

Before the Auckland Unitary Plan Independent Hearings Panel

IN THE MATTER OF The Resource Management Act 1991 and the
Local Government (Auckland Transitional
Provisions) Act 2010

AND

IN THE MATTER OF Of Topic 016 – RUB North / West and Topic 081 –
Zoning and Precincts

**STATEMENT OF EVIDENCE OF JASON CRAIG ADAMS
ON BEHALF OF CDL LAND NEW ZEALAND LIMITED (3159 AND FS
438, 3092 AND 3212)**

DATED 16 November 2015

1. My full name is Jason Craig Adams.
2. I am a Civil Engineer and hold a New Zealand Certificate in Engineering, NZCE (Civil). I have had over 18 years' experience in residential and commercial subdivision development.
3. I am the General Manager for CDL Land New Zealand Limited ("CDL") and I am authorised to give this evidence on its behalf. I have been employed with CDL for approximately 8 years.
4. CDL undertakes the business of property development. One area where CDL proposes to undertake a development is in Swanson, West Auckland.
5. CDL owns 6.7987 hectares of land in Swanson legally described as Part Allotment 124 Parish of Waipareira comprised in Identifier NA85A/754 and physically described as No.7-11 Christian Road, Swanson. ("**the CDL Land**"). **Attached** to this evidence is copy of the title of the CDL Land.
6. CDL acquired the CDL Land in March 2003 with the intention to take the land through a Private Plan Change and Resource Consent process, under the Resource Management Act (RMA), to subdivide the CDL land for residential purposes. CDL purchased the CDL Land primarily due to the site's strategic location and proximity to the:
 - Swanson Train Station (within 300m)
 - Swanson Township (within 500m)
 - Swanson Primary School (within 600m)
 - Public Wastewater and Stormwater Drainage, Water Supply and Power and Telephone Utility Service Networks.
7. At the time CDL purchased the CDL Land, it was aware that plans existed to "Double Track" the Western Railway Corridor to just beyond (ie: west of) the Swanson Train Station. It was considered that the upgrade of the rail network, including the Swanson Train Station, would provide an important transport

connection that could service a future subdivision development of the CDL Land. The double tracking has since been completed.

8. Due to the CDL Land's close proximity to Swanson Township, Swanson Train Station, Swanson Primary School and other existing Utility Network Infrastructure, CDL initially considered that the most appropriate and best use for the CDL Land would be for it to be developed into a residential development comprising medium density (a mix small Lot and terraced housing units) located at the northern, central and eastern parts of the site, and standard residential (standalone housing) at the southern and western parts of the site.
9. CDL lodged a submission on Plan Change 88 to the Waitakere City District Plan, being the plan change which introduced the Swanson Structure Plan. That submission sought a development opportunity for the CDL Land that, in essence, embodied CDL's preferred of development (as discussed above). The plan change ultimately proceeded to hearing in the Environment Court and was subject of a large number of procedural and substantive decisions. As others will explain, the substantive decision with respect to the CDL Land declined the relief sought by CDL. My understanding is that the Court concluded that the relief sought was not available in the context of the Swanson Structure Plan (which was intended to provide for residential development rather than enabling urban development). The Court did, however, acknowledge that one possible outcome for the land would be for it to be incorporated into the urban area under an appropriate process. My understanding is that, for that reason, the Court elected not to provide any subdivision opportunity under the Structure Plan for the CDL Land.
10. Following receipt of the decision, CDL reviewed its position and the opportunities for the CDL Land. In recognition of the decision and the provisions in the Waitakere Ranges Heritage Area Act (had been passed by Parliament well after the Plan Change 88 process began), CDL has taken a different approach the land and its current proposal is intended to recognise the new statutory framework.

11. Throughout the Proposed Auckland Unitary Plan process, CDL has engaged professionals and worked with them to formulate an Outline Development Plan for the CDL Land, which takes into account the site's natural and physical characteristics and constraints and the regulatory framework relating to the land. **Attachment 16** to Dennis Scott's evidence is an indicative scheme plan for future proposed subdivision of the CDL Land ("**the Plan**"). The Plan forms the basis for the provisions that CDL seeks to have inserted into the Unitary Plan.
12. The Plan is very different from the relief that CDL originally sought for the land pursuant to Plan Change 88. The most important aspects of the Plan are as follows:
 - a. It seeks a lower density of development than was initially sought by CDL. That reflects CDL's understanding of the implications of the CDL Land forming part of the Waitakere Ranges Heritage Area. It is also consistent with the density of development provided for on the Penihana Land to the east (being a block of land that has been urbanised since the Swanson Structure Plan was approved).
 - b. It incorporates a reducing density of development as the land rises up to the South. In addition, the properties towards the southern boundary are subject to more stringent height constraints. The intention of these provisions is to reduce the building density adjacent to the rural land to the south and to minimise the potential for buildings to intrude visually into the landscape.
 - c. The Plan incorporates specific measures along the southern boundary of the CDL Land to ensure that the boundary forms a defensible edge to the urban area and that further urbanisation to the south is discouraged. These include the provision of a no build area and a requirement in terms of planting along the boundary. Again, this is intended to reduce the visual impact of the proposal and to preserve the rural character to the south.

- d. The Plan incorporates public open space and stormwater ponding areas through the centre of the site and towards the low point in the north. These features also contribute to easy pedestrian or cycle access to Swanson and in particular the railway station.
- 13. CDL's legal and professional consultant team will provide detailed evidence in support of CDL's submission.
 - 14. I thank the hearings panels for the opportunity to give evidence today in support of CDL's submission.

JASON CRAIG ADAMS

12 NOVEMBER 2015

ATTACHMENT



COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952

Search Copy



Identifier **NA85A/754**
Land Registration District **North Auckland**
Date Issued **28 February 1992**

Prior References
NA1154/1

Estate	Fee Simple
Area	6.7987 hectares more or less
Legal Description	Part Allotment 124 Parish of Waipareira
Proprietors	CDL Land New Zealand Limited

Interests
5507807.4 Mortgage to ANZ Banking Group (New Zealand) Limited - 5.3.2003 at 9:00 am

Identifier

NA85A/754

