resources will be required for the duration of the project to

complete the works referred to herein.

Consents / approvals required

Relevant local authorities: Tauranga City Council (TCC) and Bay of Plenty Regional Council (BOPRC)

Resource consent(s) / Designation required (click to place an "X" in the relevant box/s):

☒ Land-use consent	☐ Subdivision consent	☐ Coastal permit
☒ Water permit	☒ Discharge permit	☐ Designation
☐ Alteration to designation		

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
Bay of Plenty Natural Resource Plan	LM R4	Disturbance of land and soil as a result of large-scale earthworks which exceed the permitted thresholds	Discretionary	Within Site
Bay of Plenty Natural Resource Plan	DW R21	Discharge of stormwater to surface water (precautionary consent required if a discharge event is required during construction from the sediment retention ponds that may not comply with the permitted activity standard)	Restricted Discretionary	Site into Wairakei Stream
Bay of Plenty Natural Resource Plan	DW R23	Discharge of stormwater to land soakage (precautionary consent required as land soakage will occur in the proposed sediment retention ponds that may not comply with the permitted activity standard)	Restricted Discretionary	Two sediment retention ponds located within the Site
Tauranga City Plan	Rule 4B.4	On-Site Parking and Loading Requirements	Restricted Discretionary	Within Site
Tauranga City Plan	Rule 4C.3	Earthworks ancillary to a Non-Complying Activity	Restricted Discretionary	Within Site
Tauranga City Plan	Rule 4D.3	One Permanent Free-	Restricted	Within Site

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
		Standing Sign and multiple Signs attached to non-residential buildings	Discretionary	
Tauranga City Plan	Rule 12G.4.1	Construction of infrastructure to vest in the Council	Controlled	Within Site
Tauranga City Plan	Rule 16A.12	Land use consent for business activities not listed elsewhere in Table 16A.1	Non-Complying	Within Site

Additional consent required: variation of existing consent notice (11361137.2) created by RC26681 (Discretionary Activity pursuant to Section 221 of the Resource Management Act 1991 (RMA)). Mitre 10 will apply to vary the consent notice with TCC

A subdivision consent will also be required at some stage but is not requested as part of this application.

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 Act 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.

- Archaeological authority has been granted (Heritage New Zealand File ref: 2019/645, date granted: 24 May 2019).

- A comprehensive stormwater discharge consent from BOPRC (Consent Number: 63636, date granted: 6 October 2009 to TCC) (the Pāpāmoa CSC) is in place for the full Wairakei catchment (that this Site falls within).

- Consent for the large-scale earthworks and associated temporary stormwater discharge has been sought from BOPRC (RM19-0043), date lodged: 23 January 2019. This consent is currently on hold at the Applicant's request. It will be withdrawn before lodging a consent application with an expert consenting panel under the COVID-19 Recovery (Fast-track) Consenting Act 2020 (the Act).

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

None required.

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:

Building consents will be required for inground infrastructure and building works following the granting of resource consent.

The right of way authorised under the subdivision consent (RC26681) will need to be cancelled and the new access arrangements in the project will require subdivision of the relevant titles.

A 'right to drain water' easement will be required following the granting of resource consent.

There will also be a Development Works Approval process for infrastructure to be vested in TCC (namely, the pump station, main access road and trunk services and off site stormwater reticulation.

Construction readiness

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

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

It is anticipated that construction activities will commence as soon as practicable after resource consents are granted via the Act. s9(2)(b)(ii)

s9(2)(b)(ii)

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

No consultation has been undertaken with central government ministries and departments, except for an early phone call with the Fast-Track Consenting Team in mid-July where a general query was made in relation to the project.

Local authorities

Detail all consultation undertaken with relevant local authorities:

Consultation has been undertaken with the relevant local authorities, TCC and BOPRC.

A pre-application meeting was held on 5 September 2019 with TCC. An overview of the project was provided, and the various disciplines presented. Following this meeting, engagement with TCC has been regular and necessary inputs have been obtained regarding servicing and transport. An external consultant was assigned to coordinate the necessary consultation between the project team and TCC, and the engagement over the past six months has been particularly focused on the servicing (primarily stormwater) and the transport aspects of the project. Feedback from TCC has been captured within the relevant technical reports that support the resource consent application.

A meeting was held on the 26 February 2020 with BOPRC. An overview of the project was provided. The other topics at the meeting involved the structure plan process, natural hazards and an update on the Regional Policy Statement (RPS). A follow up meeting was held on the 26 June 2020 where the stormwater modelling results were presented and discussed.

Other persons/parties

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

The following parties have been consulted with in regards to the project:

s9(2)(b)(ii)

s9(2)(b)(ii) [redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Detail all consultation undertaken with the above persons or parties:

The Applicant has engaged in pre-application consultation with adjacent and nearby properties, in addition to key stakeholders. Details of the project were first sent to the parties identified in October 2019.

Two letters were provided, with the second showing the updated plans/elevations of the medical centre. Consultation will be ongoing to address any concerns or queries the affected parties may have, and any written approvals will be provided to TCC as they are obtained. A final draft version of the project plans was provided to the parties prior to finalising.

Engagement has been ongoing with Ngā Pōtiki in order to work collaboratively on the conceptual design of the proposed wetlands (including planting) and the potential introduction of other cultural aspects to the project, including a pou whenua or sculpture within or near the wetland. A CIA has been undertaken for the proposed project.

An Archaeological Authority has been received from Heritage New Zealand for the Site.

Consultation has been undertaken with the Transport Agency regarding the project. Further modelling is currently being undertaken in order to provide further requested information.

s9(2)(b)(ii) [redacted]

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
Ngā Pōtiki a Tamapahore Trust is the post-settlement governance entity representing the whānau of Ngā Pōtiki and is an iwi authority for the purposes of the Resource Management Act 1991 (RMA).	See below.

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 Ngāi Te Rangi Iwi Trust	Consultation was undertaken in relation to the resource consent application filed with the BOPRC in mid-2019. Te Rūnanga o Ngāi Te Rangi Iwi Trust sought conditions that reflect the following: 1. Cultural monitor is involved and accordingly remunerated at an appropriate rate for their time & expertise. 2. Any advice or concerns they raise during the course of earthworks, must be adhered to. 3. Any taonga or site discovered must trigger a proper or wider archaeological assessment or report detailing the find 4. In addition to (3) above, in the event taonga are found, the ongoing care and homing of those taonga will be decided on by kaumatua from each of the iwi/hapu groups of the area.
Ngā Pōtiki a Tamapahore Trust Board	Consultation has been ongoing with Ngā Pōtiki since the project commenced. A draft CIA was provided to Mitre 10 on the 4th March 2020. Following the preparation of that document, two meetings were held with Matire Duncan from Ngā Pōtiki which focused on the conceptual design of the proposed wetlands (including planting) and the potential introduction of other cultural aspects to the project, including a pou whenua or sculpture within or near the wetland. The CIA is in final draft and is due to be finalised by the Ngā Pōtiki a Tamapahore Trust Board on or before 25 September 2020. Mitre 10 anticipates the engagement with Ngā Pōtiki will be ongoing as the project develops into detailed design in order to collaborate on those aspects that are important to Ngā Pōtiki.

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.

The Site is not subject to land returned under a Treaty settlement.

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.

The Site is not within a customary marine title area.

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.

The Site is not within a protected customary rights area.

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.

An AEE has been prepared which assesses the anticipated and known adverse effects of the project on the environment. The effects considered include: economic effects, landscape and visual effects, rural zoning effects, permitted baseline, archaeological effects, cultural effects, servicing effects, transport effects, contamination effects, natural hazards, geotechnical effects, and positive effects.

The AEE concludes that the effects relating to the project are deemed to be at levels that are appropriate and acceptable in the context of the receiving environment. The potential for adverse effects on the surrounding environment will be minor or less than minor.

Of the assessments undertaken, the project's actual and potential adverse economic, visual and servicing (primarily stormwater management) effects are considered to be the most relevant in terms of the receiving environment.

The Economic Assessment (provided in Appendix F of the Supplementary Information Pack) concludes that the project will result in a net economic benefit and a positive economic impact on the surrounding community. The key points in coming to this conclusion are that there is little to no opportunity cost of developing the Site given the current land use as there is no lost agricultural efficiency. The project would also be unlikely to eventuate in lost activity in the existing centre in Pāpāmoa, as there is no other commercial centre capacity currently vacant apart from unsuitable land in Papamoa Junction. The primary economic benefits are that the project would 'free up' commercially zoned space for alternative (and more appropriate) retail development in the Papamoa Plaza / Fashion Island retail centre,

and that the Site is in an accessible location which is more appropriate for the proposed use.

The Assessment of Landscape and Visual Effects (ALVE), provided in Appendix G of the Supplementary Information Pack concludes that the visual effects for the adjoining landholdings and residential properties resulting from the project would initially be moderate, given that the Site has been in grazed pasture for a number of years. However, over time, the visual effects would reduce to low-moderate once landscape initiatives become established and it is considered at that future point that the project would integrate well into the surrounding Pāpāmoa environment. It is acknowledged that the comparable planning or RMA terminology of 'moderate' or 'low-moderate' would be a minor adverse effect. In addition, a fundamental driver in terms of site configuration has been to mitigate or reduce any adverse environmental effects on pre-existing surrounding uses. This has resulted in design choices such as utilising the recessive Mitre 10 corporate signage of 'Ironsand' and elevating the necessary engineering requirement of stormwater detention ponds to wetlands that will act as substantial visual and physical buffers.

s9(2)(b)(ii)

A summary of the remaining environmental effects is provided below.

Landscape effects: Although the Site and surrounding area to the west currently exhibit semi-rural characteristics, neither display a high degree of 'ruralness' due to a combination of the size of landholdings, the patterns of rural-residential settlement, existing infrastructure, the surrounding motorway and roading network and the proximity to the highly urbanised Pāpāmoa residential settlement to the north. As a result, it is anticipated that the project would not adversely affect the natural character values of the Site or wider landscape due to the existing circumstances present at the Site and within the wider environment. Further detail is provided within the ALVE in Appendix G of the Supplementary Information Pack.

Rural zoning effects: As noted within the ALVE and the Economic Assessment, the Site and surrounding environments to the south and west do not currently exhibit high degrees of 'rural' character. In addition to this, the Rural zone does anticipate aspects of the project within the vision for the zone (for example, a Garden Centre including associated food premises as a permitted activity, and a Health Centre as a discretionary activity). Therefore, these aspects of the project would not be considered out of character or 'not anticipated'. The Design Statement also states that the wetlands have been strategically distributed on the Site to act as substantial visual and physical buffers to preserve the character and amenity value of, 'Residential' use to the west, and, 'Rural' appearance to the south.

Archaeological effects: The Archaeological Assessment identifies that there are no recorded archaeological sites or features listed on the New Zealand Heritage List Rārangi Kōrero (NZ Heritage List) or City Plan affecting the Site. The Applicant has obtained an Archaeological Authority from Heritage New Zealand to authorise any potential disturbance of undiscovered archaeological features and is currently undertaking engagement with Ngā Pōtiki.

Cultural effects: A CIA has been prepared for the project by the Ngā Pōtiki a Tamapahore Trust Board and gives effect to the Tūhoromatanui: Ngā Pōtiki Environmental Plan 2019-2029. The CIA identifies that the Site was formerly part of the Pāpāmoa wetlands and formed part of the primary route from the hill pā to kāinga across the wetlands and

Pāpāmoa Dune plain, and the proposed construction of wetlands within the Site can partly restore the Site to its natural function and can support Ngā Pōtiki to reconnect with the environment through involvement in the wetland design, construction and ongoing maintenance. Engagement has been ongoing with Ngā Pōtiki in order to work collaboratively on the conceptual design of the proposed wetlands (including planting) and the potential introduction of other cultural aspects to the project, including a pou whenua or sculpture within or near the wetland.

Servicing effects (effects from landform): The landform at the Site is proposed to be raised to approximately RL 6.0 m, to accommodate a 300 mm freeboard above a 100yr 48h storm event in the catchment. This 'ultimate landform' is expected to be shaped so the majority of the overland flows from the Site enter the stormwater management areas and tie into the upgrades planned for Domain Road by TCC.

Servicing effects (water supply): The project will protect the existing bulk water main at the south of the Site through a rigid inclusion solution in close proximity to the southern boundary. The project is able to be serviced for potable water and fire-fighting from the upgraded municipal supply. With appropriate construction techniques and monitoring in place, the project is considered to have less than minor effects on the water supply network.

Servicing effects (wastewater): Currently, there are no reticulated wastewater networks directly adjacent to the Site, because of its Rural zoning. Immediately adjacent residences and commercial developments are not currently serviced for wastewater and are currently discharging to ground via on site effluent disposal systems. The ultimate solution, that has been developed by a structure plan approach to the area, is to provide a central pumpstation that connects directly to the larger TCC pumpstation (the Opal Drive Pumpstation), bypassing the at-capacity local pumpstations. However, as the project is for the Mitre 10 MEGA and medical centre developments only, this project proposes to introduce an interim wastewater servicing solution for the Mitre 10 MEGA and medical centre only (an ultimate servicing solution, developed by a structure plan approach, exists for the wider area). As the Mitre 10 and medical centre will contribute less than 10% of the wider catchment flows, this is considered a practicable option, which will allow for sections of an ultimate servicing solution to wastewater capacity issues within the catchment to be constructed at the outset. The project with the interim pumping solution is considered to have less than minor effects on the wastewater network.

Transport effects: An ITA has been produced which details the proposed parking and traffic distribution as well as the various traffic management measures to ensure safe and efficient function of the project and wider road network. The conclusion of the ITA is that the preliminary model results indicate that a two-lane circulating roundabout provides the best performing intersection and is an achievable connection that will accommodate future development of adjoining land. A LILO intersection can also be accommodated off Domain Road to the south of the roundabout just above the Mitre 10 carpark on the Site. There is a 11-bay under-supply of parks from the City Plan requirements, however, it is considered that this will be accommodated within the oversupply of staff parking at Mitre 10 MEGA. The loading facilities have been designed and set out to Mitre 10 standards, which are sufficient for all heavy vehicle activity expected on site. The ITA concludes that the Site will have adequate on-site manoeuvring for all anticipated vehicles. Within the area there is currently a lack of existing public transport and walking/cycling infrastructure, therefore, the walking and cycling infrastructure proposed as part of the project will enable alternative modes of transport to the Site and aligns with future wider vision and goals of TCC for the area. In terms of safety, the roundabout is considered to be a safer intersection and the provision of the median island through the road will eliminate any conflicting right turn movements. Based on the specialist transport assessment undertaken, and consideration of the receiving transport environment, any transport-related effects associated with the proposed activity are considered to be no more than minor.

Contamination effects: A Preliminary Site Investigation (PS) has been produced which confirms that the Site does not qualify as a 'piece of land' under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health as no evidence was found to suggest that Hazardous Activities and Industries List activities are occurring or have occurred on-site. The site inspection reported a small number of potential contamination sources which may need to be taken into account during construction for waste disposal and if further contamination is found. The PSI recommends that these potential contaminants be managed through an

Environmental Management Plan (EMP), to be produced by the contractor.

Natural hazards: A Natural Hazards Assessment has been produced in line with the BOPRC RPS and natural hazard risk management policy framework for project proposals. The natural hazards listed in the RPS have been assessed, with liquefaction, lateral spread, and flooding being the hazards evaluated further within the risk methodology as they were considered most relevant to the Site. With the risk mitigation measures proposed as part of the project (including raising the level of the Site and the two large hydraulically linked wetlands) the overall risk from the identified natural hazards is considered to be low. It is therefore considered that the effects from the project relating to natural hazards would be less than minor.

Geotechnical effects: A Preliminary Geotechnical Report has been produced for the project. The types of soils identified at the Site and within the surrounding environment produce key challenges for the project, including low-bearing capacity, high compressibility and potential liquefaction at the Site. In order to support the design and construction of the project, the Site will be subject to extensive ground stabilisation methods as well as cut and fill earthworks which will raise the entirety of the Site to approximately RL 6.0 m. With the engineering solutions proposed at the Site, it is considered that the geotechnical issues can be appropriately mitigated.

In terms of greenhouse gas emissions, while the project will have both short- and long-term emissions impacts (as would almost any development), there is no aspect of the project that will inherently result in a significant impact on New Zealand's net emissions. That being said, Mitre 10 is committed to mitigating the potential emissions impacts of the project where possible to assist in New Zealand's transition to a low-emissions economy. Further detail on effects in relation to emissions is provided later in this application form.

Overall, the actual and potential adverse effects of the project are deemed to be at levels that are appropriate and acceptable in the context of the receiving environment

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 on Urban Development 2020 (NPS-UD) aims to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. The NPS-UD was gazetted on 23 July 2020 and replaces the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC).

Tauranga is identified as a tier 1 urban environment, and also identified as a high-growth urban area under the previous NPS-UDC. Tier 1 urban environments are the areas where development is to be enabled and stronger, more prescriptive density requirements are to be set. The RPS is considered to be inconsistent with the previous NPS-UDC in terms of the need to meet supply requirements for land. The RPS has not been updated since 2012 and the work that informed that update dates back from circa 2008. Tauranga was not meeting its obligations under the NPS-UDC and there is currently an unresolved shortfall in urban land supply which is directly attributable to urban limits under the RPS and a lag in the further rezoning of land for urban purposes.

The most significant changes in the NPS-UD include:
- Tier 1 council plans are to enable building heights of at least six storeys in areas of high demand or areas that are a walkable distance from existing or planned public transport (noting there are a list of exceptions specified such as heritage, open spaces and many other circumstances)
- The abolishment of car parking requirements for developers (lending towards a more market-driven approach)
- Tier 1 councils will be required to work collaboratively to produce a 'Future Development Strategy' which sets out a

long-term vision for accommodating urban growth.

Of relevance to the project, the Housing and Business Assessment (HBA) required to be produced under the NPS-UD needs to assess sufficient development capacity for business land and if there is any insufficiency, the HBA must identify where and when this will occur and the extent to which RMA planning documents, a lack of development infrastructure, or both, cause or contribute to the insufficiency. In addition, as the minimum parking requirements in the City Plan will eventually cease, this should be taken into account when considering the slight undersupply of car parking compared to the existing City Plan requirements.

It is considered that the project is generally consistent with the direction given in the NPS-UD as it would provide land for business use. Whilst the Site is currently not identified within the urban limits, the Applicant has found this land to be the only feasible location for the project within the Pāpāmoa catchment and it is a location that can be supported with development infrastructure that will not restrict future use of the wider area for further development. The Applicant considered the Papamoa Junction site as it is a commercial hub, however the internal nature of Papamoa Junction coupled with the fact it is being subdivided down to sub 1,500m² commercial sites means it is not suitable for the project. It is also relevant that the NPS-UD states that planning should promote accessibility and connectivity between housing and business, and that choices should be provided to meet the needs of people and communities for a range of dwelling types and locations, working environments and places to locate businesses. The project would contribute to these choices.

Part IX: Purpose of the Act

Your application must be supported by an explanation of how the project will help to achieve the purpose of the Act, being 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 project has the potential to result in a variety of economic costs and benefits on the local and wider community.

A summary of the economic benefits associated with the project include:

- Make in-centre space available for more appropriate and productive uses: The relocation of Mitre 10 will 'free up' commercially zoned space for alternative retail development in the Papamoa Plaza / Fashion Island retail centre. This is likely to be more in keeping with the amenity of the centre as well as leaving a more diverse and appropriate retail offering, particularly when considering the 'changing face' of hardware and building supply stores and their growing incompatibility to centre environments given operational, functional and land requirements as discussed in the Economics Assessment.

- A more accessible site location which is more appropriate for the project: From a functional and operational point of view, the project will afford the local market improved and more efficient access to a more extensive hardware and building supply offering while likely avoiding or negating any reverse sensitivity issues associated with hardware and building supply store developments. Currently the closest location for a similar offering is Bunnings Mt Maunganui approximately 10km away. Being in an accessible location for the local Pāpāmoa market, the project would result in improved travel efficiency through reduced travel time (plus the flow-on benefit of reducing traffic congestion on the roads). This becomes particularly relevant when considering the level of construction activity currently occurring in Pāpāmoa, and projected to occur in the future, in close proximity to the project. The project is likely to be accessed by a range of vehicles and, as well as improving its accessibility, has the benefit of keeping this increased level of trade

activity away from the existing commercial centre and the surrounding residential area.

A summary of the primary economic costs associated with the project include:

- The opportunity cost of lost agricultural efficiency: As the Site's current zoning is rural, the primary cost of the project is the loss of agricultural productivity associated with the land. However it is unlikely that there will be any considerable economic impact in this sense as there are currently very little or no agricultural or horticultural operations on the Site apart from some minor stock grazing. Therefore, there is little to no opportunity cost of developing the Site given the current land use. There is also sufficient rurally zoned land suitable for agricultural purposes and it is unlikely that the project will have any significant impacts on overall agricultural productivity in the area.

- Loss of in-centre activity in Pāpāmoa: The project includes the effective upgrade and relocation of the existing Mitre 10 Pāpāmoa. The result will be Mitre 10 Pāpāmoa moving out of the Papamoa Plaza / Fashion Island retail centre, which has the potential to result in decreased centre activity. However, the eventuation of lost activity is unlikely. This is primarily due to the growing level of demand and growth in Pāpāmoa driving the likelihood that the vacant retail space will be re-leased in a short period of time by alternative retailers with a more diverse and appropriate retail offering, effectively improving the centre from this perspective. There is no other commercial centre capacity currently vacant apart from the more internal suburban location of Papamoa Junction which is considered unsuitable for a large Mitre 10 MEGA given it would consume a significant proportion of the centre's land and the internalised Site means it would create operational and functional inefficiencies

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

The project's effects on the social and cultural wellbeing of current and future generations has been a key consideration in the design of the project. The project has focused on an integrated design in order to provide a development that is not purely focused on the hardware and building supply store and a medical centre. Through the inclusion of design aspects such as public open space areas, access to enjoy the wetland areas and the pedestrian/cycle path, it is anticipated that this area will become a vibrant place where people can meet and relax. The amenity of the Site will be particularly beneficial to those using and visiting the medical centre as it will allow people (for example, those waiting for patients to complete appointments or treatment) the space to go for walks or relax within a pleasant setting.

The Mitre 10 MEGA will afford the local market improved and more efficient access to a more extensive hardware and building supply offering while avoiding or mitigating any reverse sensitivity issues. The proposed Mitre 10 MEGA will provide easier, quicker and more efficient access for the local community who currently have to travel some distance for a 'like' store type. This will improve community economic wellbeing and social wellbeing.

The medical centre will contribute positively to local amenity and generally improve the quality, wellbeing and liveability of the Pāpāmoa and Te Puke areas. The location for the medical centre is particularly beneficial as the medical facility requires quick and seamless access to main transport routes and the State Highway 2 Tauranga Eastern Link (SH2 – TEL), therefore this location will reduce travel times for an ambulance to reach a patient or an ambulance to reach the medical centre. Currently, if services such as a 24-hour accident and emergency clinic are required, residents have to travel to Tauranga Hospital, presenting time delays in accessibility and in receiving treatment. Tauranga Hospital services are increasingly stretched and are a significant distance from the Pāpāmoa and Te Puke areas in respect of medical timeframes. This is particularly relevant when considering the demand for medical services will rise in the future with Pāpāmoa being a key growth area for Tauranga. As a result of this growth it is unlikely that the current provision of medical services in the Pāpāmoa area will be sufficient to meet future requirements.

The CIA sets out the cultural history of the wider Pāpāmoa area and its importance to Ngā Pōtiki. The Site is positioned within what would once have been an epicentre for pre-European Ngā Pōtiki life, providing access between Te Rae o Pāpāmoa and Te Ākau as well as wetland resources, as such any development within this area must respect the relationship between Ngā Pōtiki and the whenua. The CIA identifies that the Site was formerly part of the Pāpāmoa wetlands and formed part of the primary route from the hill pā to kāinga across the wetlands and Pāpāmoa Dune plain, and the proposed construction of wetlands within the Site can partly restore the Site to its natural function and can support Ngā Pōtiki to reconnect with the environment through involvement in the wetland design, construction and ongoing maintenance.

Overall, the CIA contains a number of recommendations which the Applicant has discussed with Ngā Pōtiki. Engagement has been ongoing with Ngā Pōtiki in order to work collaboratively on the conceptual design of the proposed wetlands (including planting) and the potential introduction of other cultural aspects to the project, including a pou whenua or sculpture within or near the wetland. The species requested by Ngā Pōtiki during engagement are considered to align with the proposed planting identified by the imagery within the Landscape Concept Plans. The Applicant will continue this engagement as it moves into detailed design in order to collaborate on those aspects that are important to Ngā Pōtiki. The Applicant understands that the proposed wetlands are significant to Ngā Pōtiki and collaboration will be ongoing in that area, particularly regarding the planting list and the introduction of cultural aspects to the project.

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

Using the typical RMA process, an application of this nature may take between 6 – 12 months from lodgement to decision. Given the non-complying activity status, the Application would be publicly notified at the Applicant's request to accelerate TCC's notification decision. TCC may request further information 'stopping the clock' (section 92 RMA). It would be expected this application would sit further towards a 12-month processing timeframe. Any appeal of the decision could increase that timeframe by a further 12 months.

The fast-track consenting process would significantly improve progress even if calculated conservatively. Based on allowing the Minister a few months to process the Application, two weeks for an Order in Council and referral to the Environmental Protection Authority, and a 70-day timeframe for the expert consenting panel, the fast-track process would still allow for the Application to be determined within a 6 month period. As there are more limited appeal rights under the Act this will also decrease the likelihood of an appeal and assist in the timely progression of the application.

This fast-tracked process would be extremely beneficial for the Pāpāmoa catchment to which the project will serve. Having better access to a medical centre with accident and emergency facilities will be invaluable for the community and the Mitre 10 will provide an important service for an area of rapid growth. If the project was to progress as a referred project, this would allow Mitre 10 to bring forward its construction timeframes, which will subsequently bring forward the economic and employment benefits to Pāpāmoa and Bay of Plenty as a region.

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 project would provide employment generation for the area during the construction phase and ongoing operation. Based upon the construction programme, it is anticipated that the job creation during construction would be in the range of s 9(2)(b)(ii) . Once constructed, the operation of the Mitre 10 MEGA would involve approximately s9(2)(b)(ii) for the medical centre. While total construction spending within Tauranga City would be in excess of s 9(2)(b)(ii) over a 6-year period, the contribution to Tauranga's economy through type 2 multipliers would result in an output of approximately s 9(2)(b)(ii) in total direct, indirect and induced benefits. As identified above, this would create approximately 1,200 FTE jobs over this period, many of which would

be within the construction sectors (a sector estimated to potentially be impacted by up to 30% over the next 12 months in the City). This employment escalates over the period with over 60% being realised by Year 4.

Approving the project to use the fast track consenting process would bring the project timeframe forward and provide the resultant job creation earlier than otherwise anticipated, providing vital economic stimulus needed to assist in the COVID-19 recovery.

While providing opportunities for a variety of professions, such as retail workers and medical professionals, the project will also provide a new source of supply for the trade and construction industry within Pāpāmoa. It will facilitate the ongoing expansion of residential dwellings to accommodate expected growth within the Pāpāmoa area within the next 30 years.

Housing supply:

While there is no immediate effect on housing supply, the design of the project anticipates future residential development to be established on the adjoining Riddell Block, which will positively assist in the provision of housing. There is potential for approximately s9(2)(b)(ii) in the Riddell Block. The design of the transport network and the three waters infrastructure has been undertaken on the assumption the Riddell Block has been earmarked for residential development and this has been used as a basis for water demand calculations.

Contributing to well-functioning urban environments:

The project will establish a new well-functioning urban environment in this location, giving effect to this arm of the purpose of the Act. This will be accomplished through the conversion of non-productive rural land use with low landscape values into a commercial node that has been designed in accordance with best practice and established urban design principles. Green open space and comprehensive planting has been incorporated to boost amenity and assist in integration with the surrounding area.

The integrated and coordinated way the design has developed was a key part of the planning of this project. The intention was to create a layout which functions well internally, reduces potential environmental effects and creates positive effects on the surrounding area and community. A significant factor in the site layout rationale was the aim to mitigate or reduce any adverse environmental effects on surrounding uses.

The location of the Mitre 10 building has been chosen to reduce the impact of its visual bulk from public viewpoints and to act as a visual backdrop to the rest of the Site, future and currently proposed. The medical centre is anchored to the rear of the Site in recognition of its destination / service use and from a convalescence perspective to provide a more peaceful setting away from the main traffic flow, and direct interface with the aesthetic nature of the wetlands.

The outcome of this process was a site layout and design that has myriad benefits. For example, the location of the wetlands works both hydraulically, aesthetically and functionally as well as creating a 'buffer' between the Site and the SH2 - TEL. The addition of the walkway/cycleway adds to the benefits of the project, as it encourages walking and cycling in the area (which provides a linkage back to Pāpāmoa) as well as creates an interactive place that the wider community can utilise and enjoy, and not only function as a destination for users of the Mitre 10 MEGA or the medical centre.

The project has been thoughtfully designed in order to accommodate the future development of the surrounding sites, in addition to an assessment of how the design will affect the potential of neighbouring properties in the future. A structure plan has been created to show the land use layout, infrastructure location, connectivity with adjacent land, and provision of infrastructure to adjacent land (Structure Plan).

A Structure Plan has been prepared in support of the project in accordance with the requirements of the RPS as the Site is outside the urban limit. The Structure Plan provides a useful reference point when considering the broader context of the project. It also assists with demonstrating that the ground improvements, stormwater wetlands and the

roundabout will all assist with ensuring that this project will not limit or constrain the future development of the wider area and that an integrated approach has been adopted to futureproof the land. A copy of the Structure Plan is appended to this Application (in Appendix H of the Supplementary Information Pack).

Working with TCC on those key design outcomes and considering the broader Site context rather than just the Mitre 10 Site in isolation as part of the design process has helped ensure that the project will successfully integrate with future development of the surrounding area.

The architectural drawing set is provided in Appendix I of the Supplementary Information Pack.

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

The project involves the provision of infrastructure that will improve economic, employment and environmental outcomes. Productivity will also be improved primarily through the provision of both a Mitre 10 MEGA and a medical centre in a very accessible location, which will decrease the travel time to users of both facilities.

The current state of service infrastructure is reflective of the historical and current pastoral land use, being farm drains and an existing bulk water supply main. The project includes roading, stormwater and wastewater infrastructure upgrades that will significantly improve economic, employment and environmental outcomes and increase productivity of the site. Currently there are no reticulated wastewater networks directly adjacent to the Site and the area has a lack of public transport and cycling infrastructure. A brief summary of the infrastructure to be established is provided below:

- Associated parking, loading and an internal road network will be established on the Site. Two intersections will be constructed off Domain Road to provide access to the Site. These new intersections will unlock the Site and accommodate future development of adjoining land. Parking bays, including loading bays and accessible parks, will be provided.

- TCC is in the process of upgrading Domain Road, encompassing off-road shared pedestrian and cycle paths that will link to the existing east-west walking and cycling network. The upgrade is due to be completed by the end of 2020. Therefore, the project will establish a walking and cycling path, wrapping around the Site and linkages to the expected Domain Road network. This will enable alternative modes of transport on the Site.

- Presently, during heavy rain events, water ponds on the Site before infiltrating and / or draining away via existing farm drains. The project's proposed stormwater infrastructure will include stormwater ponds, wetlands and vegetation significantly improving the current arrangement. The stormwater solution has been designed to comply with the conditions of the Pāpāmoa CSC and to accommodate a 2130 100-year flood event.

- The project includes an interim wastewater servicing solution for the Mitre 10 MEGA and medical centre. This interim solution has been designed to be expanded to an ultimate solution to accommodate wastewater from anticipated future residential and commercial development on the wider Riddell Block.

- Water supply for the project has been modelled on the basis of the assumed future residential development of the adjoining Riddell Block. The project is able to be serviced for potable water and fire-fighting from the upgraded municipal supply.

The project will provide the necessary infrastructure to not only service the project, but will ensure that the project integrates well with the surrounding area. The technical reports have demonstrated that the project will not compromise the functionality of the transport network and that the ground improvements, stormwater wetlands and the intersections, will all assist with ensuring that this project will not limit or constrain the future development of the

wider area and that an integrated approach has been adopted to futureproof the land.

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

The stormwater ponds and wetlands which are proposed at the Site will enable the natural filtration of stormwater at the Site, providing a degree of treatment for stormwater discharged from the Site. The extensive planting of both indigenous and exotic species at the Site is expected to not only provide an area of potential habitat, but also enrich the biodiversity of the Site. These outcomes will directly contribute to improving environmental outcomes for indigenous biodiversity.

The inclusion of wetlands in the project is important for the wider area as the wetlands in the catchment are acknowledged as being highly degraded. The re-establishment of wetlands is therefore important for Tauranga District as a whole. The Applicant has had discussions with Ngā Pōtiki about proposed species for wetland planting and, where requested, species similar to Wairakei stream are used.

There will be no adverse effects relating to coastal or freshwater quality and air quality.

Minimising waste:

Mitre 10 is investigating ways to minimise waste during construction and operation (in terms of product life cycle). Further detail is provided in the following sub-section.

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):

As stated earlier, the project will have both short- and long-term emissions impacts, which are set out below. The Applicant is committed to mitigating the potential emissions impacts of the project where possible to assist in New Zealand's transition to a low-emissions economy.

Short term

There will be short term emissions impacts arising from the construction phase of the project including:

- Fuel use to power machinery, lights, temporary site buildings and truck movements during construction resulting in direct (scope 1) emissions.
- Use of construction materials resulting in indirect (scope 3) emissions.

The Applicant is looking at ways to reduce the emissions impact of the construction phase of the project, including through:

- Connecting to the grid to power some or all of the machinery, lights and temporary site buildings required for construction to reduce diesel use in plant and to power generators. As 80% of New Zealand's grid energy is renewables this would provide a significant reduction in the emissions generated during the construction phase of the project.
- Promoting the re-use of fill on-site (all cut on-site is proposed in the construction methodology to be reused as fill on site), sourcing fill and other material closer to the Site to reduce the emissions from haulage, and optimising the volume of imported fill required to reduce truck movements to and from the site.
- Selecting materials with lower embodied carbon such as low carbon concrete, recycled steel and subbase, hot mix asphalt and recycled asphalt pavement where possible to reduce indirect emissions and materials lifecycle impacts.

Long term

As the project is a greenfield development, there will be emissions (scope 3) associated with the conversion of land from rural to urban. The other contributors to the project's long term emissions include:

- An increase in electricity demand to power the development resulting in indirect (scope 2) emissions.
- An increase in transport volumes arising from vehicle use to visit the development resulting in indirect (scope 3) emissions. The Mitre 10 MEGA on the site will, however, provide benefits for the local community in terms of access and efficiency as there is no large format building supply and home improvement store in the

Pāpāmoa area at present. Therefore, it is anticipated that a closer large store would mean less travel by customers within the catchment.

The Applicant is proposing to implement the following initiatives to reduce the likely long term emissions that will arise from operation of the project, including:

- Providing 13,405m^2 of amenity landscaping and two on-site wetlands covering an area in excess of 17,333m^2 to sequester carbon.
- Operating a low energy use store through an energy reduction plan which includes selecting energy efficient plant & appliances, controlled LED lighting throughout, electrical sub-metering, installation of building management systems to monitor and report on energy use, investigation of solar integration via roof or site panel and installation of EV Chargers for customers and staff.
- Managing indoor air quality through ventilation rates, air change effectiveness, thermal comfort measures and selection of low VOC building materials and products.
- Creating a green transport plan for staff to encourage a reduction in private transport use or a move to fuel efficient transport selection through review of wider move to electric vehicles, promoting alternative methods of transport for staff such as car pooling and taking public transport.
- Sustainable water management including grey water recycling (for toilets), flow restrictors bathrooms and showers, rainwater harvesting for garden centre watering and other irrigation, water meters and capacity allowances.
- Operate a low residual waste site by reducing waste including excess and unnecessary distribution and product packaging, proactively engaging with the Applicant's teams to put the right post consumed waste in the right bins, regular site audits, compacting and consumer recycling stations and product stewardships to divert from landfill.
- Overall Carbon Footprint Management through measurement of building and business operations.

Promoting the protection of historic heritage:

The Archaeological Assessment identifies that there are no recorded archaeological sites or features listed on the NZ Heritage List or City Plan affecting the Site. The closest listed feature is a midden located approximately 230 m north of the Site. Due to the poorly drained nature of the Site, the Archaeological Assessment concludes it is unlikely that archaeological features would be encountered during earthworks.

The Applicant has obtained an Archaeological Authority from Heritage New Zealand to authorise any potential disturbance of undiscovered archaeological features and is currently undertaking engagement with Ngā Pōtiki. Therefore, it is considered that potential effects to archaeological sites can be appropriately managed.

The wetland areas provide opportunity for Ngā Pōtiki heritage, identity and landscape to be supported by providing an opportunity to reclaim traditional place names including through using signage, information boards as well as naming streets and reserves. These aspects will be confirmed at detailed design stage.

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

A Natural Hazards Assessment has been prepared in line with the BOPRC RPS and natural hazard risk management policy framework for the proposed development. This has identified the risk, risk treatment, and risk analysis and evaluation for the project.

The Site has relatively flat topography, ranging from RL5.2 to 4.3 metres in elevation, and in general, sloping slightly towards the northern end of the Site. The Site is underlain by Holocene-aged river deposits. The soil is poorly drained organic soil formed of rush and sedge peat overlain by very thin layers of rhyolitic tephra. In terms of hydrological setting, it is acknowledged that the straight line drainage channels on the Site flow northwards through open channels to the Wairakei Stormwater reserve, and that the groundwater depth ranges from 1 to 1.8 m bgl (and that groundwater levels at the Site are currently controlled by the existing farm drains). Tauranga is located within a zone of seismic hazard considered to be moderate, and the Site is located approximately 30 km northwest of the nearest identified active fault.

The natural hazards listed in the RPS have been assessed, with liquefaction and lateral spread, and flooding being the hazards evaluated further within the risk methodology as they were considered most relevant to the Site. With regards to liquefaction and lateral spread, the Natural Hazards Assessment acknowledges that the project will raise the level of the Site to approximately RL 6.0 m to ensure suitable building platforms, and that ground improvement solutions are required. Cyclic softening effects are likely to the mitigated through these solutions, in addition to the placement of engineered fill to construct foundation subgrade.

Regarding flooding, the Natural Hazards Assessment acknowledges that the stormwater solution has been designed to comply with the Pāpāmoa CSC. The two large wetland areas are hydraulically linked and act as a large balance pond during major events. These areas have been designed to operate in a 1% AEP event and the permanent water level within the proposed wetlands will be governed by the outlet level from the wetland and the receiving drainage system. Secondary overland flow paths have also been taken into consideration to ensure the stormwater runoff from the Site under large events gets into the wetlands.

With the risk mitigation measures proposed as part of the project the overall risk to the Site from the identified natural hazards is considered to be low. It is therefore considered that the effects from the project relating to natural hazards would be less than minor.

As set out in the low emissions economy section above, there is nothing inherent in the Applicant's project that will increase the effects of climate change. Nevertheless, the Applicant is working to reduce its emissions where possible to strengthen its resilience to the effects of climate change. A Natural Hazards Assessment was also undertaken to identify the key risks and associated adaptations required to strengthen the project's resilience to climate change.

Other public benefit:

The key public benefits arising from the project that achieve a public benefit relate to transport, ecological, cultural and socio-economic effects as described above.

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

Overall, the effects relating to the project are deemed to be at levels that are appropriate and acceptable in the context of the receiving environment. The actual or potential adverse effects on the surrounding environment will be minor or less than minor. The reasons for this assessment have been provided earlier in this application form under Part VII.

Part X: Climate change and natural hazards

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

The potential for the project to be affected by climate change has been considered in detail in the Stormwater modelling and flooding work that informed the Engineering Services Assessment. This was guided by direction from TCC that compliance with the Pāpāmoa CSC would be judged using the 2055 climate change adjusted rainfall as this is the rainfall that was used in consenting. Therefore, the minimum storage is 40% of the difference in volume for the 1 in 50-year 48-hour 2055 event. In terms of the effects of long term climate change on groundwater, the Preliminary Geotechnical Report states that this is more likely to affect sea levels and there is no evidence from continuous monitoring via level loggers that sea level (i.e. tidal fluctuations) will have any impact on groundwater levels within the Site. On this basis it is predicted that the effects of long term climate change on the groundwater table on this site to be very minor.

The description of whether and how the project would be affected by natural hazards has been provided in this application form under Part VII.

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
N/A	N/A

Part XII: Declaration

By typing your name in the space provided, you are electronically signing this application form and certifying the information given in this application is true and correct.

David Gell, Group Property Manager, Mitre 10 Limited — 12 August 2020

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

Important notes:

- 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.
- Information presented to the Minister for the Environment and/or Minister of Conservation (and the respective agencies) is subject to disclosure under the Official Information Act 1982 (OIA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA. Further information on the OIA is available at www.ombudsmen.parliament.nz.

  Information held by the Minister(s) and the agencies may have to be released under the OIA in response to a request from a member of the public (or any other body) for that information unless there are grounds for withholding that information. 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.

Checklist

Where relevant to your application, please provide a copy of the following information (click to place an "X" in each box to confirm):

☐ Correspondence from the registered legal land owner(s)

☐ Correspondence from persons or parties you consider are likely to be affected by the project

☐ Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.

☐ 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.

☐ 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.