

16 August 2021

Gen Hewett
Senior Advisor
Environmental Protection Authority
Wellington

Dear Gen

Wooring Tree – Request for information – 6 August 2021

Thank you for your ongoing assistance with the Wooring Tree application.

This letter is in response to the Panel's request for additional information dated 6 August 2021.

You have asked three questions. I have set out the responses below. In two cases they refer to attachments which are included within this letter.

I previously sent you 2 links to documents.

Link 1 was the information set; being the Veros letter on the underpass, and the suggested conditions of consent. This is attachments 1 – 3.

Link 2 was the full plan set. This is attachments A – K. This provided a full set of plans now relevant to the updated application.

1. Underpass

Attachment 1 is a copy of a letter by Veros who are the project managers on behalf of WTPDLP setting out the commitment to the underpass.

2. Market affordable housing

You have asked for clarity over the document the Panel should refer to in considering matters of market affordable housing.

This is the corporate statement by Mr Haynes of Veros on behalf of WTPDLP. This is Attachment B to the response to comments. The assessment under section 104D of the Resource Management Act should have cross-referenced to Attachment B to the response to comments, rather than Attachment T in the additional information to the Panel.

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3. Updated suggested conditions of consent

I sent you an updated schedule of suggested conditions of consent, and the plan set. I sent it to you in two versions. The first is a PDF format which shows a full markup version.

The original application as lodged shows black text. The additional conditions that have resulted from the additional information to the Panel, or from response to comments received from third parties, or other related changes; are shown in **red writing** or **red-strike-out**. This is Attachment 2.

I have sent you a second version (Attachment 3) which is a clean copy with no strike-out or mark-up.

I previously emailed you the plan set. I summarise this below. The letter / first number references the plan document. In some cases this is a single sheet, but in others a set of plans. The black writing description identifies the content of the plan(s). The **red** writing is the plan title, or if there are more than one plan in the attachment, the first plan appearing in the set.

A1 – Updated Subdivision Plans by Adapt. **Wooring tree Masterplan Masterplan Concept**

A2 – Updated Subdivision Plan – Staging Plan by Adapt. **Wooring tree Masterplan Masterplan Staging**

B1 – Hospitality Centre Landscape Plan by FDA. **Wooring Tree Vineyard Estate Site Plan : Cellar Door and Café / Bike Shop (Landscape Plan)**

B2 – Hospitality Centre Site Plan by FDA. **Wooring Tree Vineyard Estate Wooring Tree Cellar Door - Site Masterplan**

B3 – Hospitality Centre materiality palette by FDA. **Wooring Tree Cellar Door - Materiality Palette**

B4 – Hospitality Centre perspective by FDA. **Wooring Tree Cellar Door - Exterior View**

B5 – Hospitality Centre perspective by FDA. **Wooring Tree Cellar Door - Exterior View**

B6 – Cellar Door signage by FDA. **Wooring Tree Cellar Door - Signage Schedule**

B7 – Tourism and Hospitality Concept by FDA. **Tourism and Hospitality Concept**

C1 – Urban Design & Landscape Masterplan by Baxter Design. **Concept Masterplan Scheme Revision S**

C2 – Buffer Treatment by Baxter Design. **Buffer Treatment**

D1 – Residential setback – Underlying business zone Part 1 by Baxter Design. **Veros - Wooring tree Estate :Setbacks Business Zone - Part 1**

D2 – Residential setback – Underlying business zone Part 2 by Baxter Design. **Veros - Wooring tree Estate :Setbacks Business Zone - Part 2**

E1 – Engineering Plans by Paterson Pitts. **Wooring Tree Property Development Limited Partnership Lots 6-10, 101, 150-165, 169-171, 200-214, 218-259, 265-275, 279-299, 301-518, 550-571, 601-604, 610, 800 & 802-806 being a subdivision of lot 200RC 190519**

E2 – Engineering Road Cross-sections by Paterson Pitts. **Wooring tree Property Development Limited Partnership Road Typology 20m**

F – Earthworks Plans by Paterson Pitts. [Wooing Tree Property Development Limited Partnership Engineering Plan Earthworks Overview](#)

G – Lots subject to reverse sensitivity covenants by Paterson Pitts. [Wooing Tree Property Development Limited Partnership Area / Lots Affected by Reverse Sensitivity Agreements](#)

H1 - Barry Avenue Layout Plan and Underpass by Veros [Waka Kotahi NZ Transport Agency. SH8B / Wooing tree Cromwell Intersection. Proposed Roundabout and Associated Works](#)

H2 – Northern Pedestrian Underpass by Veros. [Pedestrian Underpass Northern Side](#)

I – Bore location for soakage test bores by Paterson Pitts. [Wooing Tree Shortcut Road Cromwell - Test Pit Locations to Determine Subsurface Materials and Soakage \(October 2019\)](#)

J1 – Entry signage by Baxter Design. [Wooing Tree Estate : Entrance Wall Signage Shortcut Road and Wooing Tree Roundabout](#)

J2 – Wall Light Fixing Concept by Baxter Design. [Baxter Design](#)

K – Temporary Signage by Veros. [Temporary Signage](#)

There are a couple of issues I wish to draw to your attention in the conditions / plans:

- (i) In condition 1 I have adjusted the introductory wording to acknowledge that there have been updated information/reports/letters which do amend parts of the earlier documentation. Reliance needs to be placed on the latest version.
- (ii) In terms of the plan set, at condition 2 I have introduced the term “general accordence” in recognition that in some of the detailed design work, particularly engineering plans, there can be minor refinements as the work evolves. In each case it is subject to engineering plan approval by CODC and 223 and 224C approval by CODC.
- (iii) Through the document I have adjusted the abbreviation of CODC referring to Central Otago District Council. At various times in earlier versions, I referred to the organisation as Central Otago District Council, CODC and the Council. I have made it consistent. I have not shown this particular change in mark-up.
- (iv) Condition 6A is added to allow the option of stages 3 and 4 to be built concurrently. These two stages occur after the roundabout construction commences. Homes / buildings are not occupied until after the roundabout is operational (set by conditions 6 and 8).
- (v) In condition 42A referring to the telecommunication connections to the site, I have made it to within the boundary of each residential allotment rather than to the ‘buildable area’. The buildable area is unknown because that would be a preference of the residential site purchaser. Furthermore, with issues like drainage and driveways, the best place to bring the telecommunication infrastructure to is just within the boundary so that this infrastructure can be connected to and developed as per the future residents’ wishes. Otherwise, you run the risk of damaging or relaying lines. Even on rear sites it is logical to put the in ground infrastructure in as part of the development / driveway related works.
- (vi) I have tidied up the lot numbers in the hospitality centre. These are Lots 601 and 602 for the cellar door and shop/café, and 603 and 604 for the traveller’s accommodation lot and preschool facility.
- (vii) The updated conditions delete condition 66C prohibiting a bike shop as part of the development. When Wooing Tree was going to be a 3,000m² retail offer, CODC’s concerns at a bike shop being part of a larger retail offer was acknowledged. Now that this hospitality centre has reduced to a 500m² cellar door (350m²

floor plate in the main building) with a small mezzanine operation; and an outdoor alfresco dining area which is an outside covered area), and a 500m² café or shop, this is now at a small scale. Wooing Tree is and has been part of the central Cromwell wine industry for some time. It is aware that the wine industry is trying to offer the concept of cycle tours through the area between the different wineries. This does rely on the ability to hire bikes at various stages around the trail either through the cellar door or the café / shop. Wooing Tree wishes to preserve that option.

- (viii) Condition 66D has been amended to add the safety audit requirement discussed with Waka Kotahi and to authorise any amendments as a result of that audit
- (ix) The coverage controls in condition 67 and 67A are amended to create a graded scale. Currently in the conditions it had sites at 325m² allow a coverage of 55% or 178m². A second gradation of sites of 326m² and 375m² allowing coverage of 50% (162m² at 375m²) is provided. This assists in creating a consistent stepped scale.
- (x) Condition 70A is amended to 40m. The depth of sites adjacent to the northern boundary is 28m. The northern buffer is 10m. The northern road Magnum Drive is 17m. This gives a total set back of 53m. However, where Magnum Drive turns south west at the western end of the site adjacent to State Highway 6, there is a right-of-way entrance (lot 159) serving 4 lots. One of these lots (lot 333) on the southern side is 375m². Apart from this one lot, all other sites comply with the minimum 440m² within 50m. The other lots on SH6 and 8B are behind the bund and have reduced visibility from the state highway.
- (xi) Condition 80, being the pedestrian refuge, is deleted. Waka Kotahi is clear that an underpass is the safe way to cross the State Highway. The contracts for the underpass are in the final processes of being let. WTPDLP is only waiting on this consent (if granted) to enable it to sign the contracts for the roundabout and underpass. Work will commence immediately. The pedestrian refuge is not required or appropriate.
- (xii) Conditions 54 and 57 deal with construction management plans and construction traffic management plans. The Council normally asks for these documents one month prior to work commencing and then respond to the applicant within the following three weeks. The conditions are framed up so the standard timeframes apply to Stages 3 and 4. However, for Stage 2, these timeframes are shortened up to five working days.

The applicant has made commitments to the Minister in the original request under the COVID-19 Recovery (Fast-Track Consenting) Act and to the Panel through this application, that it will make an immediate start on this proposal and will proceed at pace consistent with the intent of the fast-track legislation to deliver economic benefit.

WTPDLP has prepared its full documentation set in terms of works contracts and associated documents including Council documentation, so that it can start immediately if a decision is made to grant consent. It has held the contractors from Stage 1 so that the same companies can move straight on to Stage 2 with essentially no delay as soon as/if the consent is granted. Stage 1 is complete and titled. Work on Stage 2 is ready to start immediately.

The construction management plans and construction traffic management plans are virtually identical to the Stage 1 consent. These have been worked through with CODC and approved.

In the circumstances of this application, the context of the fast-track legislation, the management plans being almost identical to that approved by CODC for stage 1, and with the applicant being ready and keen to proceed, and with NZTA commencing work on the roundabouts and what will be the underpass;, it is felt that this five day time period is appropriate.

- (xiii) The elevation and perspective of the café/shop is included within the plan set.

- (xiv) The recommendation to reduce the height of the cellar door has meant a different roof form, being a single pitch rather than a gable pitch. This plan is included within the plan set. This plan also shows the landscape treatment.

If there is any additional information you require, please do not hesitate to contact me.

Yours faithfully

A handwritten signature in blue ink that reads "J. Duthie". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

John Duthie
Tattico