

14 December 2020

MD Arif Hasan

cc. Sara Clarke

Dear Arif

COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Wooing Tree Development Cromwell

Thank you to you and the MFE team for your time recently to discuss the Wooing Tree application.

During that conversation it was agreed that Wooing Tree Developments Limited (WTDL) would elaborate on a few matters to provide additional clarity. I address these points below:

1. Status of the Barry Avenue roundabout

NZTA is in the process of designing and building a roundabout at the intersection of State Highway 8B and State Highway 6.

Wooing Tree Development Limited have agreed to co-fund the design of the Barry Avenue roundabout. WTDL and NZTA are also progressing negotiations in relation to a funding and delivery mechanism for construction works, which are scheduled to commence in mid-2021.

Because the works are mostly on an existing State Highway and within the designation of the State Highway, NZTA intends to consent this as an outline plan. They see this as the quickest and simplest process and has in-principle support from Central Otago District Council. NZTA also want to retain an element of 'control' in the delivery of infrastructure it will ultimately be the custodian. And WTDL, NZTA and Council all agree that it is logical to combine the delivery of both roundabouts into a single works programme to create efficiency and minimise effects on the transport network.

It appears from the current design they may need more land from WTDL beyond the designation (but largely contemplated within the Wooing Tree masterplan). There are two ways for NZTA to deal with this. The first is an amendment to the designation and then a subsequent outline plan. This process is relatively straightforward under the Resource Management Act where the owner is in agreement (WTDL is in agreement with the plans it has seen to date). The alternative is to include these additional works outside the current designation within this consent.

So as to retain flexibility, if the Minister approves this application for referral, then the final application will include all enabling earthworks and associated infrastructure and landscaping, for that part of the future State Highway which is outside the current designation on the WTDL land. If subsequently NZTA chooses to apply for amendment to the designation, then it would simply be a physical work that might have two methods of obtaining consent. Certainly

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that will ensure that when the Expert Hearings Panel considers the Wooing Tree application, they can have confidence that the physical roadworks to give access into Wooing Tree are committed as part of the consent and can condition the consent accordingly. The actual pavement surface and formation of that would be under the NZTA contracts because obviously the road needs to be built as a single works programme.

2. Staging

The application is staged as per the Staging Plan supplied with the additional information.

You have asked the question as to what certainty there can be that the full development will proceed. This arises because the traffic assessment and the application is on the basis that 192 residential sections can be constructed with full but only access off Shortcut Road. Beyond 192 sites, and taking a conservative approach, the SH8B roundabout needs to be in place. You have therefore raised the question of whether so as to give confidence of delivery, this application should be based on 192 homes/development sites rather than the current application of 276.

The applicant is seeking that the development be approved on the basis of 276 development sites.

My comments on this are:

- (a) The 192 sites have access from Shortcut Road (as does the site currently) and do not rely on the roundabout. 192 represents 70% of the development sites within the project.
- (b) The project will be staged as is normal for large scale residential development. The latter sites which rely on the roundabout (those sites beyond 192) will be later in the development programme. This leaves time for the physical works to occur.
- (c) WTDL is making a significant contribution to the cost of implementation of the roundabout and associated pedestrian underpass. It is resourced and has the ability to fund these works.
- (d) NZTA will deliver the physical works. They are already committed to the State Highway 8B and State Highway 6 roundabout. The proposition is to put the two roundabouts into a single works package. The NZTA is funded and resourced for delivering the State Highway 8B/6 roundabout works commencing next year. In our view there is a low risk that this project would not proceed.
- (e) It is common practise in subdivisions in New Zealand for developments to be staged. Often those stages do relate to necessary infrastructure. The reality is that the sale of sections early in the staging project give the income necessary to fund the infrastructure for later stages. This development is no different. It is simply following normal New Zealand development practise.
- (f) WTDL accepts that if this matter is referred by the Minister to the Expert Hearings Panel, then the issue of staging and timing will be a matter which the Commission will want to turn its mind to, including conditioning the consent to address the specific development constraints.

3. Scope

You have asked us to finalise the scope of this application.

WTDL wishes to proceed with the application as per the original proposal, but with one exception.

WTDL is aware that the Central Otago District Council (CODC) feedback to the Minister has raised matters over the neighbourhood centre. Essentially the current zoning of the land provides for a neighbourhood centre. This WTDL application currently includes repositioning this hospitality / neighbourhood centre. The application applies the same size, scale and nature of the neighbourhood centre as is currently permitted under the district plan but shifts it to a location closer to State Highway 8, which gives a further buffer to the residential land to the north and draws it nearer the Cromwell town centre

CODC has signalled an issue that the Cromwell Masterplan Spatial Framework Plan provides for medium and high density housing within the Wooing Tree land, but does not provide for a neighbourhood centre. They raise a question of whether the neighbourhood centre aspect would end up competing with the Cromwell town centre.

The hospitality and neighbourhood centre breaks down into three functions. The first is the cellar door or tasting shed. This is an integral part of the Wooing Tree winery establishment. There is an existing cellar door on the property. The Council zoning has provided a significant strip of rural zoning along the State Highway 6 and State Highway 8B frontages to buffer residential activity. The concept is to retain at least some of this land in vines for vineyard use. Wooing Tree wishes to retain the cellar door on this land in a new sited purpose built building along side the vines. It is part of its brand and is a popular aspect of the project from the community's perspective. It will provide a significant tourist attraction which, for practical reasons, cannot locate into the town centre. It is in easy walking distance of the town centre and will help retain an element of the primary production character of the site.

The second aspect is the travellers accommodation which is a residential activity and would equally be appropriate in a residential zone. Travellers accommodation will not in anyway undermine the existing Cromwell town centre. In fact, it will reinforce it because it will increase the number of tourists within a walkable catchment of the town centre and the shortage of accommodation options locally.

The third aspect is the neighbourhood centre area. In our view, providing local grocery and café type operations into a neighbourhood is a critical social element. However, and so as to give a comfort level to the CODC, this development is amended so that the current site signalled for a neighbourhood centre are now sought to be approved as superlots. These will be in the later stages of the development anyway to ensure a baseline of residents is established to support new retail space. By that stage the Council may have tested its zoning through the plan change process given they say the business plan change(s) will occur before the residential. As superlots, Wooing Tree Development Limited can either develop them as housing, or as the neighbourhood component to complement the hospitality functions and service the local community. There is no neighbourhood facility at all in Cromwell North. It is acknowledged these superlots would be subject to future Council consents either for residential or retail development.

Consequently, the scope of this application is now:

- (a) All land development consents for the Wooing Tree development land block including:
 - bulk earthworks;
 - any land decontamination matters;
 - all inground and above ground infrastructure;
 - all roading;
 - the formation and development of parks;
 - the subdivision and vesting of public assets in CODC or the relevant utility company.
- (b) The subdivision of 276 residential lots in 5 stages.
- (c) The subdivision of 3 superlots in Stage 5.
- (d) The subdivision of 4 rural lots to create buffer zones. The northern buffer will now form a fifth lot
- (e) Consent for the construction of 46 dwellings across 46 lots. (these lots ate part of the 276.)

- (f) The construction of a cellar door adjacent to the State Highway 8B frontage as per the plans submitted.
- (g) The construction of a travellers accommodation adjacent to State Highway 8B as per the plans submitted.
- (h) The formation works (enabling and implementation works) on Wooing Tree development land and outside the NZTA designation for 8B necessary to implement the Barry Avenue roundabout and associated pedestrian underpass (recognising the majority of this work takes place within the NZTA roundabout and CODC owned land).

Any questions, please do not hesitate to give me a call.

Thank you once again for your assistance with this application.

Yours faithfully



John Duthie
Tattico Limited

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