

IN THE MATTER of the Resource Management Act 1991 (**RMA**)

AND

IN THE MATTER of **Private Plan Change 88** – Beachlands South to the
Auckland Unitary Plan

HEARING DIRECTION #1 FROM THE HEARING PANEL

1. Pursuant to section 34A of the RMA, Auckland Council (the Council) has appointed the chair of the Hearing Panel– Vanessa Hamm (Chairperson). The hearing panel members will be appointed shortly. The Hearing Panel’s function is to hear the application and submissions and make a decision on the Plan Change proposal, including any changes to it that are within scope of the notified Plan Change. It is also to deal with any procedural matters.
2. Plan Change 88, in summary, seeks to rezone approximately 307 hectares of land south of the Beachlands township:
 - (a) Rezone the northern portion of the land (159.54 hectares) from Rural – Countryside Living zone to a mixture of Future Urban, Residential – Mixed Housing Urban, Business – Local Centre, Business – Light Industry; Business – Mixed Use; and Open Space zones
 - (b) Rezone the southern portion (147.58 hectares) from Rural – Countryside Living zone to Future Urban Zone, requiring a future plan change to zone the land for development
 - (c) Introduce a new precinct (with six sub-precincts), aiming to guide residential, commercial, recreational and educational development and to replace the existing Whitford precinct (and sub-precinct) provisions
 - (d) Extend the Stormwater Management Area Flow 1 control over the plan change area.
3. Before the hearing timetable is set down, the Chair directs the applicant to file a memorandum outlining what, if any, changes they recommend to the proposal and outline which changes are in response to which submissions. This memorandum should be lodged with the Council’s Hearings Advisor, Sidra Khan, by 5pm, Friday 21 July 2023.
4. The reason for this is, in accordance with Part 2 of Schedule 1 of the RMA, any modifications to the plan change application must be made prior to the Local Authority considering the request under S25 of Schedule 1. As this private plan change has already been notified, the S42A report will be based on the private plan change as notified. The chair, in setting the hearing timetable, will take into consideration the

extent of any proposed changes to ensure all parties have sufficient time to prepare for the hearing.

5. Any enquiries regarding these Directions or related matters should be directed to the Council's Hearings Advisor, Sidra Khan, by email at Sidra.Khan@aucklandcouncil.govt.nz.



Vanessa Hamm, Chairperson
Friday 30 June 2023

Before an Independent Hearing Panel on behalf of Auckland
Council

In the matter of the Resource Management Act 1991 (**RMA**)

And

In the matter of **Proposed Private Plan Change 88** - Beachlands South to the
Auckland Unitary Plan (PC88)

**MEMORANDUM OF COUNSEL IN RESPONSE TO HEARING DIRECTION #1 FROM
THE INDEPENDENT HEARING PANEL**

24 July 2023



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May it please the Panel:

1. In response to Direction #1 from the Hearings Panel, dated 30 June 2023, this memorandum:
 - (a) Describes the applicant's recommended changes to PC88 in response to submissions, and attaches a revised version of the proposed updated precinct provisions (**Annexure A**); and
 - (b) Suggests a timetable for the exchange of evidence.

Proposed Changes to Precinct Provisions

2. Counsel are grateful to the Chair for the opportunity to provide changes to PC88 ahead of evidence exchange. The applicant and its expert team have carefully considered all submissions made on PC88 and have met with and listened to a large number of submitters to better understand their concerns. Where the applicant supports the recommendations made by a submission point, the applicant has reflected its proposed changes in the marked up version of the provisions attached as **Annexure A**.
3. At a high level, the proposed changes tighten the drafting of certain rules, in particular for the staging of development with transport infrastructure. They also seek to better incorporate public transport and alternative modes of travel into the provisions and better manage landscape and visual effects through a minor zoning amendment. The key changes proposed are explained below:

Zoning and Sub-Precincts

- (a) The applicant proposes to reduce the extent of the 'Terrace Housing and Apartment Building '(THAB) zone in the 'Marina Point' and 'Coastal' sub-precincts in Precinct Plan 1. Areas of the THAB zone are proposed to be replaced with the lower intensity 'Mixed Housing Urban' zone. The change is proposed to improve landscape and visual effects in areas close to the coast that are more sensitive receiving environments. Scope for this change comes from the applicant's submission.

Staging of Development with Transport Upgrades

- (b) A key feature of the notified plan change is a standard requiring identified transport infrastructure upgrades to be constructed and operational before various stages of the development are undertaken. The purpose of this standard is to manage adverse effects of traffic generation and ensure subdivision and development is coordinated with infrastructure upgrades. This standard is set out in I.7.3 Table 2.

- (c) In their submissions, Auckland Council and AT raised concerns about the certainty and drafting of the staging rule. In response, the applicant proposes amendments to tighten up these provisions and remove any ambiguity in how they will operate. Specifically:
- (i) Table 2 is proposed to be amended to clarify that the required infrastructure upgrades for each stage of development are cumulative (i.e. making it clear that the thresholds for lesser levels of development are required to be met in addition to those for greater levels of development);
 - (ii) Precinct Plan 5: Movement Network is proposed to be updated to identify the indicative locations of shared paths and the coastal walkway; identify the future key intersections; and identify the Future Urban Zone portion of the precinct (and remove roading locations from this land);
 - (iii) Precinct Plan 6: Transport Staging and Upgrades is proposed to be amended to clarify that the staging rules apply only to the live zoned land and not to Future Urban Zoned land;
 - (iv) A new Special Information Requirement is proposed at I.10(7) that requires any proposal for subdivision or development to demonstrate compliance with the staging standard;
- (d) The staging provisions are also proposed to be amended to remove references to traffic signals in response to a submission from AT.
- (e) Manukau Quarries Limited Partnership sought amendment to the staging rules to ensure that they do not apply to non-residential development. This is accepted, and references to commercial and industrial activities are proposed to be deleted from Table 2. This amendment also means that the staging rules do not apply to education facilities, as requested by the Ministry of Education.

Road Design and Integrated Transport Assessment

- (f) The notified provisions included Appendix 1 Road Design and Cross Section Details which were proposed to be indicative. A submission from AT sought that the Road Design be reflected in standards. This is accepted. As a result:

- (i) A new Standard for Road Design is proposed to be added at I.7.16 that cross references Appendix 1. All previous references to ‘indicative road design and cross-sections have been deleted.
 - (ii) A new activity status (A26), matter of discretion (I.9.1(12)) and Assessment Criterion (I.9.2(13)) are proposed to ensure the rule operates correctly.
 - (iii) Two policies (15) and (17) relating to road design are proposed to be strengthened by changing the word “encourage” to “require”.
- (g) Additions are proposed to the Special Information Requirements for the Integrated Transport Assessment (4) in response to submission points from AT. The effect of these additions is to:
 - (i) Increase the focus in the ITA on public transport use. The ITA will be required to demonstrate methods to promote public transport use including implementation, monitoring and review of these methods;
 - (ii) Require assessment of whether the staging rules and infrastructure upgrades are sufficient, and whether the proposal will have a lesser or greater trip generation to the development mix anticipated in the staging rules;
 - (iii) Require the ITA to recommend safety monitoring of a stretch of Whitford-Maraetai Road; and
 - (iv) Require the ITA to make recommendations for traffic performance monitoring to establish whether the staging rules are appropriate or whether any upgrades need to be brought forward.
- (h) These additions provide greater certainty that the Staging rules will be robustly assessed before any proposed development to ensure they remain fit for purpose and adequately mitigate adverse traffic effects. In short, the proposed provisions add a number of safeguards to ensure that development will not occur until and unless it can be demonstrated that it will not result in unacceptable adverse traffic effects, in terms of traffic generation, safety and greenhouse gas emissions.

Other proposed amendments

- (i) In response to a submission from Heritage New Zealand, references have been added to ensure the protection of identified archaeological sites in the Ecological Protected Area Network (I.7.6).
- (j) In response to a submission from Auckland Council, amendments are proposed to clarify the status of the proposed 'Fairway Reserve' to ensure it remains available for public use in the event that it is not vested in Council (I.7.8).
- (k) In response to submissions from the Ministry of Education, several policies are proposed to be amended to confirm that the shared walking and cycleway network within the precinct will be connected to the existing Beachlands township.
- (l) Several minor wording changes and corrections are proposed throughout the provisions in response to various submissions.

Proposed Evidence Exchange Timetable

4. Auckland Council have advised the applicant team that the section 42A hearing report can be made available by 31 August 2023. To assist the Panel, and based on this date as well as previous advice from Council that the hearing will be in the second half of November, counsel propose an evidence exchange timetable as set out below.

Section 42A Hearing Report	31 August 2023
Applicant Evidence Due	15 September 2023
Submitter Evidence Due	29 September 2023
Expert Conferencing (Traffic, Urban design / landscape, Ecology, Stormwater and Planning)	9-18 October 2023
Applicant Rebuttal Evidence Due	31 October 2023
Hearing commences	15 November 2023

5. With respect to expert conferencing, the applicant proposes that Marlene Oliver be engaged to facilitate, at the applicant's expense if required. Ms Oliver is available on the dates proposed in the timetable above.
6. Counsel are grateful to the Chairperson for her time and consideration.

DATED this 24th day of July 2023



W S Loutit / R S Abraham
Counsel for Beachlands South Limited Partnership

Proposed Plan Change 88 Beachlands South – 24 July 2023

I.1. Beachlands South Precinct

I.2. Precinct Description

The Beachlands South Precinct applies to approximately 307 hectares of land with a contiguous boundary to the existing coastal town of Beachlands. The purpose of the Beachlands South Precinct is to provide for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community adjacent to the Pine Harbour **Ferry-ferry berths Terminal** that supports the development of a well-functioning urban environment.

Commented [Unio1]: Auckland Transport ("AT") sub point 344.9

The precinct comprises a variety of urban zones for residential, business, light industrial and recreational development opportunities. This variety of urban zones will enable the development of a wide range of activities that will support the expansion of the existing coastal town of Beachlands. The remainder of the precinct is zoned Future Urban and will be rezoned for urban purposes in the future in coordination with identified infrastructure upgrades and funding.

Development of this precinct will be guided by the following precinct plans:

- Precinct Plan 1: Additional Controls and Overlays
- Precinct Plan 2: Natural Features
- Precinct Plan 3: Structuring Elements
- Precinct Plan 4: Cultural Landscape
- Precinct Plan 5: Movement Network
- Precinct Plan 6: Transport Staging and Upgrades
- Precinct Plan 7: Earthworks Catchments

A high-quality built environment is planned for the Beachlands South Precinct. To ensure this high-quality design outcome, the resource consent process will enable a qualitative design assessment against the relevant matters of discretion and assessment criteria. Development in this precinct will also be externally assessed by the Beachlands South Design Review Panel to ensure the specific placemaking design outcomes for Beachlands South are achieved.

Mana Whenua Cultural Landscape

The Beachlands South Precinct and the wider Beachlands/Maraetai area contains a rich and diverse mana whenua cultural landscape. The Beachlands area is notable for its continued occupation by Ngai Tai Ki Tamaki since pre-European times. Ngai Tai Ki Tamaki have a strong spiritual association with Beachlands which gives its people a sense of meaning and purpose. In special recognition of this continued occupation and mana over Beachlands, Ngai Tai Ki Tamaki have been engaged as a development partner for Beachlands South.

Fundamental guiding principles for Ngai Tai Ki Tamaki include the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance. Natural and physical resources in this region are of vital importance to Ngai Tai and the natural environment is recognised as a significant taonga. The Beachlands South precinct recognises and respects these values of Ngai Tai by incorporating provisions requiring the protection of sites and places of significance within the precinct to ensure mana whenua values are protected and enhanced. The Cultural Landscape Plan on Precinct Plan 4 also recognises sightlines of cultural significance to Ngai Tai to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.

Sustainability

A key attribute of the Beachlands South Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss. The precinct achieves this by promoting a modal shift to public transport and requiring the provision of a highly integrated and connected walking and cycling network including a coastal walkway, implementation of water sensitive design principles and promoting low-carbon development with on-site carbon sequestration through native planting to enhance biodiversity values.

Natural Environment

Land within the precinct and in the adjoining coastal marine area contains significant terrestrial, freshwater and coastal ecological values. On land, these ecological values consist of terrestrial vegetation and habitat types containing a range of nationally significant species, freshwater wetlands and four mainstream catchments containing permanent and intermittent streams. Some of these stream catchments are located within forested gully systems and the Significant Ecological Area (SEA) Overlay – Terrestrial. The precinct provisions apply an Ecological Protected Area Network (EPAN) over the highest value terrestrial, wetland and stream habitats to ensure their long-term protection and to improve ecological values through a range of habitat restoration and enhancement measures. The adjacent coastal marine area is recognised as a marine SEA containing coastal marine habitats which include a range of native fauna and rich feeding grounds for a variety of international migratory and New Zealand endemic wading birds.

The Beachlands South precinct provides for urban development of the land in a manner that protects, maintains and enhances the environmental quality of the area and ecological values on land and in the coastal marine environment.

In recognition of the receiving environments, the Auckland-wide Stormwater Management Area Flow 1 (SMAF 1) Control applies in this precinct to ensure hydrological mitigation.

Transport Infrastructure and Staging

The transport network in the wider Beachlands area and services at the Pine Harbour Ferry ~~Terminal~~ will be progressively upgraded and funded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the

construction and delivery of infrastructure, including upgrades to the road network and ferry services to manage adverse effects on the local and wider [transport](#) network.

Zoning and Sub-precincts

The zoning of land within the Beachlands South Precinct is Residential – Terrace Housing and Apartment Building, Residential - Mixed Housing Urban Zone, Residential – Large Lot, Business – Mixed Use, Business – Local Centre, Business – Light Industry, Open Space – Active Sport and Recreation and Future Urban.

There are six Sub-precincts in the Beachlands South Precinct:

- **Sub-precinct A, Marina Point** is zoned Residential – Terrace Housing and Apartment Buildings and Residential - Mixed Housing Urban. It's location between the Pine Harbour Ferry [Terminal](#) and the Precinct's Village Centre provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset. A key feature of this sub-precinct is the Fairway Reserve which is a generous band of recreational and amenity open spaces extending between the existing Marina to the north and the Village Centre to the south.
- **Sub-precinct B, Village Centre** is located on the central circulation spine and zoned Business – Local Centre and Business – Mixed Use. It is intended to provide for high density residential opportunities, employment and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry [Terminal](#) and is intended to complement the existing commercial activities within Beachlands/Maraetai. This sub-precinct is the focal point for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Development in this sub-precinct envisages a high-quality street environment for walking and cycling to the existing Beachlands community, within the Village Centre itself and to the Pine Harbour Ferry [Terminal](#). The Village Centre is orientated with views down to the western gully over the coastal edge and beyond to Rangitōtō Island, reinforcing the connection with the sea.
- **Sub-precinct C, Community** is zoned Residential – Mixed Housing Urban, Open Space – Active Sport and Recreation and Business – Mixed Use. This sub-precinct is intended to be the focal point for civic and community facilities including a destination civic space to reinforce the Village Centre and public open spaces for informal recreation. Opportunities for visitor accommodation and associated amenities are also provided for through the adaptive reuse of existing buildings. The development of education facilities is provided for within this sub-precinct and its colocation with other planned community facilities will enable the use of shared facilities/amenities accessible by strong [pedestrian-active mode](#) connections while maximising the efficient use of land. Given its proximity to the Village Centre, community facilities and the Pine Harbour Ferry [berths Terminal](#), the development

of high-density housing is envisaged along the northern boundary of this sub-precinct which will enjoy benefits of outlook over ecological areas that are being retained.

- **Sub-precinct D, Coastal** is zoned Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban and Residential – Large Lot. The sub-precinct is located along a coastal escarpment with significant landscape features including a central ridge sloping towards a densely vegetated gully of significant terrestrial and ecological value. Development in this sub-precinct will respect the natural rolling topography and landform character while ensuring people and property is protected from natural hazards. The coastal edge of this sub-precinct is celebrated with the provision of a high-quality public open space network for walking and cycling connections offering sweeping views of the Hauraki Gulf and Waikōpua Estuary. Residential densities in this sub-precinct are expected to be high to medium density closer to the Village Centre, in combination with terraced and detached housing, and provision for larger lots within the Large Lot Zone along the coastal edge which are subject to the Subdivision Variation Control.
- **Sub-precinct E, Golf** is zoned Residential - Mixed Housing Urban. The purpose of this sub-precinct is to provide for the maintenance and on-going activities of the remaining 9-holes golf course within the Golf Course Overlay while respecting significant ecological features. The underlying zoning provides opportunities for residential development in the future in accordance with the planned urban built character of the MHU zone.
- **Sub-precinct F, Employment** is zoned Business - Mixed Use and Light Industry. Its location at the eastern edge will be highly accessible to the existing Beachlands-Maraetai community and will provide a local employment source. Development in this sub-precinct should ensure a high-quality built environment is achieved to ensure it is aligned with the overall high-quality development aspirations for Beachlands South overall.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

I.3. Objectives (precinct-wide) [rp/dp]

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified below.

- (1) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural well-being and for their health and safety now and into the future.
- (2) A variety of housing types and sizes that respond to:
 - a) Housing needs and demand; and
 - b) The neighbourhood's planned urban built character.

(3) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation, education and employment activities.

Commented [Unio2]: Ministry of Education ("MoE") sub point 357.3

(4) Development of Beachlands South creates a distinctive sense of place which maintains and enhances significant ecological features, and responds to natural site features, landform and mana whenua values.

(5) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.

(6) The tangible and intangible mana whenua values of the pa site identified on Precinct Plan 4 are protected and enhanced.

(7) Beachlands South is a highly sustainable and low-carbon coastal town.

(8) Beachlands South is public transport focussed development that supports high density residential, employment generating, retail and community activities within walking and cycling distance of the Pine Harbour ~~Ferry-ferry berths Terminal~~ in a manner which prioritises active modes of transport.

(9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that:

(a) Results in a significant mode shift to public and active modes of transport including walking and cycling;

(b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, education facilities, housing, jobs, open spaces and the Pine Harbour Ferry berths marinas Terminal; and

Commented [Unio3]: MoE sub point 357.4

(c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.

(10) Subdivision and development in the precinct is coordinated with the efficient provision of required transport, three waters, energy and telecommunications infrastructure.

(11) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are protected, restored, maintained and enhanced.

(12) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.

(13) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised and appropriately offset and/or compensated.

(14) A high-quality coastal walkway and connected network of open spaces is established which recognises the need to protect and manage effects on the marine significant ecological areas.

Sub-precinct A: Marina Point

(15) The highest density urban living is developed in sub-precinct A closest to the Pine Harbour Ferry ~~berths~~ ~~Terminal~~ and along key planned public transport routes and the Fairway Reserve.

(16) A series of high-quality, safe and well-connected of open spaces are established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.

Sub-precinct B: Village Centre

(17) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.

(18) A built form featuring a variety of mixed-use and multi-level buildings with increased vertical density that supports the social, economic and cultural well-being of the community.

(19) An innovation hub for employment, community facilities and social amenities to foster a sense of place, local identity and social interaction.

(20) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.

Sub-precinct C: Community

(21) Development of a destination public open space and associated public amenities as the focal point of sub-precinct C that serves Beachlands South and the wider community.

(22) Development of visitor accommodation in a high-quality architectural built form that complements the coastal environment.

(23) The development of new ~~education facilities~~ ~~schools~~ provides for the educational needs of ~~school~~ students within existing and planned communities.

Commented [Unio4]: MoE sub point 357.8

(24) Opportunities for communities to use ~~educationschool~~ facilities, and for the co-location of ~~education school~~ and community facilities are provided.

Commented [Unio5]: MoE sub point 357.9

Sub-precinct D: Coastal

(25) Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to coastal landforms and landscape features.

(26) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.

Sub-precinct E: Golf

(27) Provide for on-going organised sport and recreation (including golf) for the Beachlands community.

(28) Residential development complements the golf course.

Sub-precinct F: Employment

(29) Local employment opportunities in a quality-built environment and the development of residential accommodation above the ground floor in the Mixed Use Zone.

(30) Development is of a form, scale and design quality that reinforces Beachlands distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.

I.4. Policies [rp/dp]

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified below.

Housing

(1) Enable a variety of housing types with a mix of densities within the precinct including attached and detached dwellings, and low-rise apartments.

(2) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.

(3) Enable housing to be designed to meet the day to day needs of residents.

(4) Provide for developments not meeting the permitted activity status, while encouraging high quality developments.

Mana Whenua

(5) Recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the cultural landscape at Beachlands South. These values include but are not limited to:

(a) The pa site identified on Precinct Plan 4, wāhi tapu and other taonga;

(b) The key views and spiritual connection identified on Precinct Plan 4;

(c) Freshwater quality; and

(d) Mauri, particularly in relation to freshwater and coastal resources.

Sustainability

- (6) Develop Beachlands South as a highly sustainable and low-carbon coastal town by:
- (a) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
 - (b) Promoting modal shift to walking and cycling active modes and public transport including bus and ferry services;
 - (c) Protecting and enhancing biodiversity values in the precinct with restoration and regeneration native planting, particularly within the Ecological Protected Area Network;
 - (d) Encouraging the development of energy efficient buildings including design buildings with optimal solar orientation and on-site energy generation; and
 - (e) Encouraging the development of buildings that have reduced embodied carbon and operational carbon.
- (7) Contribute to mitigating the effects of climate change by encouraging native revegetation within the Ecological Protected Area Network identified on Precinct Plan 2 and across the wider precinct to enhance carbon sequestration and biodiversity values.

Ecology and Biodiversity

- (8) Enable the subdivision and development of land while protecting, restoring, maintaining and enhancing identified terrestrial, wetland, stream, coastal marine and wetland ecological values, particularly within the Ecological Protected Area Network.
- (9) Require the protection, restoration, maintenance and enhancement of terrestrial, wetland and permanent and intermittent stream habitats including within the Ecological Protected Area Network as shown on Precinct Plan 2 by native revegetation planting, including:
- (a) Terrestrial revegetation including within existing high value habitats;
 - (b) Wetland buffer planting; and
 - (c) Wetland native enrichment planting.
- (10) Encourage the restoration, maintenance and enhancement of biodiversity values in the coastal marine environment by:
- (a) Invasive weed management within coastal bird roosting and nesting sites;

(b) Selective mangrove management for the restoration and enhancement of coastal bird inter-tidal habitat;

(c) Mammalian pest control to improve biodiversity values and facilitate the recovery of threatened species.

Note 1

When having regard to Policy I.3(8), (9) and (10) above, the following documents or any updated version of them should be referred to:

- Auckland Council Technical Report 2011/009: Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams (October 2011) for guidance on how the location and extent of any offset may be calculated and assessed;
- Biodiversity Offsetting under the Resource Management Act: A Guidance Document (September 2018), prepared for the Biodiversity Working Group on behalf of the BioManagers Group.
- Ecological Impact Assessment (EclA): EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems. 2nd Edition (May 2018).

None of these reference documents has precedence. An acceptable offsetting proposal may combine elements from any of the documents.

Transport, Infrastructure and Staging

(11) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding ~~transport road~~ network.

Commented [Unio6]: AT sub point 344.18

(12) Promote a mode shift to public transport and active modes by:

(a) Encouraging walking and cycling connections to the Pine Harbour Ferry ~~berths Terminal~~, including along the indicative coastal walkway, ~~active mode connections within the precinct, upgraded active mode facilities along Jack Lachlan Drive~~ and the indicative primary and secondary collector roads as shown in Precinct Plan 5;

Commented [Unio7]: AT sub point 344.5

~~(b)~~ Encouraging streets to be designed to provide safe separated access for cyclists on collector roads; ~~and~~

~~(c)~~ Encouraging connections and linkages to be effectively enabled within the precinct and to the existing Beachlands ~~township~~.

Commented [Unio8]: MoE sub point 357.5

(13) Require subdivision and development in the precinct to be coordinated with the provision of sufficient stormwater, wastewater, water supply, energy and telecommunications infrastructure.

Movement Network

~~(13)~~(14) Require primary and secondary collector roads to be generally in the locations as shown on Precinct Plan 5, while allowing for variation, where it would achieve a better-connected street layout that integrates with the surrounding transport network.

~~(14)~~(15) ~~Require~~ Encourage the design of new collector and local roads to be in general accordance with the road design ~~and cross section~~ details provided in I.12 Appendix 1: Beachlands South Precinct, ~~and~~ Road Design ~~and Cross Section~~ Details.

Commented [Unio9]: AT sub point 344.21

~~(15)~~(16) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, the surrounding transport network, and supports the safety and amenity of the open space and stream network.

~~(16)~~(17) ~~Require~~ Encourage streets to be attractively designed to appropriately provide for all modes of transport by:

Commented [Unio10]: AT sub point 344.20

- (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and
- (b) Providing for and prioritising active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations in the precinct and connecting to the existing Beachlands township; and
- (c) Providing for the safe and efficient movement of vehicles.

Commented [Unio11]: MoE sub point 357.6

Open Space Network

~~(17)~~(18) Establish an integrated movement and public open space network within and across the precinct as indicatively shown on Precinct Plan 3, including:

- (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways in the precinct and connecting to the existing Beachlands township;
- (b) Encourage provision of the indicative coastal walkway to enable access to and along the coast while avoiding adverse effects on the marine significant ecological areas;
- (c) Requiring provision of the Fairway Reserve and connection to the coastal walkway;
- (d) Enabling the provision of a high-quality civic space adjacent to the Village Centre;
- (e) Encouraging the establishment of a network of suburban and neighbourhood parks, walkways and pedestrian linkages.

Commented [Unio12]: MoE sub point 357.7

Built Form

~~(18)~~(19) Manage building height and form to:

- a) Maximise densities close to the Pine Harbour Ferry ~~berths~~ Terminal, the planned public transport network and around the Village Centre;
- b) Enable greater building height in the Village Centre to reinforce sub-precinct B as the commercial core of Beachlands South;
- c) Contribute positively to Beachlands South's sense of place, including by:
 - i) Responding to landform and the coastal environment; and
 - ii) Transitioning the scale of built form to visually integrate with adjoining areas.

~~(19)~~(20) Promote high-quality and diversity in architecture and urban design that enhances the relationship of buildings with public open spaces and reflects the coastal character of the precinct.

~~(20)~~(21) Requiring buildings to be set back behind the Whitford-Maraetai Road landscape buffer area as shown on Precinct Plan 1.

Stormwater Management

~~(21)~~(22) Require subdivision and development to achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and devices designed in accordance with GD01 for other impervious surfaces.

~~(22)~~(23) Require subdivision and development to be consistent with any approved network discharge consent and the treatment train approach outlined in the supporting stormwater management plan for the precinct including:

- a) Application of water sensitive design to achieve water quality and hydrology mitigation;
- b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
- c) Requiring treatment of runoff from public road carriageways and publicly accessible carpark at or near source by a water quality device designed in accordance with GD01;
- d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating; and
- e) Providing planting on the riparian margins of permanent or intermittent streams.

Sub-precinct A: Marina Point

~~(23)~~~~(24)~~ Provide for a variety of highest density residential typologies responding to its close proximity to the Pine Harbour Ferry ~~berths Terminal~~ and Village Centre.

~~(24)~~~~(25)~~ Require provision of the Fairway Reserve Area as shown on Precinct Plan 1 as a high-quality linear park linking to the indicative coastal walkway and Pine Harbour Ferry ~~berths Terminal~~.

~~(25)~~~~(26)~~ Encourage the development of highest density residential typologies along both sides of the Fairway Reserve to reinforce the amenity and quality of this open space and provide passive surveillance.

Sub-precinct B: Village Centre

~~(26)~~~~(27)~~ Provide for employment opportunities and the development of commercial activities to complement the existing Beachlands centre.

~~(27)~~~~(28)~~ Provide for the development of supporting community activities and residential activities above the ground floor.

~~(28)~~~~(29)~~ Provide for the development of a civic space exhibiting high architectural quality that enhances the distinctive coastal character and is surrounded by commercial and retail activities.

Sub-precinct C: Community

~~(29)~~~~(30)~~ Enable a range of activities including residential, education, recreation, early childhood learning services, community, and appropriate accessory activities.

~~(30)~~~~(31)~~ Enable community use of future ~~educationschool~~ land, buildings and infrastructure and the co-location of ~~education school~~ and community facilities.

Commented [Unio13]: MoE sub point 357.11

Sub-precinct D: Coastal

~~(31)~~~~(32)~~ Require subdivision and development to respond to the natural coastal landscape.

~~(32)~~~~(33)~~ Require subdivision to achieve larger lot sizes along the coastal edge by application of a subdivision variation control in the Large Lot Zone.

Sub-precinct E: Golf

~~(33)~~~~(34)~~ Provide for the on-going use and enjoyment of a golf course within the Golf Course Overlay and the development of complementary residential activities.

Sub-precinct F: Employment

~~(34)~~~~(35)~~ Provide for the development of commercial, light industrial and employment activities in a manner that supports the Village Centre and wider Beachlands community.

~~(35)~~(36) Achieve a quality-built form at the Whitford-Maraetai Road gateway by encouraging buildings to be attractive and designed to a high standard.

~~(36)~~(37) Enable the development of residential activities above the ground floor within the Mixed Use Zone in a manner that does not compromise the efficient operations of employment generating activities.

I.5. Activity table [rp/dp]

The provisions in any relevant overlays, zone and the Auckland-wide apply in this precinct unless otherwise specified below.

Activity Table IX.4.1 specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

All Sub-Precincts

Activity		Activity Status
Use		
Residential		
(A1)	Up to 3 residential units per site in a residential zone	P
(A2)	More than 3 residential units per site in a residential zone	RD
Development		
(A3)	Buildings for up to 3 residential units per site in a residential zone	P
(A4)	Buildings for more than 3 residential units per site in a residential zone	RD
(A5)	Buildings for 1 or more residential units in a residential zone which do not comply with any of the I.7.14 Residential Density Standards below.	RD
(A6)	New buildings [excluding (A1) and (A3)]	RD
(A7)	Demolition of buildings	P
(A8)	Internal alterations to buildings	P
(A9)	Additions and alterations an existing dwelling	P

(A10)	Development that does not comply with Standard I.7.3 Staging of Development with Transport Upgrades	D
(A11)	Development that does not comply with Standard I.7.4 Water Supply and Wastewater	D
(A12)	Public amenities	P
(A13)	Development of publicly accessible open spaces greater than 1000m ²	RD
(A14)	Development of a civic space as shown on Precinct Plan 3	C
(A15)	Establishment of the Coastal Pathway as shown on Precinct Plan 5	C
Ecological Protected Area Network		
(A16)	Pest and invasive vegetation removal within the Ecological Protected Area Network as shown on Precinct Plan 2	P
(A17)	Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) to form the indicative shared path links as shown on Precinct Plan 5	P
(A18)	Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) for routine operation, maintenance and repair of existing tracks.	P
(A19)	Vegetation alteration or removal within the Ecological Protected Area Network for all other purposes not otherwise provided for.	D
(A20)	Subdivision or development that does not comply with standard I.7.6 Ecological Protected Area Network	D
Subdivision		
(A21)	Subdivision that complies with Standard I.7.3 Staging of Development with Transport Upgrades	RD

(A22)	Subdivision that does not comply with Standard I.7.3 Staging of Development with Transport Upgrades	D
(A23)	Subdivision that complies with Standard I.7.4 Water Supply and Wastewater	RD
(A24)	Subdivision that does not comply with Standard I.7.4 Water Supply and Wastewater	D
(A25)	Subdivision for 1 or more residential units per site in a residential zone	C
(A26)	Subdivision and/or development that does not comply with Standard I.7.16 Road Design	RD

Commented [Unio14]: AT sub point 344.35

Sub-Precinct A, Marina

Activity		Activity Status
Development		
(A26)	Development that does not provide the indicative Fairway Reserve area as shown on Precinct Plan 1.	D
(A27)	Development that does not comply with Standard I.7.8 Fairway Reserve.	D

Sub-Precinct C, Community

Activity		Activity Status
Use		
Community		
(A28)	Education facilities	P
(A29)	Community facilities	P
(A30)	Visitor accommodation	P

Sub-Precinct E, Golf

Activity		Activity Status
Use		
Community		
(A31)	Organised sport and recreation including associated maintenance in	P

	the Golf Course Overlay shown on Precinct Plan 1	
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Sub-Precinct D, Coastal

Activity		Activity Status
Use		
Subdivision		
(A32)	Subdivision of land complying with Standard I.7.12 Subdivision Variation Control	RD
(A33)	Subdivision of land not complying with Standard I.7.12 Subdivision Variation Control	D

Sub-Precinct F, Employment

Activity		Activity Status
Use		
Development		
(A34)	New buildings	RD
(A35)	Additions and alterations to existing buildings	RD

I.6. Notification

- (1) Any application for resource consent for an activity listed in Activity Table IX.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991, except as provided for under I.6(3), (4) and (5) below.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).
- (3) Public notification of an application for resource consent is precluded if the application is for the construction and use of 1, 2, or 3 residential units that do not comply with 1 or more of the density standards under Standard I.7.14 Residential Development Standards below.
- (4) Public and limited notification of an application for resource consent is precluded if the application is for the construction and use of 4 or more residential units that

comply with the density standards under Standard I.7.14 Residential Development Standards below.

- (5) Public and limited notifications of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of residential units described in subclause (34) or (42) above.

Commented [Unio15]: AT sub point 344.25

I.7. Standards

All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:

- H1 Residential – Large Lot Zone Standards
 - H1.6.6 Maximum impervious area
 - H1.6.7 Building Coverage
- H5 Residential – Mixed Housing Urban (MHU) Zone Standards:
 - H5.5.4.1(A34) New buildings and additions to buildings
 - H5.6.5 Building height
 - H5.6.6 Height in relation to boundary
 - H5.6.7 Height in relation to boundary adjoining lower intensity zones
 - H5.6.8 Yards
 - H5.6.9 Maximum impervious area
 - H5.6.10 Building coverage
 - H5.6.11 Landscaped area
 - H5.6.12 Outlook space
 - H5.6.13 Daylight
 - H5.6.14 Outdoor living space
- H6 Residential – Terrace Housing and Apartment Buildings (THAB) Zone Standards:
 - H6.4.1(A3) Dwellings
 - H6.4.1(A35) New buildings and additions to buildings
 - H6.6.6 Height in relation to boundary
 - H6.6.7 Alternative height in relation to boundary within the Residential – Terrace Housing and Apartment Buildings Zone
 - H6.6.8 Height in relation to boundary adjoining lower intensity zones
 - H6.6.9 Yards
 - H6.6.10 Maximum impervious area

- H6.6.11 Building coverage
- H6.6.12 Landscaped area
- H6.6.13 Outlook space
- H6.6.14 Daylight
- H6.6.15 Outdoor living space
- H17 Business – Light Industry Zone
 - H17.6.4(1) Front Yard
- H18 – Future Urban Zone
 - H18.6.3(1) Front Yards
- E27.6.1 – Trip Generation

All activities listed in Activity Table IX.4.1 must comply with the following permitted activity standards.

I.7.1. Building Height

Purpose:

- Enable building height to be optimised close to the Pine Harbour Ferry Terminal and the frequent transport service.
- Positively contribute to Beachlands South’s sense of place.
- Manage the effects of building height and visual dominance effects.

(1) Building must not exceed the height in metres of the underlying zone standards for land zoned Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps and Precinct Plan 1.

*Note 1

This standard does not apply to the development of dwellings in the Residential – Mixed Housing Urban zone or the Residential – Terrace House and Apartment Building zone. The building height for dwellings in these zones is specified in Standard I.7.14(1) of the Residential Density Standards below.

(2) If the site is subject to the Height Variation Control, buildings must not exceed the height in metres, as shown in Table 1 below and on Precinct Plan 1.

(3) Any part of a building greater than the occupiable building height is to be used only for roof form, roof terraces, plant and other mechanical and electrical equipment.

Table 1: Total building height shown in the Height Variation Control on the Planning Maps

Occupiable building height	building	Height for roof form	Total building height
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22m	2m	24m
25m	2m	27m

I.7.2. Building Setback along Whitford-Maraetai Road

Purpose: To establish native planting within the landscape buffer strip adjacent to Whitford-Maraetai Road to soften [views towards the coast](#) and the appearance of development along the [western](#) Whitford Maraetai Road frontage of the precinct.

Commented [Unio16]: Manukau Quarries Ltd Partnership sub point 352.5

- (1) A 10m or 15m wide building setback must be provided along the entire frontage of the land adjoining Whitford-Maraetai Road measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022, as shown on Precinct Plan 1. No buildings, structures or parts of a building shall be constructed within either of these building setbacks.
- (2) The front yard required for land adjoining Whitford-Maraetai Road shall be measured from the 10m or 15m wide building setbacks required in Standard I.7.2(1) above.
- (3) The 10m or 15m wide building setback in Standard I.7.2(1) above must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of these building setbacks indicated as the landscape buffer on Precinct Plan 1. This planting requirement does not apply over any vehicle accessways. This planting must be maintained in perpetuity.
- (4) Subdivision or development that does not comply with Standard I.7.2(1) – (3) is a discretionary activity.

I.7.3. Staging of Development with Transport Upgrades

Purpose: Manage the adverse effects of traffic generation on the safety and efficiency of the surrounding road network by ensuring subdivision and development is coordinated with infrastructure upgrades.

- (f) ~~Prior to the operation of any light industrial activities in sub-precinct F or education facility in sub-precinct C, Jack Lachlan Drive must be upgraded to provide two-way walking and cycling active modes along the full length of one side of the road.~~

Commented [Unio17]: MoE sub point 357.13

Commented [Unio18]: Retained in part and relocated to row(a) in the table.

Commented [Unio19]: Auckland Council ("AC") Sub point 345.10

- (1) Subdivision and development within the precinct must not exceed the thresholds in Table 2 until such time that the infrastructure upgrades described in Column 2 and as shown on Precinct Plan 6 are constructed and operational.

Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,	Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a) Up to a maximum of 250 dwellings and/or residential lots	<p><u>Upgrade of Jack Lachlan Drive to provide two-way walking and cycling active modes facilities along the full length of one side of the road; and a footpath on both sides of the road.</u></p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection to traffic signals; and</p> <p>Site (D) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to a double <u>lane</u> roundabout.</p>
(b) A provision of: <ul style="list-style-type: none"> i. More than 250 and up to 550 dwellings or residential lots; and ii. <u>Up to 3,500m² light industrial GFA;</u> 	<p><u>Upgrades in (a) above; and</u></p> <p>Provision for an additional capacity of 40098 ferry passengers (total capacity of 592600 passengers) from Pine Harbour during the two-hour peak period between 063045 -083045 on weekdays; and</p>
(c) A provision of: <ul style="list-style-type: none"> i. More than 550 and up to 820 dwellings or residential lots; ii. <u>More than 3,500m² and up to 5,700m² light industrial GFA;</u> iii. <u>Up to 400m² retail GFA;</u> and iv. <u>Up to 1,100m² commercial GFA;</u> 	<p><u>Upgrades in (a) and (b) above;</u></p> <p>Provision for an additional capacity of 198200 ferry passengers (total capacity of 692700 passengers) from Pine Harbour Ferry Terminal during the two-hour peak period between 063045 -083045 on weekdays; and</p> <p>Site (B) on Precinct Plan 6: Provision of an additional 30m left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.</p>

Commented [Unio20]: AT sub point 344.12(a)

Commented [Unio22]: AC sub point 345.10

Commented [Unio23]: Beachlands South Ltd Partnership ("BSLP") sub point 351.3

Commented [Unio21]: Manukau Quarries Ltd Partnership sub point 352.1

Commented [Unio25]: AC sub point 345.10

Commented [Unio26]: BSLP sub point 351.3

Commented [Unio24]: Manukau Quarries Ltd Partnership sub point 352.1

(d)	<p>A provision of:</p> <ul style="list-style-type: none"> i. More than 820 and up to 1,900 dwellings or residential lots; ii. More than 5,700m² and up to 12,300m² light industrial GFA; iii. More than 400m² and up to 2,100m² retail GFA; and iv. More than 1,100m² and up to 3,300m² commercial GFA. 	<p><u>Upgrades in (a) – (c) above;</u></p> <p>Provision for an additional capacity of 458400 ferry passengers (total capacity of 95200 passengers) from Pine Harbour during the two-hour peak period between 063045 -083045 on weekdays; and</p> <p>Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) intersection.</p>
(e)	<p>A provision of:</p> <ul style="list-style-type: none"> i. More than 1,900 and up to 2,918 dwellings or residential lots; ii. More than 12,300m² and up to 18,000m² light industrial GFA; iii. More than 2,100m² and up to 5,700m² retail GFA; and iv. More than 3,300m² and up to 5,100m² commercial GFA. 	<p><u>Upgrades in (a) – (d) above; and</u></p> <p>Provision for an additional capacity of 730650 passengers (total capacity of 12241450 passengers) from Pine Harbour during the two-hour peak period between 063045 -083045 on weekdays.</p>

Commented [Unio28]: AC sub point 345.10

Commented [Unio29]: BSLP sub point 351.3

Commented [Unio27]: Manukau Quarries Ltd Partnership sub point 352.1

Commented [Unio31]: AC sub point 345.10

Commented [Unio32]: BSLP sub point 351.3

Commented [Unio30]: Manukau Quarries Ltd Partnership sub point 352.1

(2) The subdivision or development of land for more than 2,918 dwellings or residential allotments, ~~18,000m² light industrial GFA, 5,695m² retail GFA and 5,100m² commercial GFA~~ precinct-wide is a discretionary activity.

Commented [Unio33]: Manukau Quarries Ltd Partnership sub point 352.1

1.7.4. Water Supply and Wastewater

Purpose: To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.

(1) Adequate water supply and wastewater infrastructure must be provided at the time of time subdivision or development.

1.7.5. Riparian Margins

Purpose: Contribute to improvements to water quality, habitat, biodiversity and contribute to addressing residual ecological effects.

(1) A minimum riparian yard setback of 10m measured from the top of the bank must be provided along permanent or intermittent streams including those as shown on Precinct Plan 2. No buildings or structures are permitted in the riparian yard setback.

- (2) Any riparian planting proposed within the riparian yard setback required in Standard I.7.5(1) as part of any ecological offsetting or compensation package must be native species and vested in Council, or protected and maintained in perpetuity by an appropriate legal mechanism.
- (3) Walkways and cycleways must not be located within the riparian planting area required in standard I.7.5(1) above.
- (4) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

I.7.6. Ecological Protected Area Network

Purpose: To protect and enhance identified significant terrestrial vegetation/habitat types, [recorded archaeological sites](#) and significant ecological areas from subdivision and development and contribute to addressing residual ecological effects.

- (1) No earthworks or development of buildings or structures are permitted within the Ecological Protected Area Network (EPAN) shown on Precinct Plan 2.
- (2) All existing terrestrial vegetation and habitat types within the EPAN must be protected and maintained, except as provided for by IX4.1 (A16), (A17) and (A18).
- (3) Any application for subdivision within the precinct must include the following on the subdivision scheme plan, as identified on Precinct Plan 2:
 - (a) Areas subject to the EPAN and proposed to be planted as part of any ecological offsetting or compensation package;
 - (b) Areas subject to the Significant Ecological Area – Terrestrial overlay;
 - (c) High Value Terrestrial Planting areas;
 - (d) Wetland Margin Buffer Planting areas; ~~and~~
 - (e) Indicative Native Revegetation areas; ~~and~~
 - ~~(e)~~(f) [Identified archaeological sites](#).
- (4) The areas listed in Standard I.7.6(3)(a) – (e) inclusive above must be legally protected and maintained by a covenant (or other legal protection mechanism) on the Certificate of Title for each site within the precinct.

(5) The covenant (or other legal protection mechanism) must require the areas listed in Standard I.7.6(3)(a) – (e) inclusive above to be revegetated, maintained, restored and enhanced in accordance with the Biodiversity Management Plan required in Special Information Requirement I.10.(1).

(6) The covenant (or other legal mechanism) must require every landowner within the precinct to be a member of a Residents Association (or similar) that will manage

Commented [Unio34]: Heritage New Zealand Pouhere Toanga ("HNZPT") sub point 33.10

Commented [Unio35]: HNZPT sub point 33.10

the areas listed in Standard I.7.6(3)(a) – (e) inclusive above and contribute a proportional sum each year to ensure the Biodiversity Management Plan is implemented on an on-going basis.

- (7) A minimum 5m building setback must be provided from the High Value Terrestrial Planting and Wetland Margin Buffer Planting as shown on Precinct Plan 2. No buildings, structures or parts of a building shall be constructed within this 5m wide setback.

I.7.7. Stormwater Quality

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from new or redevelopment of, existing high contaminant generating carparks and all publicly accessible carparks exposed to rainfall and all roads must be treated with a stormwater management device(s) meeting the following standards:

(a) the device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or

(b) where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

~~(c)~~ For all other trafficked impervious surfaces, water quality treatment in accordance with the approved stormwater management plan must be installed; and

~~(e)~~(d) For all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements.

Commented [Unio36]: AT sub point 344.28

- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

I.7.8. Fairway Reserve

Purpose: To provide a recreational open space and connection between the Village Centre and Pine Harbour Ferry Terminal while enhancing the amenity of highest density residential areas.

- (1) The indicative Fairway Reserve area as shown on Precinct Plan 1 must be provided in the form of an open green space linear park for a minimum width of 20 metres. This Fairway Reserve must be formed and vested with the Council; or maintained by way of an appropriate legal protection mechanism.

(2) A continuous walking and cycling connection must be provided within the Fairway Reserve connecting between the Village Centre and the Pine Harbour Ferry berths ~~Terminal~~.

(3) The Fairway Reserve must be available for public use at all times unless it is not vested in council ~~unless written approval has been obtained from the council~~. In ~~such~~ circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.

Commented [Unio37]: AT sub point 344.30

(4) Where the Fairway Reserve is not vested in Council, ~~The~~ the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.

Commented [Unio38]: AT sub point 344.31

(5) Fences, or walls, or a combination of these structures, adjoining the Fairway Reserve must not exceed the heights specified below, measured from the ground level at the boundary:

(a) 1.2m in height; or

(b) 1.8m in height if the fence is at least 50% visually open.

1.7.9. Coastal Protection Yard

Purpose: To ensure buildings are adequately setback from the coastal edge to maintain water quality and provide protection from natural hazards.

(1) All buildings and structures must comply with the minimum coastal protection yard setback requirement of 30 metres.

*Note 3:

For the avoidance of doubt this standard does not apply to development of the indicative coastal walkway as shown on Precinct Plan 3.

1.7.10. Mana Whenua

Purpose: To recognise and protect important sites associated with the cultural landscape at Beachlands South.

(1) No buildings or structures are permitted within the pa site and its surrounds as identified on Precinct Plan 4. Development that does not comply with this standard is a discretionary activity.

(2) Any modifications to the pa site or earthworks within its surrounds as identified on Precinct Plan 4 is a discretionary activity.

(3) Subdivision that results in the pa site as shown on Precinct Plan 4 extending across multiple contiguous lots is a discretionary activity.

I.7.11. Earthworks Catchment

Purpose: To minimise sediment runoff and discharge effects on the receiving environment.

- (1) The maximum area exposed at any one time for bulk earthworks must not exceed 4 hectares for each catchment as shown on Precinct Plan 7.

I.7.12. Large Lot Zone

- (1) Proposed sites identified in the Subdivision Variation Control in Precinct Plan 1 must comply with the minimum net site in the table below.

Area	Minimum net site area
Large Lot Zone in Sub-precinct D, Coastal	1,000m ²

- (2) The maximum building coverage must not exceed 35% of the net site area.
- (3) The maximum impervious area must not exceed 50% of the net site area.

I.7.13. Non-potable Water Supply Efficiency

Purpose: ensure new dwellings adopt minimum energy efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems; and
- (2) All new dwellings are fitted with water efficient fixtures, to a minimum 3 Star standard (under the Water Efficiency Labelling Scheme (WELS)).
- (3) The minimum sizes for rainwater tanks (or bladders) in Table I605.6.4.9.1 and Table I605.6.4.9.2 apply to detached and attached housing in all sub-precincts.

Table 3: All dwellings except apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L*
4 bedroom	5000L (roof area up to 110m ²), or 3000L (roof area greater than 110m ²)
5 bedroom	5000L

* All attached houses to be 3000L max

Table 4: Apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	1500L*
4 bedroom	2000L
5 bedroom	2500L

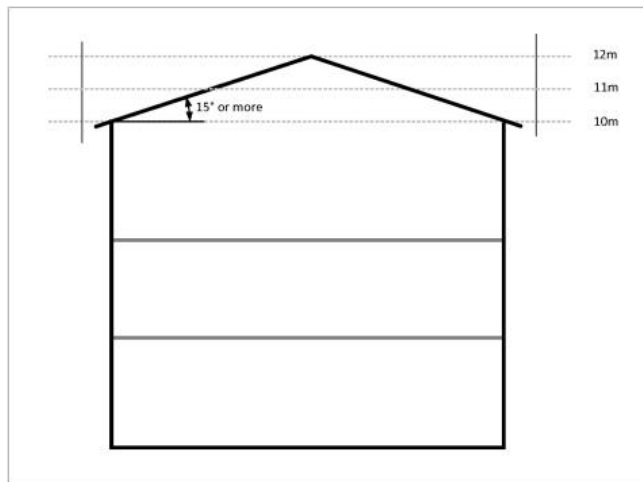
I.7.14. Residential Density Standards

Purpose: Enable development of a variety of housing typologies with a mix of densities within residential zones that responds to the planned urban built character.

(1) The development of dwellings on land zoned Residential – Mixed Housing Urban and Residential – Terrace House and Apartment Building must comply with the following Medium Density Residential Standards as specified below.

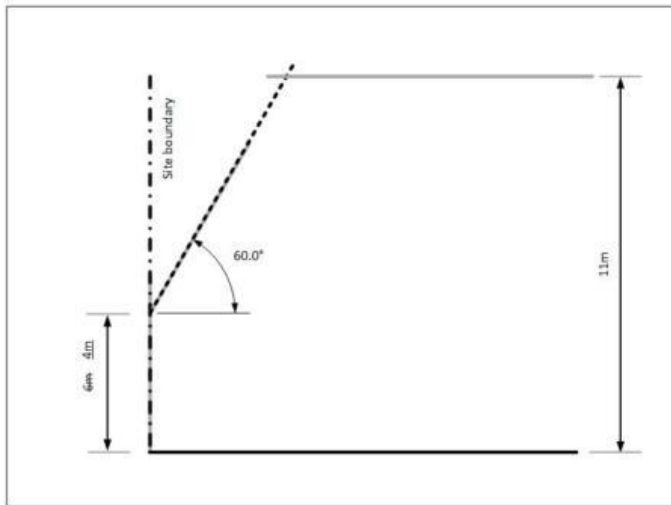
(a) Building height

- (i) In the THAB zone, buildings must not exceed 16m in height.
- (ii) In the MHU zone, buildings must not exceed 11 metres in height, except that 50% of a building’s roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram:



(b) Height in relation to boundary

- (i) Buildings must not project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.



- (ii) This standard does not apply to—
- (a) a boundary with a road:
 - (b) existing or proposed internal boundaries within a site:
 - (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed

(c) Setbacks

- (i) Buildings must be set back from the relevant boundary by the minimum depth listed in the yards table below:

Yard	Minimum depth
Front	1.5 metres
Side	1 metre
Rear	1 metre (excluded on corner sites)

- (ii) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

(d) Building coverage

The maximum building coverage must not exceed 50% of the net site area.

(e) Outdoor living space (per unit)

(i) A residential unit at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:

(a) where located at ground level, has no dimension less than 3 metres;

(b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres;

(c) is accessible from the residential unit;

(d) may be:

- grouped cumulatively by area in 1 communally accessible location; or
- located directly adjacent to the unit; and

(e) is free of buildings, parking spaces, and servicing and manoeuvring areas.

(ii) A residential unit located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that—

(a) is at least 8 square metres and has a minimum dimension of 1.8 metres;

(b) is accessible from the residential unit; and

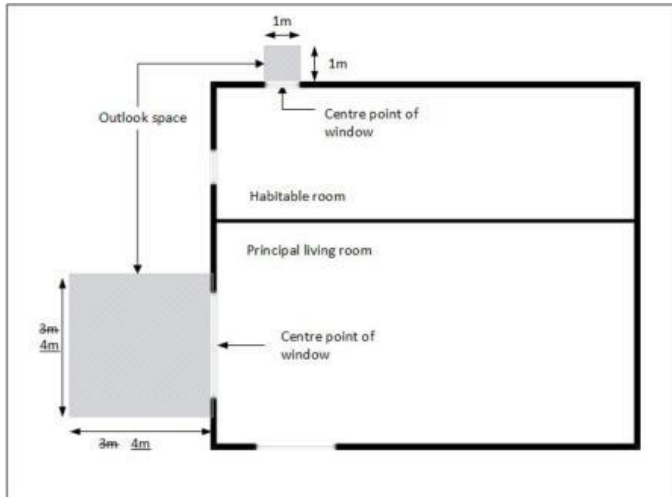
(c) may be:

- grouped cumulatively by area in 1 communally accessible location; or
- located directly adjacent to the unit; and

(f) Outlook space (per unit)

(i) An outlook space must be provided for each residential unit as specified in this clause.

(ii) An outlook space must be provided from habitable room windows as shown in the diagram below.



- (iii) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
 - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (iv) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (v) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (vi) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (vii) Outlook spaces may be under or over a balcony.
- (viii) Outlook spaces required from different rooms within the same building may overlap.
- (ix) Outlook spaces must—
- (a) be clear and unobstructed by buildings; and
 - (b) not extend over an outlook space or outdoor living space required by another dwelling.
- (g) Windows to street

Any residential unit facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors.

(h) Landscape area

- (i) A residential unit at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- (ii) The landscaped area may be located on any part of the development site, and does not need to be associated with each residential unit.

I.7.15. Subdivision

Purpose: Enable subdivision around the development of a variety of housing typologies with a mix of densities within residential zones that responds to the planned urban built character.

- (1) There must be no minimum lot size, shape size, or other size-related subdivision requirements for the following:
 - (a) any allotment with an existing residential unit, if—
 - (i) either the subdivision does not increase the degree of any non-compliance with under Standard I.7.14 or any other zone standards that apply, or land use consent has been granted; and
 - (ii) no vacant allotments are created:
 - (b) any allotment with no existing residential unit, where a subdivision application is accompanied by a land use application that will be determined concurrently if the applicant for the resource consent can demonstrate that:
 - (i) it is practicable to construct on every allotment within the proposed subdivision, as a permitted activity, a residential unit; and
 - (ii) each residential unit complies with the residential density standards under Standard I.7.14 or any other zone standards that apply; and
 - (iii) no vacant allotments are created.
- (2) For the purposes of standard I.7.15(1)(a)(i) if a subdivision is proposed between residential units that share a common wall, the requirements as to height in relation to boundary in this precinct do not apply along the length of the common wall.

I.7.16. Road Design

Purpose: To ensure that any activity, development and/or subdivision complies with Appendix 1 Beachlands South Precinct, Road Design and Cross Section Details.

- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Beachlands South Precinct, Road Design and Cross Section Details.

Commented [Unio39]: AT sub point 344.35

I.8. Assessment – controlled activities

I.8.1.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) Subdivision for one or more residential units per site in a residential zone and subdivision complying with the subdivision variation control:
 - (a) Matters of control E38.11.1(1) apply.
- (2) Development of a civic space as shown on Precinct Plan 3:
 - (a) Orientation of views to Rangitoto Island and the Hauraki Gulf;
 - (b) Provision of public amenities;
 - (c) Enhancement of coastal character; and
 - (d) Interaction and engagement with surrounding commercial and retail spaces.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
 - (a) Connectivity to existing connections and the Pine Harbour Ferry **Terminal**.

I.8.1.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) Subdivision for one or more residential units per site in a residential zone:
 - (a) The matters under E38.11.2 apply.
- (2) Development of a civic space as shown on Precinct Plan 3:
 - (a) The extent to which it is designed with views orientated to Rangitoto Island and the Hauraki Gulf;
 - (b) The extent to which the design incorporates a range of public amenities to enhance the amenity and use of this space;
 - (c) The extent to which it is located and designed to enhance the distinctive coastal village character of sub-precinct B Village Centre; and

- (d) The extent to which it is located and designed to complement and engage with surrounding commercial and retail spaces in the Village Centre.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
 - (a) The extent to which the indicative coastal pathway within sub-precinct A facilitates a safe and convenient route for pedestrians and cyclists to the Pine Harbour Ferry Terminal; and
 - (a) The extent to which the coastal pathway connects to existing connections within and outside the precinct.

I.9. Assessment – restricted discretionary activities

I.9.1. Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application:

- (1) More than 3 residential units per site in a residential zone:
 - (a) Matters of discretion H5.8.1(2)(a) apply;
 - (b) The Beachlands South Sustainability Strategy;
 - (c) The Residential Density Standards in I.7.14; and
 - (d) Infrastructure and Servicing.
- (2) Buildings for 1 or more residential units in a residential zone which do not comply with any of the I.7.11 Residential Density Standards:
 - (a) Matters of discretion H5.8.1(4)(a) –(i) apply.
- (3) New buildings, other than buildings for residential units in a residential zone:
 - (a) Matters of discretion H13.8.1(3) and H11.8.1(4) apply;
 - (b) Design and external appearance of buildings and landscape design;
 - (c) Infrastructure servicing;
 - (d) Design and sequencing of upgrades to the existing road transport network and ferry services;
 - (e) The extent to which development achieves the outcomes outlined in the Beachlands South Sustainability Strategy; and
 - (f) Movement network on Precinct Plan 5.
- (4) Subdivision that complies with Standard I.7.3 Staging of Development with Transport Upgrades:

Commented [Unio40]: AT sub point 344.32

- (a) Design and sequencing of upgrades to the existing road network and ferry services; and
 - (b) Whether the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.
- (5) Subdivision that complies with Standard I.7.4 Infrastructure:
- (a) Staging and design of development to align with the provision of servicing infrastructure; and
 - (b) Confirmation of funding, supply arrangements or other such measures agreed between the applicant and holders of water take permits.
- (6) Development of publicly accessible open space greater than 1000m²
- (a) Location, design and function of the indicative publicly accessible open spaces shown on Precinct Plan 3; and
 - (b) Location and design of any other publicly accessible open spaces greater than 1000m².
- (7) Infringement to standard I.7.5 Riparian Margins:
- (a) Effects on water quality, biodiversity and stream erosion.
- (8) Infringement to standard I.7.7 Stormwater Quality
- (a) Matters of discretion E9.8.1(1) apply.
- (9) Infringement to standard I.7.9 Coastal Protection Yard
- (a) Effects of coastal hazards.
- (10) Infringement to I.7.11 Earthworks
- (a) Matters of discretion E11.8.1(1) and E12.8.1(1) apply
- (11) Subdivision of sites in sub-precinct D within the Subdivision Variation Control:
- (a) Matters of discretion E38.12.1(7) apply.

(12) Infringement of standard I.7.16 Road Design

(a) The design of the road and associated road reserve and where it achieves policies I.4(14), (15), (16) and (17).

(b) Design constraints.

(b)(c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.

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I.9.2. Assessment Criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) More than 3 residential units per site in a residential zone:
 - (a) The extent to which the development achieves the purpose of the Residential Density Standards or what alternatives are provided that result in the same or a better outcome.
 - (b) The extent to which development achieves the outcomes outlined in the Beachlands South Sustainability Strategy.
 - (c) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned urban built character.
 - (d) The extent to which development achieves attractive and safe streets and public open space by:
 - (i) Providing windows and/or balconies facing the street and public open spaces;
 - (ii) Creating a well-connected movement network with through-links to the wider movement network across the precinct;
 - (iii) Designing large scale development (generally more than 15 dwellings) to provide for variations in building form, façade design and materiality as viewed from streets and public open spaces;
 - (iv) Providing high quality landscape and boundary treatment in the front yard;
 - (v) Providing safe pedestrian access to buildings from the street; and
 - (vi) Minimising the visual dominance of garage doors and carparking when viewed from streets or public open spaces.
 - (e) The extent to which dwellings:
 - (i) Orientate and locate windows to optimise privacy and encourage natural cross ventilation within the dwelling;
 - (ii) Optimise sunlight and daylight access based on orientation, function, window design and location, and depth of the dwelling floor space;
 - (iii) Provide the necessary waste collection and recycling facilities in locations conveniently accessible and screens from streets and public open spaces; and
 - (f) Infrastructure and servicing:

- (i) Whether there is adequate capacity in the stormwater, water supply and wastewater network to service the proposed development; and
 - (ii) Where adequate network capacity is not available, whether adequate mitigation is proposed.
- (g) Refer to policies I.4 (1) – (4)
- (2) Subdivision that complies with Standard I.7.3 Staging of Development with Transport Upgrades:
 - (a) The implementation of mitigation measures proposed to address adverse effects which may include measures such as travel planning, providing alternatives to private vehicle trips including accessibility to public transport, staging development, or contributing to improvements to the local transport network and ferry services;
 - (b) the extent of subdivision and development that have been previously approved under this standard.
- (3) Subdivision that complies with Standard I.7.4 Infrastructure:
 - (a) The extent to which any staging of subdivision will be required due to the co-ordination of the provision of infrastructure; and
 - (b) The extent to which there is confirmation of funding or supply arrangements for the provision of water supply and wastewater infrastructure.
- (4) New buildings, other than buildings for residential units in a residential zone:
 - (a) The relevant assessment criteria in H13.8.2(3) for new buildings in the Mixed Use Zone and H11.8.2(4) for new buildings in the Local Centre Zone apply in addition to the below;
 - (b) The extent to which development achieves the outcomes outlined in the Beachlands South Sustainability Strategy;
 - (c) The extent to which buildings address the street and open spaces to create an attractive frontage alongside high-quality landscape and boundary treatment;
 - (d) The extent to which buildings are designed to achieve interactive frontages at the ground floor to enable public view or experience of activities within the building;
 - (e) For buildings located on corner sites, the extent to which buildings are designed to achieve positive frontages with high quality architectural and landscape design responses on both frontages;
 - (f) The extent to which the visual effects of ancillary car parking is minimised or mitigated; and

- (g) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
- (h) In addition to the above, for new buildings in sub-precinct A Marina:
 - (i) The extent to which development complements the landform by designing buildings to step down east and west;
 - (ii) The extent to which highest-density buildings are designed along both sides of the Fairway Reserve to enhance on-site amenity and passive surveillance over this public space; and
 - (iii) The extent to which a continuous walking and cycling connection to the Pine Harbour Ferry Terminal is provided within the Fairway Reserve.
- (i) In addition to the above, for new buildings in sub-precinct B Village Centre:
 - (i) The extent to which multi-level buildings are designed to create a sense of enclosure and intimacy to adjacent public spaces while reinforcing a low-speed walkable environment for pedestrians;
 - (ii) The extent to which buildings and open spaces are orientated to celebrate key views toward the Hauraki Gulf and Rangitōtō Island; and
 - (iii) The extent to which design features and the selection of materiality reinforce a distinctive village character.
- (5) In addition to the above, for new buildings in sub-precinct F Employment:
 - (a) The extent to which buildings at the corner of Jack Lachlan Drive and Whitford-Maraetai are designed in response to the site's prominence in the roading network and the adjoining intersection;
 - (b) The extent to which building and landscape design should be used to frame and define edges to roads and emphasise key intersections; and
 - (c) The extent to which front activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets or open spaces; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are located in less visible locations.
- (6) Development of publicly accessible open space greater than 1000m²:
 - (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on Precinct Plan 3 and have adequate street frontage to ensure the open spaces are visually prominent and safe;

- (b) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood; and
 - (c) Encourage the location and design of open spaces to integrate with surrounding natural features including the network of permanent and intermittent streams.
- (7) In addition to the criteria under E38.12.2(7), the following criteria apply to subdivision:
- (a) The extent to which collector and local roads are provided within the precinct in general accordance with Precinct Plan 5 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform;
 - (b) If an alternative alignment is proposed, the extent to which that alignment provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - (i) The presence of natural features, natural hazards or contours and how this impacts the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for it to be delivered by a single landowner.
 - (c) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network
 - (d) The extent to which the design of road within the precinct prioritises the provision of active mode facilities including walking and cycling;
 - (e) the extent to which the design of primary and secondary collector roads and local roads are designed in general accordance with road design and cross section details provided in I.12 Appendix 1: Beachlands South Precinct, Road Design and Cross Section Details; and
- (8) Infringement to standard I.7.5 Riparian Margins:
- (a) Whether the infringement is consistent with policy I.4.11
- (9) Infringement to standard I.7.7 Stormwater Quality
- (a) Assessment criteria E9.8.2(1) apply;

- (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14); and
 - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.
- (10) Infringement to standard I.7.9 Coastal Protection Yard
- (a) Whether people and property will be susceptible to the effects of coastal hazards; and
 - (b) Whether the infringement will cause or exacerbate coastal hazards.
- (11) Infringement to I.7.11 Earthworks
- (a) The assessment criteria in E11.8.2 Land Disturbance – Regional and E12.8.2 Land Disturbance – District apply.
- (12) Subdivision of sites in sub-precinct D within the Subdivision Variation Control:
- (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.

(13) Infringement to standard I.7.16 Road Design

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies I.4(14), (15), (16) and (17).
- (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (b)(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

Commented [Unio42]: AT sub point 344.35

I.10. Special information requirements

An application for resource consent in this Precinct must be accompanied by:

- (1) Riparian Planting Plan

- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.

(2) Biodiversity Management Plan

- (a) Any application for subdivision in the precinct involving the Ecological Protected Area Network (EPAN) as identified on Precinct Plan 2 must be accompanied by a Biodiversity Management Plan for the EPAN addressing staged implementation of the following:

- (i) Native revegetation strategy and plant details including:

- Riparian planting to restore and enhance existing streams
- Terrestrial vegetation to enhance habitats and create additional habitats for terrestrial biodiversity
- Wetland buffer planting
- Wetland revegetation

- (ii) Invasive weed and mammalian pest control management measures; and

- (iii) Ongoing maintenance and enhancement measures.

(3) Archaeological Vegetation Management and Planting Plan

- (a) An application for subdivision or development along the coastal edge of the EPAN identified on Precinct Plan 2 must be accompanied by a vegetation management and planting plan which takes into account the location of recorded archaeological sites, prepared in consultation with a suitably qualified archaeologist.

(4) Integrated Transport Assessment

An application to infringe Standard I.7.3 Staging of Development with Transport Upgrades must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under Standard I.7.3 Staging of Development with Transport Upgrades.

[Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:](#)

- (a) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a reduction in vehicle trips;
- (b) Whether the transport infrastructure upgrades in standard I.7.3 Staging of Development with Transport Upgrades and Column 2 of Table 2: Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6 are sufficient and appropriate for the extent of development proposed against Column 1 of Table 2 if education or employment activities do not exist, or relevant designations and/or resource consents for these activities have not been granted within the precinct, at the time of when the application is lodged;
- (c) Whether the proposal will have a lesser or greater trip generation or similar effects on the surrounding transport network to the development mix provided for in Table 2: Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6;
- (d) Recommendations for safety monitoring of Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village to identify if any crash incident or pattern related to increased traffic flows along this section of Whitford-Maraetai Road. If monitoring is recommended, this must include an update of the crash history for this section of Whitford-Maraetai Road along with a measure of surveyed delays for right turning vehicles out of Clifton Road, Henson Road, Trig Road (north), Okaroto Drive, Waikopua Road and Matthias Place; and
- (e) Recommendations for traffic performance monitoring to establish whether the transport infrastructure upgrades specified in standard I.7.3 Staging of Development with Transport Upgrades need to be brought forward for managing adverse effects on the environment, or whether alternative mitigation measures are required.

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(5) Lizard and Bat Management Plan

- (a) An application for bulk earthworks in the precinct requiring land use consent under Chapter E11 Land disturbance – Regional must be accompanied by a Lizard and Bat Management Plan. This management plan must specify measures to salvage and relocate lizards, bats and associated habitat features from the earthworks areas to appropriate habitats within the Ecological Protected Area Network.

(6) Travel Management Plan

A Travel Management Plan (TMP) is required for commercial activities greater than 500m² within this precinct. A TMP must be prepared by a suitably qualified and experienced person and include:

- (a) Operational measures to be established on-site to encourage reduced vehicle trips;
- (b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;
- (c) Details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and
- (d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.

(7) Monitoring of Standard I.7.3 Staging of Development with Transport Upgrades

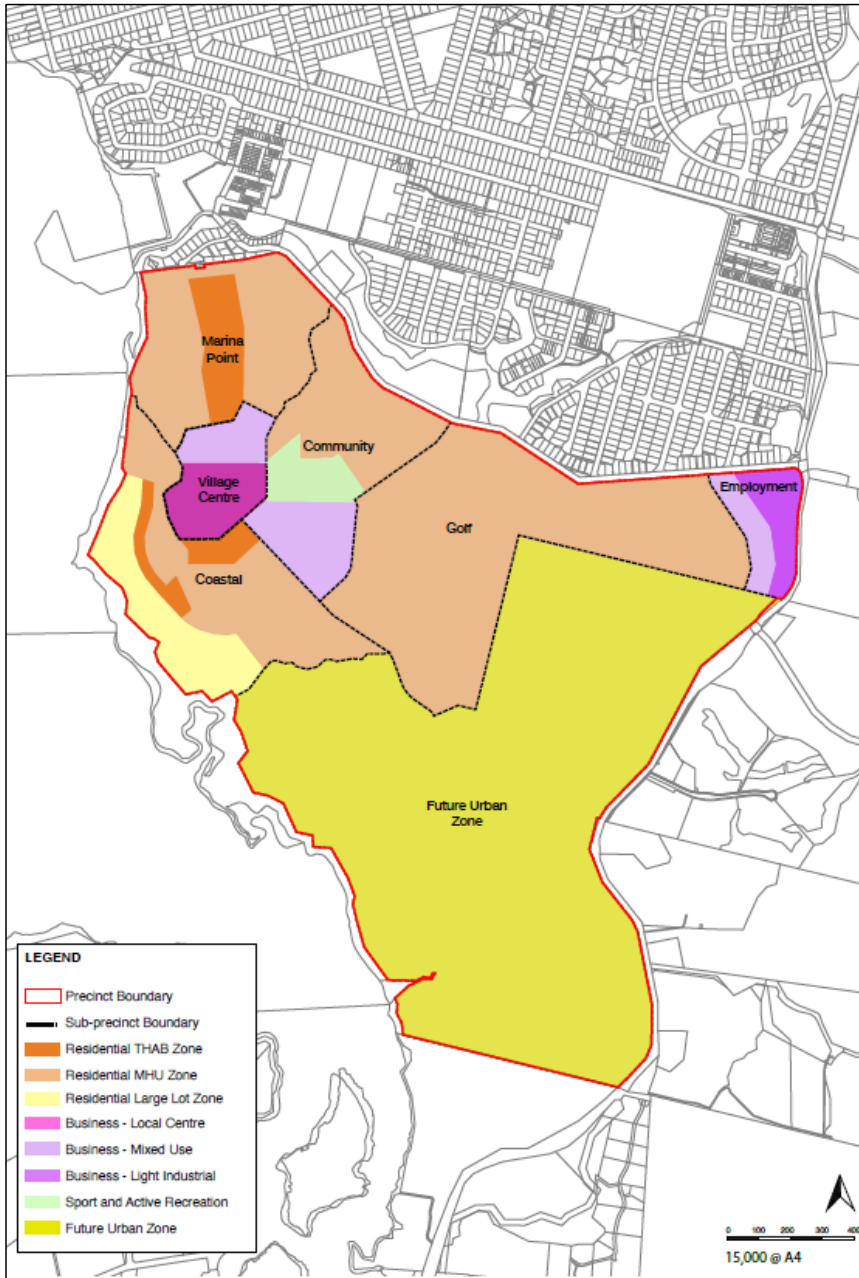
- (a) Any proposal for land use or subdivision for dwellings must demonstrate compliance with standard I.7.3 Staging of Subdivision and Development with Transport Upgrades. Any application must contain details of the maximum number of dwellings or amount of retail, commercial or community GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots).

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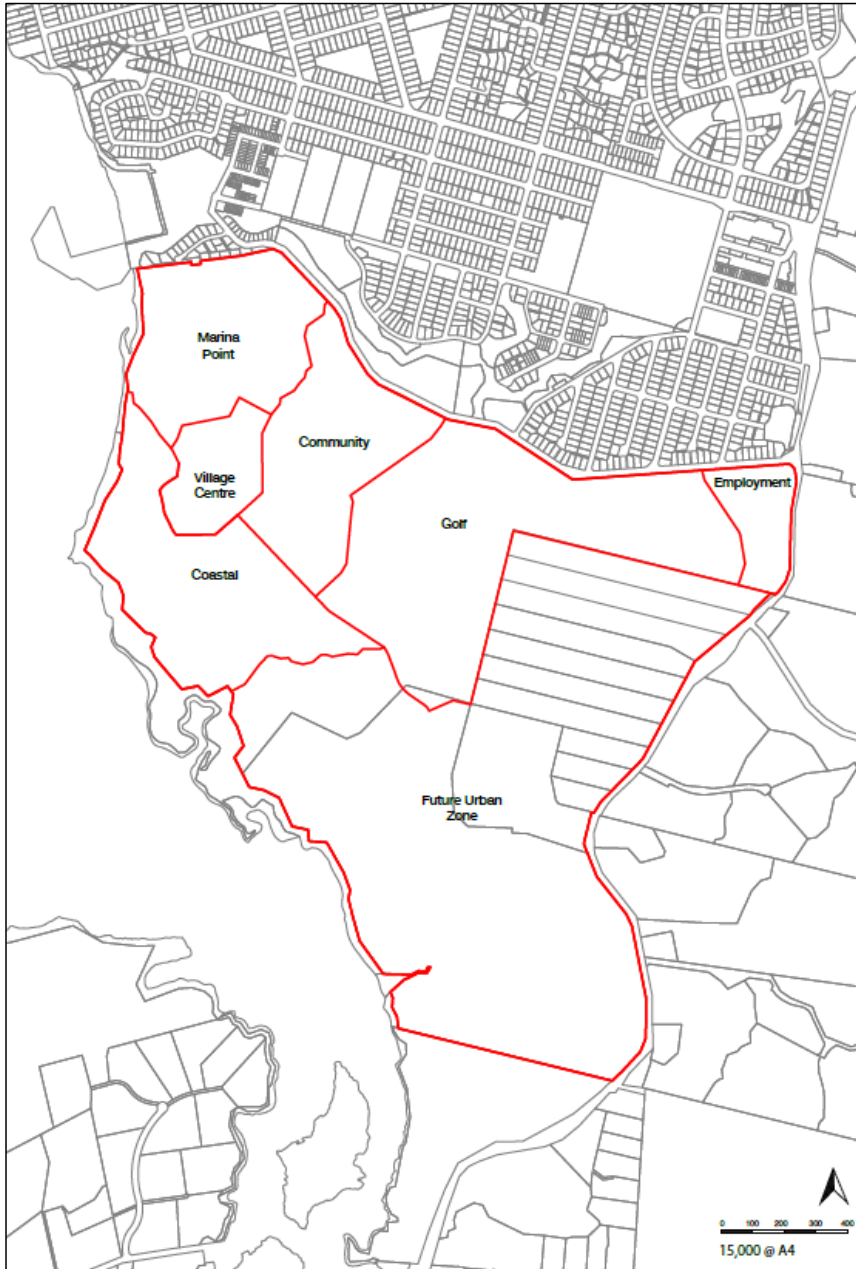
I.11. Precinct plans

Zoning and Sub-precincts Plan

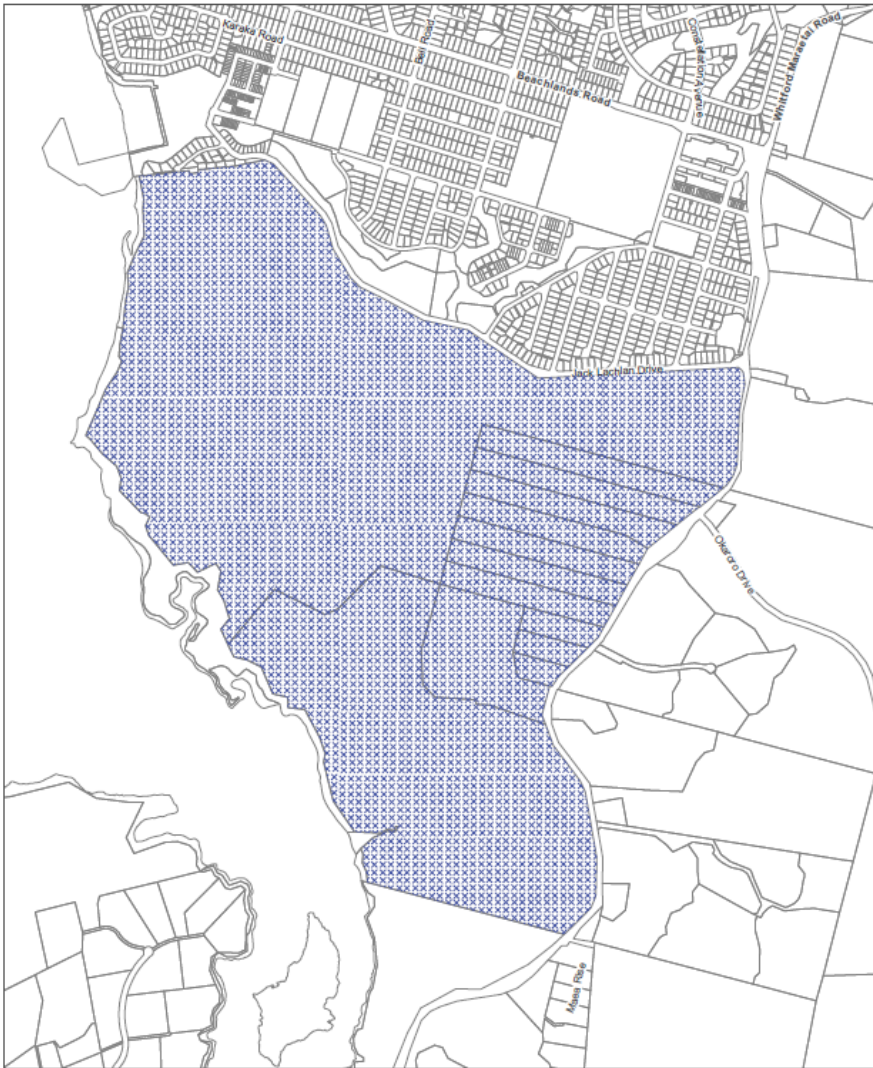
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Sub-precincts Plan



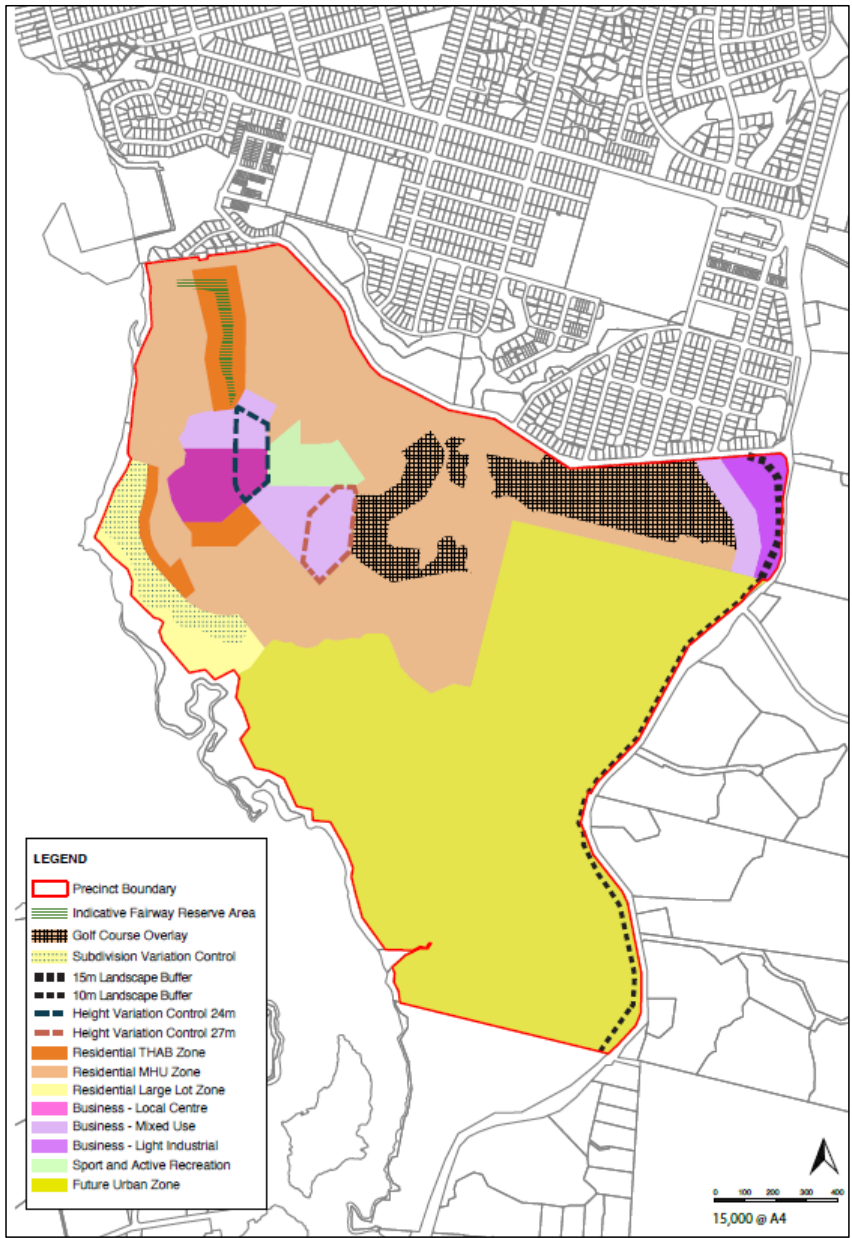
Stormwater Management Area Flow 1 (SMAF 1) Control



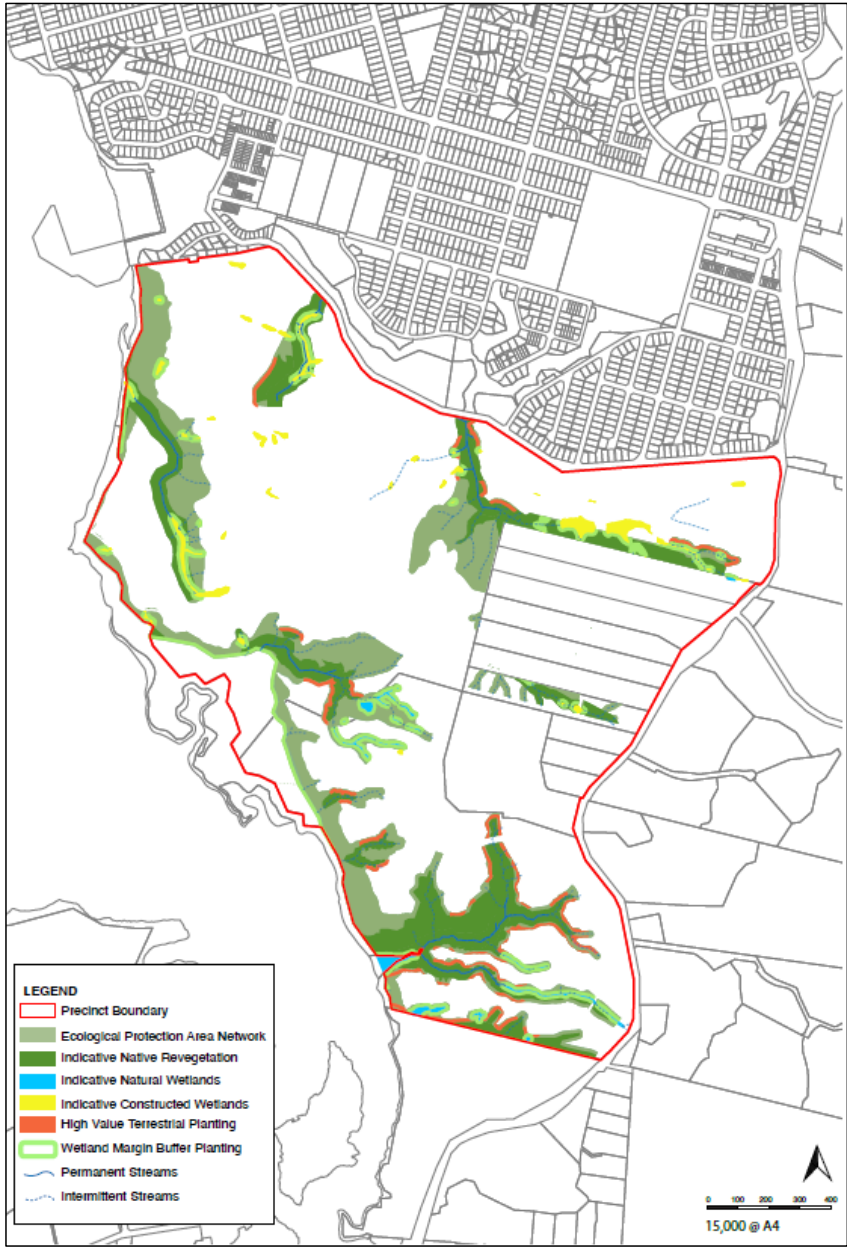
Legend
X Stormwater Management Area Control (Flow 1)

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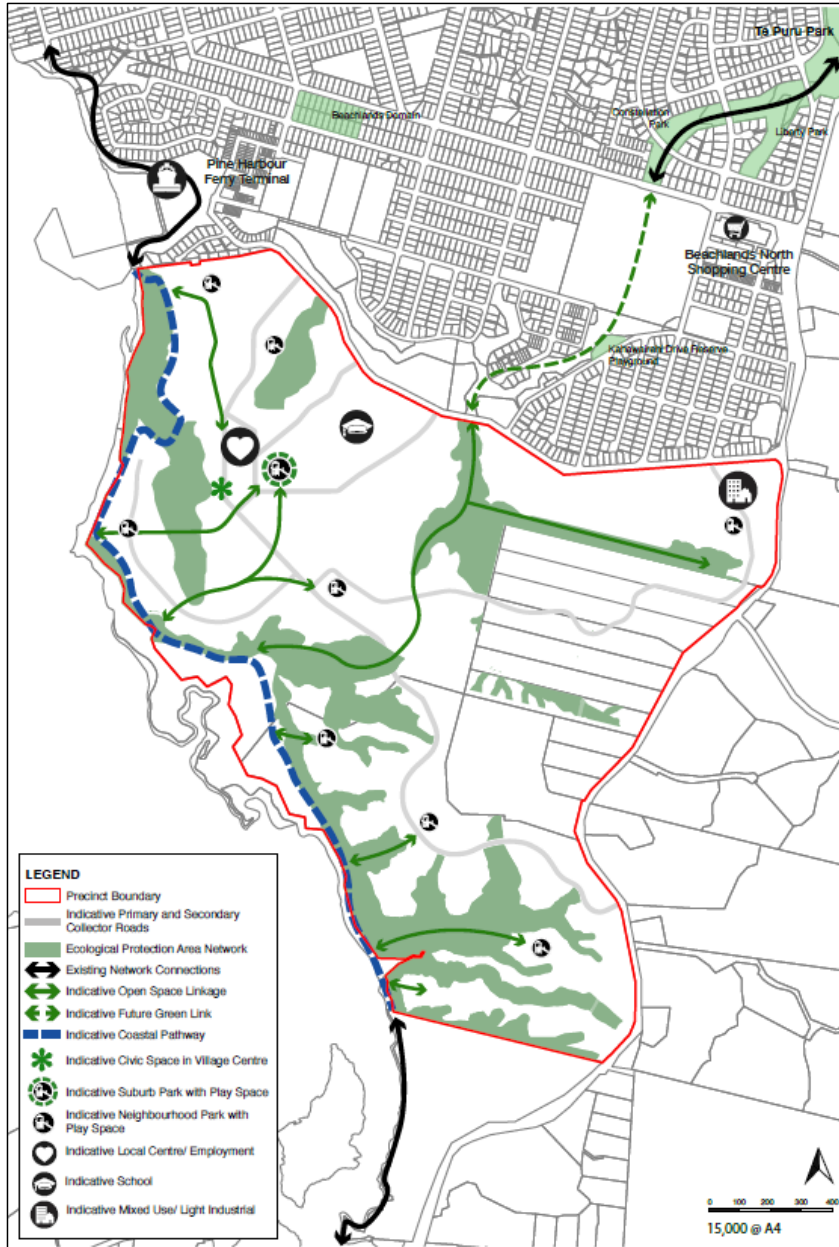
Precinct Plan 1 – Additional Controls and Overlays Plan



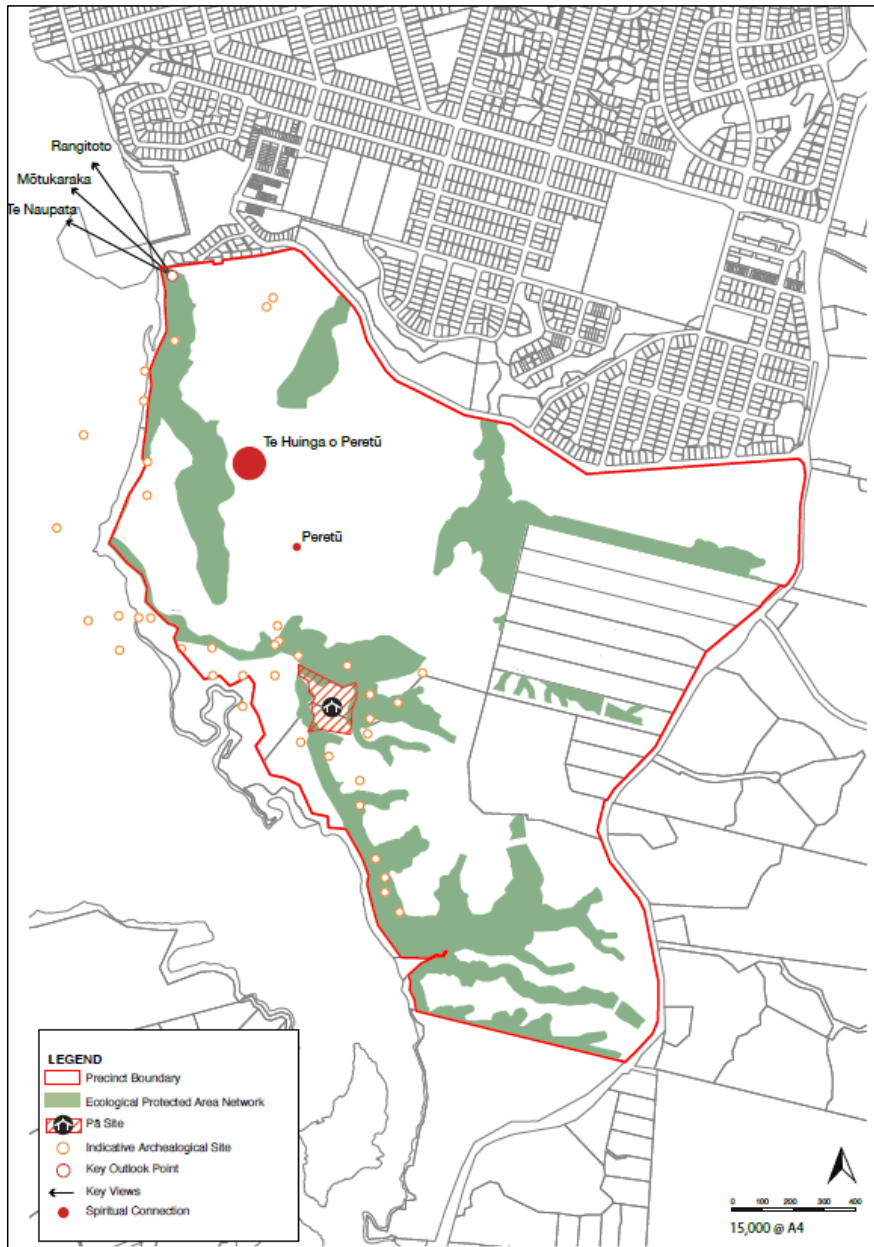
Precinct Plan 2 – Natural Features



Precinct Plan 3 – Structuring Elements

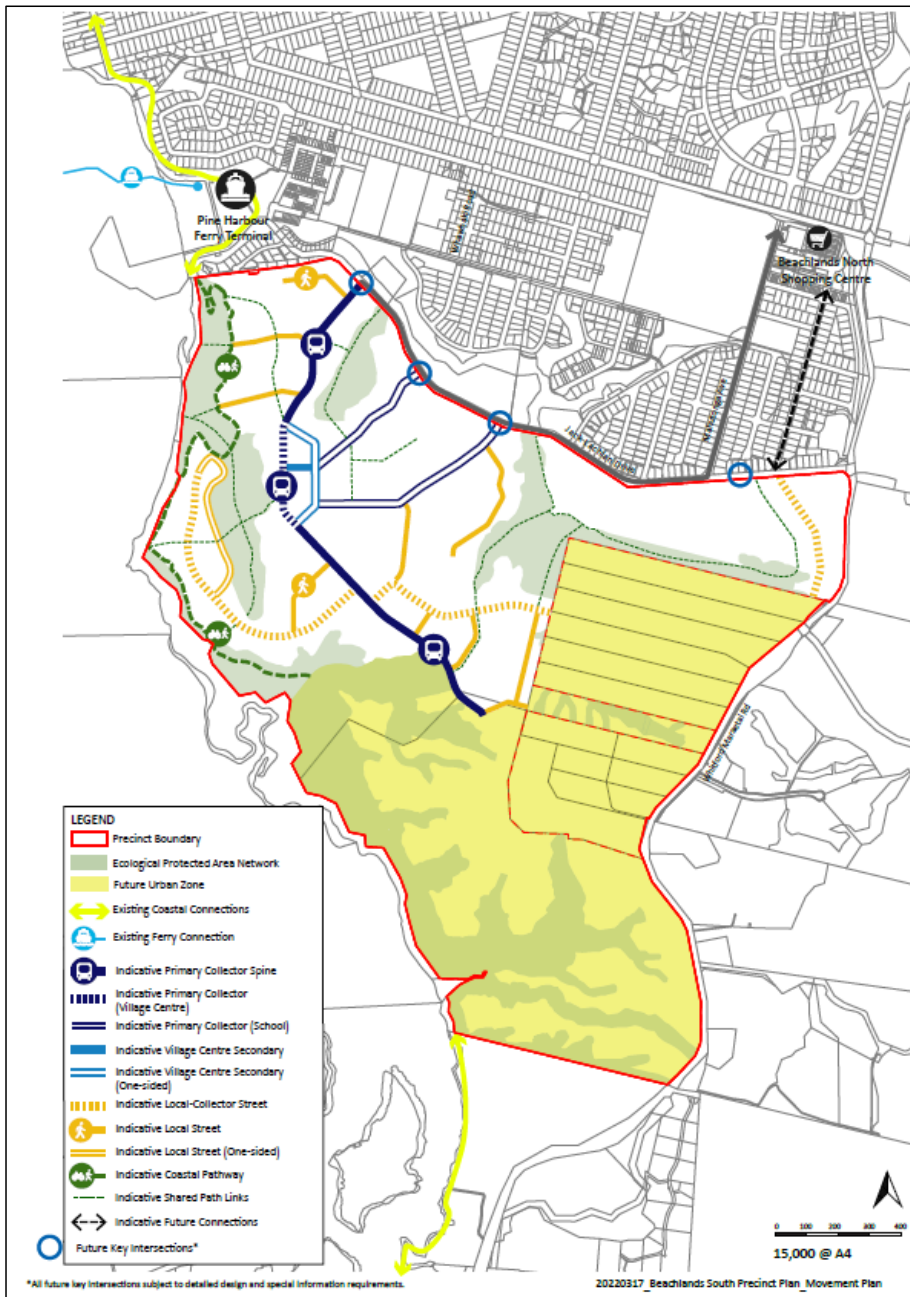


Precinct Plan 4 – Cultural Landscape



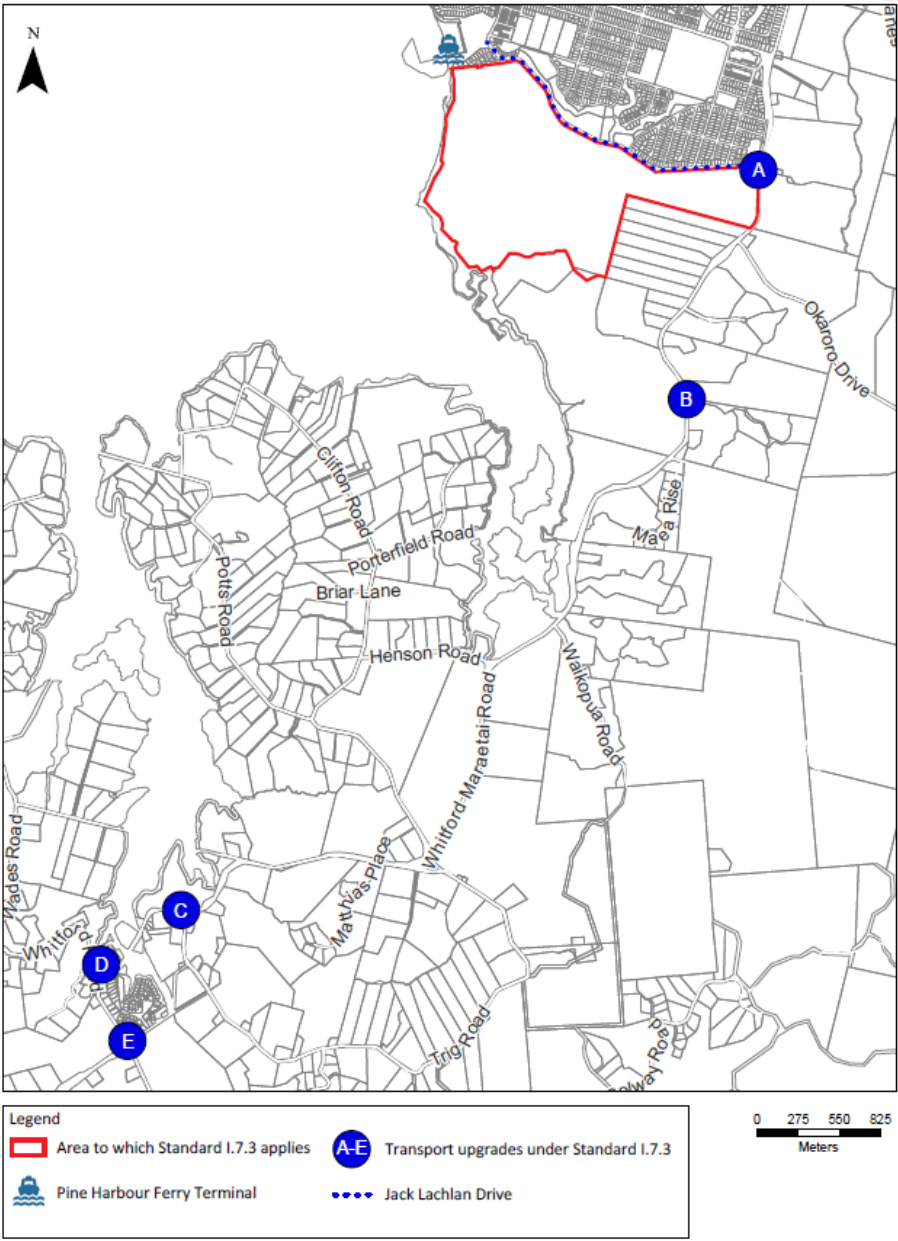
Precinct Plan 5 – Movement Network

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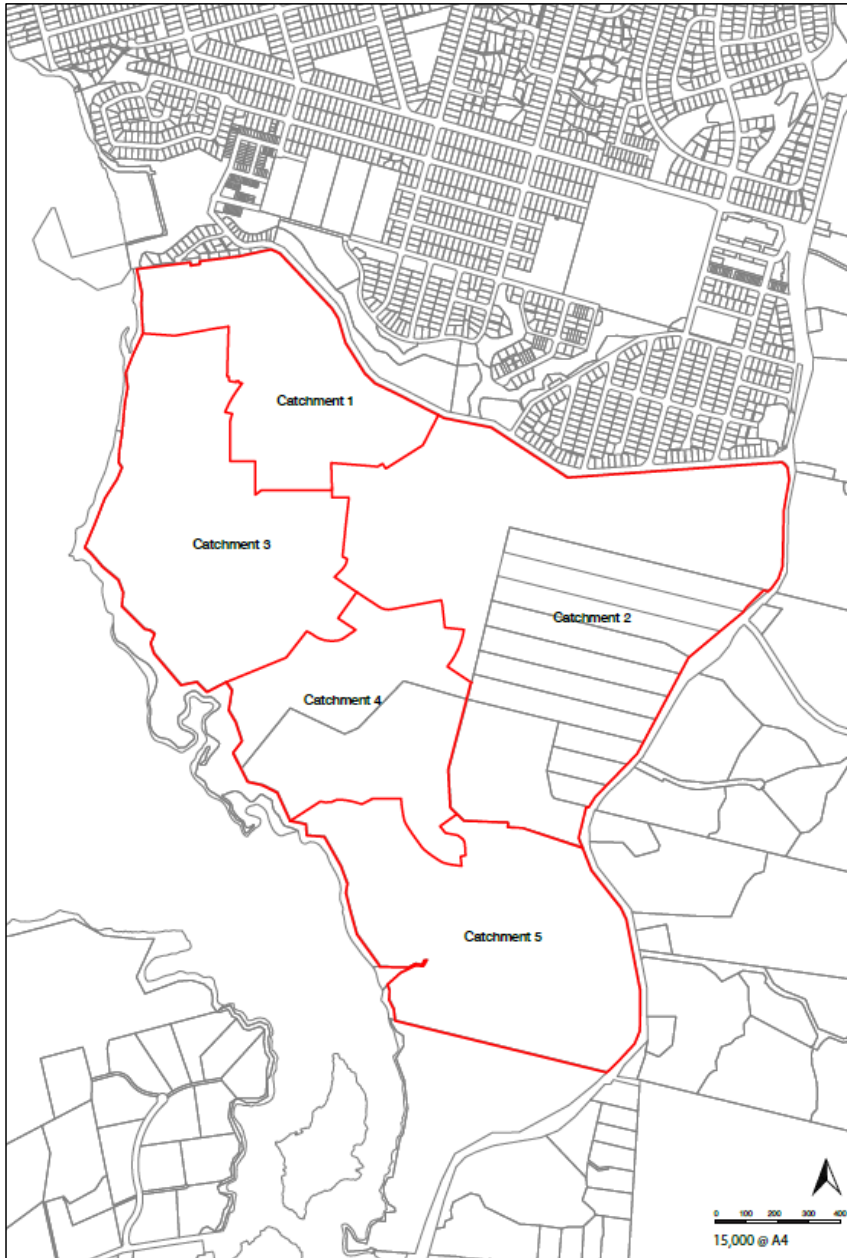


Precinct Plan 6 – Transport Staging and Upgrades

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Precinct Plan 7 – Earthworks Catchments



I.12. Appendix 1: Beachlands South Precinct, Road Design and Cross Section Details

Road Type	Corridor Width	Carriageway	Cycle Paths	Footpath	Street trees / Rain Garden / Parking	Speed Limit
Indicative Primary Collector Spine Road*	23.8m	6.8m	3.2m two-way cycleway, on one side	2m	4m planted swale / bus stops, on both sides	40 kph
Indicative Primary Collector (Village Centre)	23.8m	6.8m	3.2m two-way cycleway, on one side	2.5m	2.8m swale/loading/ Placemaking	40 kph
Indicative Primary Collector (School Road)	23.6m	6.8m	3.2m two-way cycleway, on one side	2.5m	2.8m planted swale	40 kph
Indicative Village Centre Secondary Road	19.2m	6.4	Not required	4m	2.4m parking and trees	40 kph
Indicative Village Centre Secondary Road (One-sided)	19.2m	6.4m	Not required	2.5m	2.4m parking and trees	40 kph
Indicative Local-Collector	16.5m	5.4m	Not required	3.5m	2.5m parking and trees	30 kph
Indicative Local Street	15m	5.4m	Not required	2.0m	2.5m planting/parking on one side, and 1.5m planting on other side	30 kph
Indicative Local Street (One-sided)	11.5m	5.4m	Not required	2.0m	2.5m planting/parking on one side	30 kph

*Primary Collector Spine Road intersections with Jack Lachlan Drive shall be signalised.

Commented [Unio48]: Beachlands Avenues Ltd sub point 205.2

[Indicative Road Design cross-sections all deleted]

Commented [Unio49]: AT sub point 344.35