

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: The Heretaunga Tamatea Development Project
Application number: PJ-0000828
Date received: 31/10/2022

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

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

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

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

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

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: Heretaunga Tamatea Settlement Trust

Contact person: Werner Murray

Job title: Senior Planner

Phone: S 9(2)(a)

Email: S 9(2)(a)

Postal address:

PO Box 2130, Queenstown 9371

Address for service (if different from above)

Organisation:

Contact person:

Job title:

Phone:

Email:

Email address for service:

Postal address:

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.

238 Stock Road, And 49a Dundee Drive, Flaxmere, Hawkes Bay, 4120, New Zealand

Legal description(s):

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

The subject site is currently located across 3 titles being legal descriptions: Section 1 SO 454705 5.076 Ha, Section 22 SO 438108 6.848 Ha, Section 20 SO 438108 1.127 Ha and Section 18 SO 438108 14.480 Ha

Registered legal land owner(s):

Heretaunga Tamatea Settlement Trust

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 Heretaunga Tamatea Settlement Trust (HTST) is the Post Settlement Governance Entity for Heretaunga Tamatea. The applicant (through its trustees) owns the site, and has full decision making delegation for this project. HTST is managing the engagement with its beneficiaries in respect of the project internally.

Part III: Project details

Description

Project name: The Heretaunga Tamatea Development Project

Project summary:

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

A comprehensive urban development, with a small commercial area, and may also include a retirement village. The development will include up to around 475 dwellings, although that would increase to up to around 530 dwellings if a retirement village option were to be taken up. Including associated roading, landscaping, infrastructure, plus provision for some small business.

The proposal will contain a range of housing types - apartments, townhouses, detached dwellings and standalone houses.

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.

A comprehensive urban development that is predominantly residential, with a small commercial area and some visitor accommodation, and may also include a retirement village. The development will include up to around 475 dwellings, although that would increase to up to around 530 dwellings if a retirement village option were to be taken up. The development will include associated roading, landscaping and infrastructure, plus provision for some small business. The proposal will be a predominantly residential development providing a range of housing types, including apartments, townhouses, detached dwellings and standalone houses.

The scope of the project is to subdivide land (28.2 hectares) in Flaxmere, Hastings and construct a housing development on that land.

The development will consist of: up to approximately 475 residential units or, if the proposed piping of the Wellwood drain does not proceed, approximately 425 residential units; and a neighbourhood commercial centre; and potentially, a retirement village with facilities, in which case there will be up to approximately 530 residential units or, if the proposed piping of the Wellwood drain does not proceed, approximately 490 residential units; and public open space; and infrastructure associated with the subdivision and the development described in paragraphs (a) to (d), including roads, parking, and infrastructure for three waters services as well as attenuation areas for flood mitigation and stormwater treatment.

Description of activities involved in project The project may involve the following activities: subdividing land (including the creation of super lots); clearing vegetation, and plating vegetation in riparian areas; carrying out earthworks (including disturbing potentially contaminated soils); constructing roads, parking, and public parkland related structures including in riparian areas; constructing infrastructure for three waters services; discharging stormwater run-off and contaminants onto land potentially, reclaiming part of, and realigning the balance of, the Wellwood Drain; or, alternatively, modifications to the bed and margins of the drain in its current alignment; if part of the Wellwood Drain is reclaimed and the balance realigned, significant planting of its margins, together with those of the Irongate Stream; constructing residential units, and retirement units (if a retirement village option goes ahead); constructing commercial buildings; developing land for public open space.

It is proposed to undertake a comprehensive residential development of the site, including associated roading, infrastructure, parks and reserves, and landscaping. To support the future residential community, the proposal includes a small mixed-use area that will provide for community and business needs. The proposal also includes a retirement village option in two possible locations, which, if progressed would include residential units, healthcare centre and other usual services that are associated with retirement village development.

The proposal is for up to around 475 dwellings (without a retirement village option) ranging in typologies from lower density standalone dwellings to duplexes at a medium density. Development will be facilitated by the creation of super lots with core infrastructure that will then be further developed. There will be a focus on transport and movement back into Flaxmere and along the greenway to integrate development.

The following typologies will be utilised throughout the development:

- Multi-generational – 5%

- Family House – 10%
- Urban Cottage – 30%
- Zero lot/Duplex – 35%
- Terrace – 20%

A concept typology plan is included with this application to provide an indication of the configuration and location of different typologies. However, it is not proposed that these precise concepts will be approved as part of this application. Rather, detailed design standards will be established that will provide an “envelope” for the detailed design of complying typologies, that can be certified by the Council (and/or a design panel) prior to obtaining building consent.

The mixed use lots will enable a commercial, and commercial service centre such as small office space, some retail or cafes, and personal services (e.g., health and beauty) in the form of a small neighbourhood centre to support the surrounding development.

If a retirement option is taken up in the proposal, then up to around 530 dwellings overall would be enabled.

The preferred master plan for the development (Option A) will include reclamation of part of the existing Wellwood stormwater drain, and the realignment of the balance of the drain, with significant restoration and regenerative planting of the realigned drain together with the enhancement planting of the Irongate Stream and the protection of that stream by marginal and/or reserve strips. This will result in significant benefits from a stormwater management and quality perspective, as well as an ecological and ecosystems perspective. Option B, which would only be pursued if some of the current legal protections of part of the drain cannot be exchanged with protections for the Irongate Stream, maintains the Wellwood drain in its current location, but without any road crossing of it. There will be a loss of up to some 50 dwellings, i.e. only up to around 425 dwellings would be provided in the Option B scenario (with up to around 475 dwellings with the retirement village option being taken up).

Overall, the proposal provides for much needed housing in the Hastings District, as well as short and long-term employment, on a site that is earmarked for future urban development through the Heretaunga Plains Urban Development Strategy.

In terms of the mechanics of the development, it is proposed to undertake an associated subdivision with necessary infrastructure, roads and reserves to vest. Regional consents will also be required and these will cover, for Option A, the reclamation of part of the existing Wellwood stormwater drain, and the realignment of the balance of the drain, together with works within a riverbed and its margins and to create detention basins designed to provide flooding capacity in the stormwater system but also to help improve the stormwater quality that discharges from the Flaxmere stormwater network into the Wellwood drain. For Option B, there will also need to be regional consents for works within a riverbed and its margins as the invert levels will need to be modified in order to achieve appropriate stormwater management. There may also be some regrading of the banks and margins of the drain.

The reason that an Option B is being advanced is to cater for the unlikely event that the current legal protections afforded to the Wellwood drain (primarily the vesting of part of the bed of the drain in the Regional Council as reserve; and the reservation of marginal strips from the titles either side of that part of the bed of the drain) cannot be exchanged for “better” protections in respect of the Irongate Stream, in sufficient time. The development team has assurances from each of the relevant entities (primarily the Hawkes Bay Regional Council (HBRC), and the Department of Conservation (DOC)), that the proposed exchanges of reserve and marginal strips are supported in principle. The development team will continue to work with those entities to advance these matters so they are not an impediment to the timely delivery of the project. Option B is therefore very much a “worst case” scenario. While some functionality is reduced, through the lack of an internal road connection to the north-eastern part of site, the proposal remains viable and attractive (although not as attractive as Option A). The loss of development yield is in the region of up to some 50 dwellings, i.e. only up to around 425 dwellings would be provided rather than up to around 475. The benefits for stormwater quality and enhancement and legal protection of the Irongate Stream will also be lost. The background and land status details are included within Attachment O for further detail. Letters of support from HBRC and DOC (as well as HDC) are also included at Attachments Q and N.

The concept plans include an integrated roading network that connects with the existing development in Flaxmere, and also looks to provide for pedestrian pathways and connections to the wider area. The development will also be

extending and completing the urban stormwater drainage system for Flaxmere. In these respects the development is not occurring ad hoc. There will be provision for walking and cycling throughout the development, with a series of greenways created for micro transit, amenity and stormwater management.

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

It is anticipated that development will likely occur in 4-5 stages over 5 years. The necessary enabling works will be done as part of stage 1. Note however that this staging will occur under the current consent and it is not anticipated that there would be further consents for further stages as all the staging will be completed under this consent.

Consents / approvals required

Relevant local authorities: Hastings District Council

Resource consent(s) / designation required:

Land-use consent, Water permit, Subdivision consent, Discharge permit

Relevant zoning, overlays and other features:

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

Legal description(s)	Relevant plan	Zone	Overlays	Other features
Section 1 SO 454705, Section 22 SO 438108, Section 20 SO 438108 and Section 18 SO 438108 14.480 Ha	Hawkes Bay Regional Plan Hastings District Plan	Plains Production Zone Flaxmere Residential Zone	Statutory Acknowledgement	N/A

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

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

Relevant plan / standard	Relevant rule / regulation	Reason for consent	Activity status	Location of proposed activity
Hawkes Bay regional plan (incl TANK)	Rule 6.3.3.8; Rule 6.5.5.26; Rule 6.5.5.26; Rule 6.5.7.30; Rule 6.6.2.33; Rule 6.6.6.43; Rule 6.6.8.52; Rule 6.7.2.59; Rule 6.8.3.69; Rule 6.8.4.71; 6.10.1TANK14 ; 6.10.1TANK22; 6.10.1TANK23; 6.10.1TANK24; 6.10.1TANK25; 6.9.1; 6.9.2; 6.9.33; 6.8.2.68; 6.8.2.71	Discretionary Activity - Discharges associated with construction activities, and stormwater, land use consent, development in or near waterbodies or flood management; discharges; and riparian planting		
Hastings District Plan	6.2.4.PP19; 6.2.4.PP23; 6.2.4.PP24; 6.2.4.PP29; 6.2.4.PP30; 6.2.4.PP31; 6.2.4.PP38; 6.2.4.PP39; 9.2.4FR19; 9.2.4FR20;	Non-Complying Activity - Subdivision of land into management lots, subdivision of final lots as fee simple lots,		

	9.2.4FR22; 9.2.4FR23; 9.2.4FR24; 9.2.4FR25; 9.2.4FR26; 9.2.4FR27; 9.2.4FR28; 9.2.5A; 9.2.5B; 9.2.5C; 9.2.5E; 9.2.5F; 9.2.5G; 9.2.5H; 9.2.5I; 9.2.5J; 9.2.6D; 9.2.6E; 25.1.5NS2 (25.1.6.I); 26.1.5TP2; 26.1.6A; 26.1.6B; 26.1.6C; 26.1.6D; 26.1.7A; 26.1.7B; 27.1.5EM6; 27.1.5EM6; 27.1.5EM6; 27.1.6A; 27.1.6B; 27.1.6C; 27.1.6D; 27.1.6E; 27.1.6F; 27.1.6G; 27.1.6H; 30.1.5SLD1; 30.1.5SLD2; 30.1.5SLD4; 30.1.5SLD7; 30.1.5SLD8; 30.1.5SLD12; 30.1.5SLD15; 30.1.5SLD17; 30.1.5SLD19; 30.1.5SLD23; 30.1.5SLD24; 30.1.5SLD25; 30.1.6A; 30.1.6B; 30.1.6C; 30.1.7A; 30.1.7B; 30.1.7C; 30.1.7D; 30.1.7E; 30.1.7F; 30.1.7G; 30.1.7H; 30.1.7J	Construction of buildings; Works to construct pedestrian and vehicular access, roading, parking, and other transport infrastructure required for the development; Works to construct three waters services and upgrade existing three waters services, both within the site and within road reserve external to the site; Land use activities including, residential, residential visitor accommodation, commercial activities		
NES Contaminated Land	Controlled activity	There have been horticultural/viticultural activities that have occurred on the site in the past. A preliminary site investigation was conducted by EAM in September 2021. A detailed site investigation will be prepared to accompany any application to the EPA should the project be referred. This will be prepared by a suitably qualified expert and any necessary remediation work will be undertaken to ensure there are no adverse effects of contaminated soil on human health - A Detailed Site		

		investigation will be lodged with the application to the EPA.		
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Resource consent applications already made, or notices of requirement already lodged, on the same or a similar project:

Please provide details of the applications and notices, and any decisions made on them. Schedule 6 clause 28(3) of the COVID-19 Recovery (Fast-track Consenting) Act 2020 details that a person who has lodged an application for a resource consent or a notice of requirement under the Resource Management Act 1991, in relation to a listed project or a referred project, must withdraw that application or notice of requirement before lodging a consent application or notice of requirement with an expert consenting panel under this Act for the same, or substantially the same, activity.

N/A

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

N/A

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:

As part of Option A

- An exchange by the Minister of Conservation pursuant to Section 15 of the Reserves Act 1977, with that part of the Wellwood drain currently in reserve status exchanged with potential reserve land along the Irongate Stream, which is not currently in reserve or any other protection. This is considered a significant improvement on the existing position, which only provides protection of part of a drain of low ecological value, compared to the much higher value of the Irongate Stream.
- An exchange of marginal strips presently reserved alongside part of the Wellwood drain, pursuant to Section 24E Conservation Act 1987, for new marginal strips to be reserved in exchange along both sides of the Irongate Stream. A marginal strip exchange will also require approval of the Minister of Conservation, who will assess the application against the purposes of marginal strips as specified in section 24C Conservation Act 1987, being conservation purposes, public access, and recreational use. The marginal strip exchange will better achieve those purposes.

As noted above this application is for an option A and an Option B. Should the above exchanges not meet the project timeframes Option B does not require these exchanges. Minor approvals under both the Reserves and Conservation Acts are all that will be required for some of the works to the drain (modification of its invert level, and possibly some regrading of its margins), as well as a bridge crossing for pedestrian and cycle access only.

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.

The applicant's intention is to progress development as soon as practically possible. The timeframe factors arise from consenting, undertaking detailed design, obtaining necessary Council building and engineering design approvals and the appointment of contractors, project managers, etc to commence construction. Anticipated timeframes for the resource consent process are included under separate cover in Attachment P where it is noted that:

Resource consents are proposed to be lodged and progressed to completion September 2023, with building consents to follow as soon as practicable thereafter.

- Overall, all stages are expected to be completed over 5 years, with development being completed in 2029.

The following funding and local investment in the wider area also provide reassurance of the readiness of the project:

Hastings District Council adopted the HPUDS strategy that includes Flaxmere.

- Flaxmere Town Centre Development.
- \$18.5 million investment from the Infrastructure Acceleration Fund to improve road access and resolve capacity constraints in the district's wastewater network. Upgrades to the Hastings wastewater system will include a new rising main sewer from the subject site, along side SH2 to Omaha Road.

Part IV: Consultation

Government ministries and departments

Detail all consultation undertaken with relevant government ministries and departments:

Ministry for the Environment (MfE) - A pre-application meeting was undertaken with MfE on 16 August 2022.

Department of Conservation – A number of communications have been had with the Department, including a recent on-site meeting / site visit, on 19 October 2022. A letter stating DoC's commitment to work through the process of exchange as outlined in Attachment N.

Hawkes Bay Regional Council – Various meetings have been held discussing the project overall, as well as in respect of stormwater management and the process in relation to the Wellwood Drain (including most recently on 18 October 2022). A letter recording HBRC's support is contained in Attachment Q.

Hastings District Council – Various meetings discussing engineering, status of the Wellwood drain and Council management of this once it becomes urban, HDC Discharge consent, engineering matters. A letter of support as Council strongly supports residential development at Irongate/York. Please refer to the letter included within Attachment O.

Local authorities

Detail all consultation undertaken with relevant local authorities:

Meetings with Council

A meeting was held with Hawkes Bay Regional Council on 25 August and 8 September 2022, and 18 October 2022. Plans have been provided to Council. A letter recording HBRC's support is contained in Attachment Q. It states: "HBRC supports the provision of additional housing on this site, of the density proposed, as being broadly consistent with HPUDS, as well as the wider national policy direction for the provision of well needed housing."

A meeting was held with Hastings District Council most recently on 1 September 2022. Infrastructure discussions are ongoing, and plans have been provided to Council. A letter of support has been included within Attachment O. It states: "... while such development would usually be appropriately pursued through a plan change process, Council supports the use of the Fast Track Consenting process in this particular case. This is primarily because, as discussed below, Irongate York is a high priority for growth for the District, and the timing benefits offered by the Covid Fast-track Consenting process are considered to outweigh the District Plan integrity and administrative issues that Council is generally concerned about with large scale non-complying development."

Other persons/parties

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

There have been no direct discussions with the adjoining neighbours west of the Irongate stream or the residents of Dundee Drive. However as outlined below there has been extensive consultation with the wider community about the site being future development land as part of the Hastings Urban Growth Strategy/Urban Development Strategy.

Detail all consultation undertaken with the above persons or parties:

This application is a result of planning work that the Council has lead that has ultimately culminated in the Hastings Urban Growth Strategy/Urban Development Strategy.

Below is a summary of the consultation the Hastings District Council has undertaken in relation to the strategy is as follows:

The Irongate/ York urban growth area was first identified in the Hastings Urban Growth Strategy (Towards 2020) which was adopted by the Council in 1994. It was identified as a greenfield growth area capable of supplying around 320 residential dwellings at the more affordable end of the market. This document was a strategic council document that directed future land use and financial planning.

In 2009 the Council, in conjunction with Napier City and the Hawke's Bay Regional Council began work on the Heretaunga Plains Urban Development Strategy (HPUDS). This was a collaborative strategy among the territorial authorities that looked at how growth across the Plains should be provided for through to 2045. A stakeholder reference group was formed as part of the development of the strategy. A number of growth models were identified and taken to the public for their input. The community favoured the model that proposed greater levels of intensification within the existing boundaries of the Napier and Hastings urban environments. While the model still provided for greenfield growth areas, it proposed that the authorities transition to a much higher proportion of infill development (60%) versus (35%) for traditional greenfield sites.

The identification of potential greenfield sites for the HPUDS document were tested against a number of criteria. Included among these was the Irongate/York site. The Draft HPUDs document was subject to the Special Consultative Procedure under the Local Government Act. This allowed the community to make submissions on the draft document. HPUDS underwent a review in 2017 and this offered a further opportunity to make submissions on the adopted model and the proposed greenfield development options. No submissions were received on the Irongate/ York greenfield area.

In 2020 the Hastings District Council agreed to collaborate with the Heretaunga Tamatea Settlement Trust facilitating the development of the Irongate York greenfield site by bringing forward the Structure Planning of the site and making it the number one workstream priority for its environmental policy team.

Detail all consultation undertaken with the above persons or parties:

n/a

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
Heretaunga Tamatea Settlement Trust	The applicant and developer is the Heretaunga Tamatea Settlement Trust (HTST), the Post Settlement Governance Entity for Heretaunga Tamatea. HTST was established to receive the redress negotiated by He Toa Takitini in settlement of the historical Treaty grievances of Heretaunga Tamatea against the Crown. HTST has, and will continue to, engage with its beneficiaries through its own processes.

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
Heretaunga Tamatea Settlement Trust	The subject site is within a statutory acknowledgement area (area of interest) as described in the Hastings District Plan. Under Treaty Claim settlements there is an obligation on the Council to record statutory acknowledgements on its district plan. This information is attached for information purposes and does form part of the Plan. The Council must provide a summary of any resource consent application for any activity that is within, adjacent to, or directly affecting a statutory area, to the trustees of the relevant Post Settlement Governance Entity. Council is also required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.

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 subject site is within a statutory acknowledgement area (area of interest) as described in the Hastings District Plan. Under Treaty Claim settlements there is an obligation on the Council to record statutory acknowledgements on its district plan. This information is attached for information purposes and does form part of the Plan.

The Council must provide a summary of any resource consent application for any activity that is within, adjacent to, or directly affecting a statutory area, to the trustees of the relevant Post Settlement Governance Entity.

Council is also required to have regard to the statutory acknowledgement when forming an opinion as to whether relevant iwi is adversely affected by a resource consent application.

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

Customary marine title areas

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

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

N/A

Protected customary rights areas

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

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

N/A

Part VII: Adverse effects

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

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

Landscape and visual amenity:

The landscape and visual amenity effects of the proposal will be mitigated by the fact that the built development will occur within a site which is generally flat, directly adjacent to the state highway and contiguous to the existing Flaxmere residential areas. This is the location of anticipated future development. There are not anticipated to be any significant (or even more than minor) landscape effects from the proposal, including given the requirement in considering the extent of any adverse effects the community's vision and direction for the environment. This includes that as expressed in the HPUDS. Significant weight can be given to it when assessing the environment against which adverse effects should be considered.

The Irongate masterplan design is also premised upon localised landscape features. Of most importance is the Irongate stream which runs through and around the southern and eastern extremities of the site and provides a strong structural guide to the future form of development. It has the potential to provide a diverse and valuable amenity offering to a new community of residents. Again, the assessment of any adverse effects needs to consider the new urban landscape amenity and how that urban landscape sits within the wider rural landscape.

Urban design:

The concept design has been created by urban designer Saddleback, in support of the proposal. The overall urban design rational and qualities of the proposal will be assessed in more detail in the attached Stock Road (Irongate/York) Masterplan. Overall, the proposal has been designed to provide a well-functioning urban environment.

The masterplan is to contain the following attributes:

- A greenway which follows the southern and eastern extremities of the site but draws and integrates into the proposed urban street network. It offers enhanced amenity and open space for the site with a variety of active mobility modes such as walking and cycling, and places to relax or play in a variety of ways;
- A conservative approach to development encroachment on the stream edges to allow the mauri of those systems to be regenerated within the development;
- A neighbourhood centre which provides small scale retail/commercial opportunities with play spaces associated with the adjacent greenway;
- Diversity to potential lot sizes and density - smaller than that typical in Flaxmere. This will assist in creating variety and facilitate the positive community outcomes that come with increased density, critical mass of population to support the neighbourhood centre, balance the high quality and area of landscape amenity set aside from development and offer housing affordability;
- A potential development yield of up to 530 dwellings, although the applicant has sought to provide a maximum of only up to around 475 dwellings, or, if a retirement village is included, a maximum of up to around 530 dwellings. For HTST, the important outcome is a sustainable development that accords with its cultural and social philosophy, rather than seeking to maximise yield, or profit; and
- A significant focus on water quality through stormwater management areas.

Residential amenity:

The proposal includes a range of housing typologies. With low and medium density development it becomes an important consideration to ensure the occupants of the dwellings have a high level of amenity. This includes considerations of visual dominance, useable outdoor space, access to natural sunlight, as well as acoustic and visual privacy. An urban design assessment will accompany the application that assesses the amenity of the residential occupants of the site (see Attachment K), however overall, a high level of residential amenity for future residents will

be achieved. It is noted that due to separation distances, the proposed development will not generate any adverse residential amenity effects on existing residential communities in the wider area.

Acoustic

The State Highway 50a runs along the eastern boundary of the site and has the potential to have reverse sensitivity effects on future dwellings that could be built on the site. The predicted road-traffic noise levels across the north-eastern corner of the site was the key focus for the acoustic assessment that is attached to this application (Attachment D). The balance of land adjacent to the eastern boundary of the Site is set aside for the stream and wetland areas, where there are sufficient setbacks so that traffic noise will not be an issue.

The acoustic assessment provides a number of options that could be employed either through an acoustic barrier along SH50a, or the building process (acoustic insulation and mechanical insulation). Note only a small portion of the site will have noise levels that will require mitigation.

Traffic and access:

Access will be via a new Dundee Drive and Stock Road, the roading pattern and design will align with the Hastings District Council Engineering Code of Practice (ECOP). The masterplan road layout provides for permeability through the site as well as multi modal pathways. The existing access on Stock Road will be moved and to construct a new right turn bay. It is considered that the proposed subdivision can be accommodated within the local traffic and transportation environment. Alternative modes of transport are provided for. The Stock Road access provides a direct link to the Wineries Ride cycle path, so it is also proposed that a pedestrian and cyclist access is developed onto Stock Road. The no. 20 bus route currently travels along Dundee Drive on its trip between Flaxmere and Hastings. Note there will be no direct access on to SH50a.

Cultural: The applicant is the relevant iwi authority, and is satisfied that the proposal being advanced is one that is culturally appropriate and meets the cultural and social as well as the economic needs of its beneficiaries. It has, and will continue to, engage internally with its beneficiaries on cultural matters relating to the proposal as it is advanced through the process.

Loss of rural / primary production land:

The site is zoned both Plains Production District Plan and Flaxmere General Residential, with the proposed development predominantly being on the Plains Production portion of the site. The Irongate/York Urban Growth Area (subject site) has been identified for future urban development by the Hastings District Council (HDC). Hastings District Council and the Heretaunga Tamatea Settlement Trust (HTST), has prepared been working together in the master planning of the site.

The National Policy Statement for Highly Productive Land (NPS-HPL) was approved on 12 September 2022 and released on 20 September 2022. The NPS-HPL came into force on 17 October 2022. Flaxmere/Irongate has been identified in two Urban Development Strategies - both adopted by Hastings District Council and both identifying the boundaries of Irongate as earmarked for future development within the next 10 years.

The proposed masterplan avoids any significant loss (either individually or cumulatively) of productive capacity of highly productive land in the district; and avoids the fragmentation of large and geographically cohesive areas of highly productive land; and avoids any potential reverse sensitivity effects on surrounding land-based primary production from the masterplan area.

It is considered that the environmental, social, cultural and economic benefits of the masterplan, outweigh the long-term environmental, social, cultural and economic costs associated with the loss of highly productive land for land-based primary production, taking into account both tangible and intangible values.

Servicing and Infrastructure:

Stormwater will be treated on site before being discharged (under the Hastings District Council discharge consent) into the Irongate Stream. The Irongate Masterplan shows a series of ponds and stormwater flushing vegetated areas that will not only provide for flood mitigation but will also play an important role in improving the stormwater quality before it enters the Irongate stream under the Hastings District Council's Discharge consent.

Water and wastewater connections are adjacent to the boundary to the site.

Servicing of the development with potable water is technically feasible without any major service upgrades. The most significant servicing cost item however will be the wastewater servicing. It is considered that construction of a new sewer rising main up SH2 to Omaha Road is required to provide wastewater services to the area. IAF funding has been granted to HDC to complete the new rising main construction to facilitate this development, and to allow for

future growth in the Irongate York area and possible expansion to the south. Funding for this project has been announced and the work is expected to commence imminently.

Power infrastructure is already present adjacent to the site, and an extension and upgrading of the existing High Voltage Raureka Feeder network will be required. There will be provision for high quality telecommunications infrastructure too.

The subdivision, servicing and infrastructure effects of the development will be assessed in a servicing assessment that will accompany the application to the EPA. This assessment will clearly outline how the development will be appropriately serviced with water supply, wastewater and stormwater management.

Ecological

Stormwater from Flaxmere currently enters the site via a pipe into the Wellwood drain. This drain runs through the site and has an exit point in the Irongate Stream. This is where Hastings District Council's current network discharge consent application seeks to authorise a "discharge" into the Irongate Stream.

The Wellwood drain has been in place collecting stormwater for decades and in this time has accumulated some minor ecological functions. As mentioned above it is proposed to continue the Flaxmere stormwater system by piping part of the Wellwood drain and then also realigning and enhancing the balance of the drain to be able to cope with not only flooding but also to improve stormwater quality.

Quality environmental outcomes are important for this proposal and as such not only is it proposed to enhance water quality running into the Irongate Stream from the Flaxmere stormwater system, but it is also proposed to undertake high quality restoration along the Irongate Stream.

Construction and Earthworks:

Construction and earthworks effects will be temporary, however given the scale and nature of the development these effects will need to be appropriately managed. Environmental management plans will be created to manage sediment, dust and runoff.

The sandy and gravelly soils present below the topsoil layer are anticipated to be suitable for use as engineered fill.

Contaminated Land:

There have been horticultural/viticultural activities that have occurred on the site in the past. A preliminary site investigation was conducted by EAM in September 2021. A detailed site investigation will be prepared to accompany any application to the EPA should the project be referred. This will be prepared by a suitably qualified expert and any necessary remediation work will be undertaken to ensure there are no adverse effects of contaminated soil on human health.

Natural Hazards

The subsurface Awanui fault is located approximately 1400m to the Eastern most point of the subject site, this fault runs SW to NE. The proposed building platform areas are not subject to flooding inundation hazard according to the Civil Defense Hazard Portal. However, there is some spill-over from the Irongate Stream channel in the southern eastern corner of the site and immediately upstream from the dual box culverts beneath SH2. This will need addressing as part of the stormwater modelling and resultant solution. Ground Shaking information identifies that the subject land is Alluvial Sand, Silt and Gravel. The proposed site has been identified as moderate risk of liquefaction in the northern and southern parts of the site with low risk (unlikely) risk of liquefaction damage in the middle half of the site according to Hawke's Bay Civil Defence Hazard Portal.

Greenhouse Gas:

With regard to environmental effects, the Act specifically requires consideration of greenhouse gas emissions. It has been estimated that buildings are directly and indirectly responsible for up to 20% of New Zealand's greenhouse gas emissions (source: www.branz.co.nz). With this in mind the development will incorporate high levels of insulation, integrating renewable energy systems and consider innovative green building designs were appropriate. Further, the site has flat land with good solar access, minimising the energy needs for residences.

There will also be good provision for enabling public and active transport options. Given that traffic is one of the major contributor to emissions and greenhouse gasses, an important aspect that this proposal can provide in responding to this challenge is to support modal shift particularly towards walking and cycling. This is principally achieved by having highly connected and legible urban form coupled with expansive pedestrian routes that link (or will link in future) to surrounding development areas and proposed bus route / stops. To support this, every effort is being made to reduce the provision for, and impacts of, motor vehicles and streetscape. This includes more pedestrian centric design and use of rear service lanes.

The other key response in the proposal is the range of buildings typologies and associated construction techniques. Every effort has been made to optimise the use of compact, attached house forms which inherently use less materials and have less embodied energy than larger free-standing dwellings. Along with is they will achieve high levels of thermal performance and solar access which reduces energy consumption. Collectively these elements deliver a meaningful response to emissions and greenhouse gasses.

Summary: This summary of known and anticipated effects outlined above demonstrates that the effects of the proposal are able to be appropriately managed and mitigated ensuring that the overall adverse effects of the proposal are anticipated to be no more than minor and will be acceptable.

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 – URBAN DEVELOPMENT 2020: The National Policy Statement on Urban Development 2020 (“NPS-UD”) took effect on 20 August 2020 when it replaced the National Policy Statement on Urban Development Capacity 2016.

The NPS-UD 2020 recognises the national significance of having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and in to the future. Sufficient development capacity should be provided to meet the different needs of people and communities. Napier-Hastings is a Tier 2 area.

The proposal is for a comprehensive residential development of vacant land. The development will be delivered to a high quality ensuring an attractive, safe and accessible environment both for those residing within the development and the wider community. The proposal will provide an estimated 400-500 dwellings. The proposal is entirely consistent with, and will enable the outcomes directed by the NPS-UD.

Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

This Act introduced amendments to the Resource Management Act 1991 to bring forward and strengthen the National Policy Statement on Urban Development 2020. This creates mandatory enabling bulk and location rules for residential zonings within Tier 1 Councils, and provides discretion to include other Tier 2 Councils in due course, if the Minister of Housing and Minister for the Environment consider there is acute housing need. Napier Hastings is a Tier 2 Council. The proposed development, which is generally medium density, will be consistent with this direction.

NATIONAL POLICY STATEMENT – FRESHWATER MANAGEMENT 2020:

The NPS for Freshwater Management provides direction for managing New Zealand’s fresh water. Effective management of wastewater and stormwater will be designed into the development. If any discharge consents are required they will be sought through the Recovery Act process. Note however that the discharge of stormwater is currently authorised and will continue to be authorised under the Hastings District Council global consent that is currently being processed by Hawkes Bay Regional Council. The proposal will be consistent with the NPS Freshwater Management 2020.

NATIONAL ENVIRONMENTAL STANDARD – FRESH WATER REGULATIONS 2020 (NES Freshwater):

A full application to the EPA will include consideration of the NES for freshwater however the proposal is not expected to require consent under the NES Freshwater.

NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH REGULATIONS 2011 (NES-CS):

The site has previously been used for viticulture/horticulture. Following a site investigation, a determination will be made on whether a controlled, restricted discretionary or discretionary consent is required under the NES-CS. It is considered the potential contamination area will be small and any required remedial works will be undertaken to remove the potential risk to human health. Technical reports will be commissioned for this work.

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 construction industry requires certainty of pipeline projects to ensure continuity of employment and resourcing. The project will support the certainty of ongoing investment and employment opportunities in this workforce at a local level, while continuing to promote the sustainable management of natural and physical resources. Irongate/York is earmarked for future development, this project being fast tracked through the Covid-19 Recovery (Fast-track consenting) Act would enable design and construction jobs in the immediate, short and medium term. Job creation and continuation in the construction sector has been essential to the covid recovery. The project will support the certainty of ongoing investment and employment opportunities in this workforce. The project will require hundreds of workers in design and construction sectors. A detailed breakdown of anticipated FTE is provided below. The development will bring up to around 475 dwellings to market, in a variety of forms (with up to around 530 if a retirement village were to take up an option on the site). Housing availability and affordability are key issues in the Hastings district, and this development can play a key role in the solution.

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

The vision of the development is to provide a comprehensive urban development that is well connected, and integrates with the wider community while adapting and responding to urban pressures. Creating a strong sense of place, celebrating diversity and the environment. More specifically the design brief that can deliver:

- An urban pattern that celebrates the surrounding environment and attributes;
- A wide range of house types and lifestyle options;
- Reduced reliance on, and the dominance of, motor vehicles;
- Creating a high-quality, pedestrian-centric public realm that encourages socialization and communion;
- A neighbourhood ‘heart’ with sufficient local amenities and services to support a complete community.

Specifically the project will provide for the consolidation and ecological restoration of the Irongate Stream; Development of a large parkland environment which assimilates recreational and cultural features with stormwater basins to the south-east; Piping of part of the Wellwood Drain to facilitate a direct and legible entry from Dundee Drive, and realignment of the balance of the Drain to integrate efficiently with the stormwater basins and re-connect to the Irongate Stream; Shared recreational pedestrian/cycle paths which extend around the northern stream edge and connect to Flaxmere Road in the north.

In total around 6.6ha (or 23% of the site) is provided as public realm amenity – and doubling the length of protected stream ecological and access corridors (from 320m to over 600m) to offset the piping of a 215m length of the Wellwood Drain as well as to provide an overall positive benefit.

Collectively, these outcomes help achieve greater levels of affordability by reducing entry costs for housing and alleviating pressure on household budgets, while providing for a well-functioning urban neighbourhood.

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

By way of background, The Irongate/ York urban growth area was first identified in the Hastings Urban Growth Strategy (Towards 2020) which was adopted by the Council in 1994. It was identified as a greenfield growth area capable of supplying around 320 residential dwellings at the more affordable end of the market. In 2009 the Council, in conjunction with Napier City and the Hawke’s Bay Regional Council began work on the Heretaunga Plains Urban

Development Strategy (HPUDS). This was a collaborative strategy among the territorial authorities that looked at how growth across the Plains should be provided for through to 2045. HPUDS underwent a review in 2017 and this offered a further opportunity to make submissions on the adopted model and the proposed greenfield development options. In 2020 the Hastings District Council agreed to collaborate with the Heretaunga Tamatea Settlement Trust facilitating the development of the Irongate York greenfield site by bringing forward the Structure Planning of the site and making it the number one workstream priority for its environmental policy team.

There has already been a long history to the development of the subject site. The applicant is ready to develop and key infrastructure funding has been achieved.

Given the indication that Council has given in all planning work done on Irongate/York, there will be development on the subject site in some form.

Should the development of this proposal go through the usual RMA process the delays to development on Irongate/York commencing would be significant. The RMA process from here would likely see the District Plan be reviewed to include the subject site as a development area by rezoning it to some form of urban zone. Council may seek to do achieve this through the Streamlined Planning Process or the usual Schedule 1 process (note this could also go down a private plan change process).

The planning provisions relating to any plan change need approval from Full Council before a plan change application is made. Should this approval be forthcoming and the application be made swiftly (ie in early- mid 2023), the completion of processing the plan change could then be expected by mid to end 2025. At that point the Heretaunga Tamatea Settlement Trust as developer could then commence the resource consent process. Even on a non-notified basis (if that is what the plan change facilitated), that could still take a year, given current constraints of Council processing. If there was notification, that could take two years (or more). In other words, the “usual” process might not see a consent until 2027.

The applicant is ready to develop and key infrastructure funding has been achieved. This means that should this application proceed under the Covid Fast-track Consenting the applicant can almost get into the preliminary design as part of the application to the EPA having development that would be well progressed in terms of design post granting of consent. This will significantly shorten the detailed design phase of the project.

The proposal does not align well with the current District Plan and, as such, a consent under the RMA without a plan change would almost inevitably be publicly notified and subject to appeals. This would be at least a three year process from the present point in time (ie 2025). Although consent is ultimately considered possible, the length of time and risk mean that a consent application is unlikely to be pursued, until a point of time a plan change giving effect to the direction of the HPUDS is operative.

In contrast the applicant considers consent achievable by late 2023 using the fast track process. ie 2-4 years savings over any plan change and standard consenting process alternatives.

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 development will support the certainty of ongoing investment and employment opportunities in this workforce at a local level, while continuing to promote the sustainable management of natural and physical resources. The employment opportunities that the development supports are in the short term through the development design and construction of the project. Long term opportunities also exist with the potential for mixed use development.

Heretaunga Tamatea Settlement Trust propose to develop 450 to 500 residential dwellings and 800sqm of commercial floorspace across parcels of land immediately adjacent to the current southern urban fringe of Flaxmere in Hastings.

The direct impact on the Construction and Construction Services sectors associated with direct employment measure over 1,350 FTE years. Direct economic injection from construction and development phases equate to nearly § 9(2)(b)(ii)

The total economic impact on business activity within Hawkes Bay as a result of the subject Heretaunga Tamatea Settlement Trust development over a 5-year period is estimated to be \$280m (NPV)³. In terms of employment multipliers⁴ this would contribute around 1,1665 FTEs during the peak development and operation year within Hawkes Bay, with a total number of FTE years at just over 2,800 over the 5-year development period. Please refer to Attachment F.

Housing supply:

Housing supply and affordability are significant issues around the country but especially in and around Flaxmere given the current inflationary pressures being felt on in the construction and housing industry. The proposal directly increases housing supply for the local community. The concept plan currently includes 400-500 residential dwellings to be provided via a variety of housing typologies. Terrace, duplex and standalone houses have had good uptake, and the development intends to deliver on all these typologies.

This provides not only the ability for the area to improve its responsiveness to growth demands but will itself facilitate further growth within the area with an increase in overall competitiveness and efficiency due to the intensity of the proposed development. This is in keeping with one of the key purposes of the Covid Fast-track Consenting of increasing overall housing supply (s19(d)(ii)).

Additionally, this provides clear direction to the market regarding both its ability to meet future demand pressures and its provision through an efficient site location and size. The potential provision of additional feasible residential development capacity (with dwellings at an average of 110sqm) within the wider area is likely to have the impact on reducing counterfactual land values. A significant contributor to residential property values is the underlying land values impact by growth expectations and supply. The identification of additional residential land areas and residential densities suitable for development is likely to reduce price pressure in the local and surrounding markets.

Contributing to well-functioning urban environments:

Flaxmere has undergone large scale investment in the past. Council has invested in public spaces, master planning for the town centre and most recently there has been a New World development that is due to start being constructed. This investment means that good facilities are existing that will support diverse housing stock and help to meet various people's needs. The development will provide connections to Flaxmere to the west.

The typologies allow provision for a mixed use area where both businesses and residences can occur in the same building. An intention of the development is to provide quality houses assisting people to work from home.

Connectivity via good pedestrian and cycle ways will further be incorporated with an overarching principle that public transport, walking and cycling is the preferred option for daily travel.

Multi-functional greenspace corridors will support movement, stormwater treatment/overland flow, recreational activities as well as amenity/outlook from more intensive residential typologies. This enables the land available for housing to be maximised. A centrally located parkland (and recreational space along the Irongate Stream) is also proposed, for public benefit.

This development is designed to have its own character and be a well functioning urban environment in its own right, but work in coherently with Flaxmere and all the public and private investment that has occurred in the area. Over time, the development will become part of Flaxmere that will then become a larger well-functioning urban environment of comprehensively designed developments.

The National Policy Statement for Urban Development (NPS-UD) 2020 sets out the objectives and policies for planning for well-functioning urban environments. Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 1 is the most directly relevant objective however all of the objectives are inter-related and help give effect to quality urban outcomes. The Flints Park West proposal is based on the premise of establishing a well-functioning neighbourhood with its own *raison d'être*, character and identity so that it can function effectively from day 1 – but that can integrate with and compliment surrounding development as it occurs over time.

The Council has spent many years developing HPUDES in close collaboration with other strategic partners and land owners which are fundamentally focused on responding to 2.1 Objectives 2–8. The proposal West proposal is in alignment with this but has also demonstrated its ability to adapt easily to change as required, without compromising the integrity of the core elements of the underlying Framework Plans.

With respect to Policies (2.2) that will enable delivery of these objectives, Policy 1 is the most pertinent to the delivery of quality urban outcomes. The proposal is based around a simple, legible road network and development pattern that ensures good linkages between pedestrian/cycle-centric routes and open space amenity areas. Being almost flat, this urban pattern provides legible, safe and short walking distances to almost anywhere in the neighbourhood and

beyond. Key aspects of this are (a) a collector road that connects with the existing road network of Flaxmere (b) continuing a green urban the water. This means the development can be initiated immediately without reliance on other surrounding sites for access.

In relation to Policy 11 (car parking), the concept plans developed indicate that parking can be provided for every dwelling. With the use of rear lanes and shared accessways, the impact of driveways and garages to the street is reduced, improving on-street parking provision and pedestrian amenity. Collectively these aspects serve to make walking, cycling and the use of public transport more accessible and attractive – thereby reducing private motor vehicle use and associated environmental impacts. As a result, the development pattern supports a range of compact housing types that can easily be customized and adapted relatively easily – resulting in a wide range of housing typologies and price points. This breadth of range and customization helps ensure wide ‘market spread’ needed to support a complete and diverse community.

Generally speaking, the development overall is inherently ‘affordable by design’. The overall outcome will be to deliver a well-functioning urban environment. The overall outcome will be to deliver a well-functioning urban environment.

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

The development will have all the infrastructure needed to provide for the Flaxmere community.

The concept plan outlines the principles for delivering infrastructure as being:

- encourage a mix of uses to establish social infrastructure
- support affordable living
- ensure integrated water management solutions are incorporated into the project to support a resilient and liveable neighbourhood - Green stormwater solutions are being considered where possible, utilising greenways and parks for attenuation and flood mitigation. The site is well located for green stormwater solutions and it is intended to increase the quality of stormwater as it passes through the site, there is also ample room for a stormwater attenuation. The stormwater ponds and edges of the Irongate Stream will be planted, providing positive ecological, character and amenity outcomes.
- sustainable movement patterns
- ensure good access to community and creative infrastructure within and around the project site. Good access into Flaxmere has been provided so that the future residents can benefit from the open space, community space and town centre functions that the Council has been working on
- deliver new open spaces within the site to meet the different needs of the growing community
- help ensure delivery of public realm and community infrastructure

The development principles in the HPUDS further demonstrate how the proposal will provide infrastructure that improves economic, employment and environmental outcomes and increase productivity.

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

The infrastructure will be designed to ensure that adverse effects on freshwater quality will be avoided through appropriate stormwater management and treatment. The proposal will not result in any adverse effects on air quality or indigenous biodiversity, and it is proposed to plant natives throughout the development (assuming natives can be sourced). Fireplaces will not be permitted within the development to ensure air quality is maintained.

Minimising waste:

The proposal is to construct a comprehensive development. The applicant is committed to sustainable building and utilising natural materials where appropriate. The proposal will entail new builds and prefabricated off site design which will entail less waste and highly insulated panels that require less heating once the dwellings are built. Also note that the subgrade soils on the site are considered to be good enough to be used as certified fill minimising the need to bring fill into the site thereby minimising truck and vehicle movements.

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):

It has been estimated that buildings are directly and indirectly responsible for up to 20% of New Zealand's greenhouse gas emissions (source: www.branz.co.nz). With this in mind the development will incorporate high levels of insulation, integrating renewable energy systems and consider innovative green building designs were appropriate. Further, the site has good solar access, minimising the energy needs per residence. There will also be good provision for enabling public and active transport options.

Given that traffic is one of the major contributor to emissions and greenhouse gasses, the most important aspect that this proposal can provide in responding to this challenge is to support modal shift particularly towards walking and cycling. This is principally achieved by having highly connected and legible urban form coupled with expansive pathways and pedestrian routes that link (or will link in future) to surrounding areas. To support this, every effort is being made to reduce the provision for, and impacts of, motor vehicles and streetscape. This includes more pedestrian centric design and use of rear service lanes. The other key response is the range of buildings typologies and associated construction techniques. Every effort has been made to optimise the use of compact, attached house forms which inherently use less materials and have less embodied energy than larger free-standing dwellings. Along with is they will achieve high levels of thermal performance and solar access which reduces energy consumption. Collectively these elements deliver a meaningful response to emissions and greenhouse gasses.

Promoting the protection of historic heritage:

The site does not contain historic heritage items.

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

Site due diligence has confirmed the site is not expected to be at risk from natural hazards.

Community resilience will be facilitated from having a connected community with the required community infrastructure on its doorstep, with Stock Road Development including business and potentially aged care development; and being located close to existing and future community infrastructure such as the amenities that Flaxmere has to offer.

Quality housing and a range of housing typologies and enabling people who can work from home or are not far from employment areas around Flaxmere further provides for community resilience, should the community get cut off from other areas.

Other public benefit:

The wider public benefits of the proposal include creating recreational connections. Ecological, and water quality enhancement. It is proposed that the development will accept onto site the stormwater that flows from Flaxmere's stormwater network and treat this stormwater via a network of stormwater ponds (that also have the benefit of stormwater quantity management), and native planting that will clean the stormwater before discharging it to the Irongate Stream. It is further proposed to undertake restorative planting along the banks of the Irongate Stream and also to create spaces for public recreation.

The proposal will provide for a diversification in housing stock and more affordable housing. Further, by going through the Covid Fast-track Consenting process, this housing can come online much quicker than waiting for a plan change followed by RMA consents.

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

Previous assessments undertaken for the HPUDS, as well as assessments on the concept design of this particular development, show adverse effects will not be significant. Landscape, traffic and urban design input have been included with this application.

Part X: Climate change and natural hazards

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

The site is not subject to natural hazard risk that can't be mitigated refer to Attachments G and H. In particular, the site is not subject to flood hazards that could be exacerbated by climate change.

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
Hastings District Council	N/A

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.

Werner Murray

31/10/2022

Signature of person or entity making the request

Date

Important notes:

- Please note that this application form, including your name and contact details and all supporting documents, submitted to the Minister for the Environment and/or Minister of Conservation and the Ministry for the Environment, will be publicly released. Please clearly highlight any content on this application form and in supporting documents that is commercially or otherwise sensitive in nature, and to which you specifically object to the release.
- Please ensure all sections, where relevant, of the application form are completed as failure to provide the required details may result in your application being declined.
- Further information may be requested at any time before a decision is made on the application.
- Please note that if the Minister for the Environment and/or Minister of Conservation accepts your application for referral to an expert consenting panel, you will then need to lodge a consent application and/or notice of requirement for a designation (or to alter a designation) in the approved form with the Environmental Protection Authority. The application will need to contain the information set out in Schedule 6, clauses 9-13 of the Act.
- Information presented to the Minister for the Environment and/or Minister of Conservation and shared with other Ministers, local authorities and the Environmental Protection Authority under the Act (including officials at government departments and agencies) is subject to disclosure under the Official Information Act 1982 (OIA) or the Local Government Official Information and Meetings Act 1987 (LGOIMA). Certain information may be withheld in accordance with the grounds for withholding information under the OIA and LGOIMA although the grounds for withholding must always be balanced against considerations of public interest that may justify release. Although the Ministry for the Environment does not give any guarantees as to whether information can be withheld under the OIA, it may be helpful to discuss OIA issues with the Ministry for the Environment in advance if information provided with an application is commercially sensitive or release would, for instance,

disclose a trade secret or other confidential information. Further information on the OIA and LGOIMA is available at www.ombudsman.parliament.nz.

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
No	Written agreement from the relevant landowner where the project includes an activity that will occur on land returned under a Treaty settlement.
No	Written agreement from the holder of the relevant customary marine title order where the project includes an activity that will occur in a customary marine title area.
No	Written agreement from the holder of the relevant protected customary marine rights recognition order where the project includes an activity that will occur in a protected customary rights area.