

I hereby give notice that a hearing by commissioners will be held on:

Date: Monday 27, Tuesday 28, Wednesday 29,
Thursday 30 November and Friday 1 Dec
November 2023

Time: 9.30am

Meeting room: Uxbridge Theatre

Venue: Ground Floor, Uxbridge Arts and Culture
35 Uxbridge Road, Mellons Bay, Auckland

PRIVATE PLAN CHANGE 88

ADDENDUM HEARING REPORT

**110 JACK LACHLAN DRIVE; AND 620, 680, 682,
702, 712, 722, 732, 740, 746, 758 AND 770
WHITFORD-MARAETAI ROAD, BEACHLANDS.
BEACHLANDS SOUTH LIMITED PARTNERSHIP**

COMMISSIONERS

Chairperson Vanessa Hamm
Commissioners Dr Ian Boothroyd
Trevor Mackie

Sidra Khan
KAITOHUTOHU WHAKAWĀTANGA
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WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

**A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY
BEACHLANDS SOUTH LIMITED PARTNERSHIP**

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Reporting officer, Chloe Trenouth, Planner

**Private Plan Change 88 - 110 Jack Lachlan Drive; and 620, 680, 682, 702, 712, 722, 732, 740, 746, 758 and 770
Whitford-Maraetai Road, Beachlands.
Monday 27, Tuesday 28 and Wednesday 29 November 2023**



Addendum Hearing Report for Proposed Private Plan Change 88: Beachlands South to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under the Resource Management Act 1991

Report to:	Hearing Commissioners
Hearing Date/s:	27-29 November 2023
File No:	Hearing Report – Proposed Private Plan Change 88 (PC88)
File Reference	U:\CPO\RLP\FC\LUP\UP MODIFICATIONS\PC88 – BEACHLANDS SOUTH
Report Author	Chloe Trenouth, Consultant Planner
Report Approvers	Craig Cairncross, Team Leader Planning South, Plans and Places
Report produced	13 November 2023

Summary of Proposed Private Plan Change 88 Beachlands South: A Private Plan Change application by Beachlands South Partnership Limited to rezone approximately 307 hectares of land at 110 Jack Lachlan Drive; and 620, 680, 682, 692, 702, 712, 722, 732, 740, 746, 758 and 770 Whitford-Maraetai Road in Beachlands from Rural – Countryside Living to a combination of residential, business and open space zones, with a new precinct and SMAF-1 Control.

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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
AUP	Auckland Unitary Plan
BSLP or 'the applicant'	Beachlands South Limited Partnership
EPAN	Ecological Protection Area Network
FULSS	Future Urban Land Supply Strategy 2017
FUZ	Future Urban Zone
NPS-UD	National Policy Statement for Urban Development
PC88 or 'Plan Change'	Proposed Private Plan Change 88
RMA	Resource Management Act 1991
RPS	Regional Policy Statement
S42A Report	Section 42A hearing report
VKT	Vehicle Kilometres Travelled

Attachments

Attachments	
Attachment 1	Specialist peer review addendum report - Economics
Attachment 2	Specialist peer review addendum report - Transport
Attachment 3	Updated Table of recommendations on submissions

Executive Summary

1. Proposed Private Plan Change 88 (**PC88** or **Plan Change**) to the Auckland Unitary Plan (Operative in Part) (**AUP**) seeks to rezone approximately 307 hectares of land south of Beachlands township from Rural – Countryside Living zone to a mix of business, residential, open space and future urban zones. A new precinct is proposed to replace the existing Whitford precinct (and sub-precinct) provisions. The request also seeks to extend the Stormwater Management Area Flow 1 control over the plan change area.
2. The Section 42A hearing report (**S42A Report**) released on 18 September 2023 recommended PC88 be declined because it would not:
 - assist the council in achieving the purpose of the Resource Management Act 1991
 - give effect to the National Policy Statement for Urban Development or the National Policy Statement for Indigenous Vegetation
 - give effect to the Regional Policy Statement
 - be consistent with parts of the AUP regional plan
 - be consistent with the Auckland Plan
 - be consistent with the Franklin Local Board Plan
 - be consistent with the Future Urban Land Supply Strategy
 - be consistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Plan or the Emissions Reduction Plan
 - be consistent with the Regional Land Transport Plan.
3. Expert conferencing took place between 27 October and 8 November to discuss matters in contention in order narrow the issues and confirm any areas of agreement or disagreement to assist the Hearing Commissioners. Expert conferencing was undertaken for the following topics and Joint Witness Statements (**JWS**) are available on the hearing webpage:¹
 - a. Ecology and Planning
 - b. Landscape, Urban Design and Planning
 - c. Heritage and Planning
 - d. Potable Water, Wastewater and Planning
 - e. Stormwater / Flooding and Planning
 - f. Transport and Planning
 - g. Strategic, Sustainability and Planning; and

¹

<https://onedrive.live.com/?authkey=%21AHHyHfisbT%5FAgos&id=943FC6A80B823296%2131624&cid=943FC6A80B823296>

h. Planning.

4. Hearing Direction 3 from the Hearing Panel, issued on 7 September 2023, indicated that an addendum S42A report shall be prepared if required. The purpose of this addendum S42A report is to update the assessment, conclusions and recommendations as necessary to assist the Hearing Panel.
5. This addendum S42A report has been prepared in accordance with section 42A of the RMA. The discussion and recommendations in this report are intended to assist the Hearing Panel, the requestor and those persons or organisations that lodged submissions on PC88. The recommendations contained within this report are not the decisions of the Hearing Panel.
6. This report also forms part of council's ongoing obligations to consider the appropriateness of the proposed provisions, as well as the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised in submissions on PC88.
7. On the basis of the information available at the time of preparing this addendum S42A report, acknowledging that several matters in contention have been resolved, my recommendation that PC88 be declined remains.

1. Proposed Plan Change

8. At the time of preparing this addendum S42A report there had been no changes made by the applicant to the overall zoning pattern or structure of PC88. However, the planning witnesses for the applicant agreed to remove the proposed Open Space Sports and Recreation zone and apply an appropriate zoning through their rebuttal evidence.
9. The joint planning evidence of Vijay Lala and Nicholas Roberts attached a revised set of Beachlands South Precinct provisions (**precinct provisions**). Further revisions were made in response to expert conferencing and compiled by the applicant's planners in a conferencing version that was discussed at the planning conferencing.
10. In summary, I consider the key amendments proposed to the notified version of PC88 to include:
 - a. Reduction of total anticipated development capacity down from 2900 dwellings to 2700 dwellings as a result of increasing the trip rate for apartments;
 - b. Amendments to address staging of subdivision and development with transport upgrades, including a new Objective I.3(10A) and Policy I.4(13A) requiring transport upgrades in advance of development, amendments to Policy I.4(12) to support mode shift to public transport;
 - c. Amendments to Standard I.7.3 to remove non-residential activities, include additional transport upgrades, and strengthen requirements to support transport upgrades in advance of development, and reduce the trigger for discretionary activity to 2700 dwellings;
 - d. Amendment to Standard I.7.7 Stormwater quality to require all impervious surfaces to be treated;
 - e. Amendments to Standard I.7.5 Riparian Margins to remove the ability to count riparian margin planting towards offsetting or compensation planting;
 - f. Amendment to Standard I.7.8 Fairway Reserve to require provisions prior to occupation of buildings in sub-precinct A;

- g. New Standard I.7.16 Road Design Standards requiring subdivision and/or development to comply with the Road Design Standards, and reinstatement of E27.6.1 Trip Generation;
 - h. New Standard I.7.17 requiring construction of the coastal walkway prior to occupation of any building in the marina Point and Coastal sub-precincts;
 - i. Amendments to matters of discretion and assessment criteria to provide for the assessment of funding arrangements, quality of walking and cycling, road design standards, stormwater and flooding; and
 - j. New Special Information Requirements for Integrated Transport Assessments, Travel Management Plans, Monitoring of Standard I.7.3 Staging of Development with Transport Upgrades, Coastal Bird Management Plan, and Transport Design Report.;
 - k. Deletion of all MDRS provisions to rely on underlying zones; and
 - l. Amendments to precinct plans including:
 - Removal of Stormwater Management Area Flow 1 Control from FUZ;
 - Precinct Plan 1 Additional Controls and Overlays Plan to identify both Height Variation Control areas are 24m;
 - Precinct Plan 3 Structuring Elements to identify all elements are indicative and subject to detailed design and investigation as part of the resource consent process;
 - Precinct Plan 4 Cultural Landscape to confirm indicative location of archaeological sites;
 - Precinct Plan 5 Movement Network to only apply to the proposed live zoned area of the plan change and confirm indicative through routes to Whitford Maraetai Road; and
 - Precinct Plan 6 Transport Staging and Upgrades to identify additional upgrades including the intersection of Sommerville Road/Whitford Road/Point View Road and the Whitford Bypass.
11. I understand a further revised set of precinct provisions will be attached to the joint planning rebuttal evidence of Mr Lala and Mr Roberts.

2. Analysis of the section 32AA report and any other information provided by the applicant

12. In response to the amendments proposed to the precinct provisions through the applicant's joint planning evidence, a Section 32AA evaluation was attached to the joint planning evidence of Mr Lala and Mr Roberts.² My comments on the original Section 32 Evaluation Report remain relevant as I do not consider the objectives of PC88 to be the most appropriate way to achieve the RMA.
13. I have reviewed the Section 32AA evaluation and agree that the submissions identified provide scope for the proposed amendments to the precinct provisions. Many of the amendments proposed provide further clarity and certainty, addressing issues raised by submitters and the S42A Report, and will support the cascade of provisions.
14. If PC88 is approved, I generally consider the further evaluation provided to demonstrate that the revised provisions are the most appropriate to achieve the objectives of the Plan Change.
15. My key concern with the precinct provisions is whether Standard I.7.7 is effective and efficient because it is complex and I consider there to be risks with implementing the standard. I note that in

² Joint Planning Evidence of Vijay Lala and Nick Roberts, Appendix 1 Section 32AA Evaluation.

order to meet Standard I.7.7, an applicant is required to agree on an Augier basis to the imposition of a condition requiring that no dwellings are occupied until relevant infrastructure upgrades are constructed and operational (Standard I.7.7(2)). I acknowledge that the provisions are modelled on the Drury East Precinct which was recently made operative. However, I do not consider the fact that provisions are operative to necessarily mean that they can be reasonably applied elsewhere.

16. In my opinion the complexity of Standard I.7.7 is required because there are significant transport issues that cannot be easily mitigated, demonstrating that Beachlands is not an appropriate location for the scale of growth proposed. Overall, I remain of the opinion that the objectives of the operative Rural-Countryside Living Zone and the Whitford Precinct are the most appropriate way of achieving the purpose of the RMA and to give effect to NPS-UD and the RPS.

3. Assessment of effects

17. The following discussion outlines issues identified in the S42A Report that have been resolved having considered the evidence submitted and participated in expert conferencing, and highlights key outstanding issues in contention.

3.1. Landscape and urban design

18. Several detailed matters regarding landscape and urban design effects were raised by Rebecca Skidmore (Sections 8.1 and 8.2 S42A Report) along with recommended amendments to the precinct provisions. These matters are addressed in the JWS Landscape, Urban Design and Planning dated 27 October 2023 and in general were resolved through agreed amendments to the precinct provisions.
19. I consider the key outstanding issue to be the adverse effects of PC88 on the character of the wider Beachlands rural lifestyle area and Whitford Village.
20. I acknowledge the Formosa Golf Course does not have a rural character because it is a manicured landscape. However, I consider the rest of the plan change area does have a rural character as reflected by its Rural - Countryside Living zone. I accept that elements of the proposed live zone would enhance the character of Beachlands provided they occur (i.e. coastal walkway, EPAN, primary and secondary schools, retail and commercial activities). However, I do not consider the proposed FUZ to provide these same benefits as discussed in the JWS Landscape, Urban Design and Planning (paragraph 3.12):

Chloe Trenouth, Peter Reaburn and Rebecca Skidmore do not believe that the FUZ will maintain or enhance the character of Beachlands because it starts to lengthen the extent of the urban area and undermine the benefits of the compact urban form PPC88 is trying to achieve. If Beachlands is determined to be an appropriate location for urban expansion, the FUZ zoning should be removed.

21. I acknowledge Peter Reaburn's planning evidence on behalf of the council as submitter, which describes the planning of Beachlands and the efforts that were previously made to maintain the existing character as sought by the community.³ As discussed in the S42 Report (Section 11.4) many submissions on PC88 raise concerns about the impact of urbanisation on the existing character of Beachlands. While the landscape experts may not consider the Plan Change to have significant adverse effects, the number of submissions seeking that PC88 be declined indicates that many residents are concerned about the scale of growth proposed and its impacts on character.
22. The evidence of Nick Williamson on behalf of the Whitford Residents Association raises particular concerns about the impacts of PC88 on the character of Whitford Village. I did not specifically discuss this issue in the S42A Report but agree with Mr Williamson that adverse effects on the character of

³ Peter Reaburn planning evidence dated 24 October 2023 (paragraph 9.18).

other villages is a relevant consideration. This matter was discussed at expert conferencing on landscape and urban design, as well as planning in relation to the policy framework.

23. I agree with Mr Williamson and Mr Reaburn that increased traffic through Whitford Village and the proposed Whitford roundabout upgrade would have adverse effects on the village's character by increasing traffic and impacting accessibility. I am aware that the Whitford Bypass was previously proposed to mitigate the impacts of growth at Beachlands on the road and character of the village, which is why the Manukau City Council designated it. The transport experts agree that if the Whitford Bypass was implemented the proposed roundabout upgrade would not be required (JWS Transportation and Planning Day 2, paragraph 3.8). In my opinion, the Whitford Bypass must be implemented to maintain the character of Whitford Village. I consider the increased volume of traffic through the village, and the subsequent intersection upgrade would have significant adverse effects on the village's character.
24. For the reasons stated in the S42A Report (paragraph 169-170) and having considered the evidence of Mr Reaburn and Mr Williamson, I consider PC88 will have significant adverse effects on the wider rural lifestyle character of Beachlands and the character Whitford Village.

3.2. Economic effects

25. Expert conferencing on economic effects did not resolve the key economic issues raised in the S42A Report (Section 8.3), and these remain in contention as recorded in the JWS Strategic, Sustainability and Planning dated 2 November 2023.
26. Derek Foy has prepared an addendum report (**Attachment 1**) outlining the key outstanding economic issues to be infrastructure costs, employment self-sufficiency, dwelling yield, and the appropriateness of the plan change area as a location of growth that would contribute to a well-functioning urban environment.
27. I consider that more than sufficient development capacity is available within the East Auckland Housing Market to meet projected demand and acknowledge that PC88 seeks to meet market demand rather than specifically provide development capacity. All planning experts agreed that there would be sufficient development capacity with or without PC88 (paragraph 3.11, JWS Planning).
28. In my opinion, the key economic issue is that Beachlands is not an appropriate location for urban growth because accessibility is limited and the costs of infrastructure are significant to service a peripheral area. Approximately 70% of workers living in Beachlands (2018) travelled outside the area to work, and this pattern is anticipated to continue because there would be limited employment available locally and the large employment hubs in South Auckland (i.e. East Tamaki, Airport) will remain attractive places to work for those living in Beachlands.

3.3. Heritage and archaeology

29. The joint planning evidence of Mr Lala and Mr Roberts on behalf of the applicant and expert conferencing on Heritage and Planning addresses the issues raised by Rebecca Ramsay and Megan Walker (Section 8.5 S42A Report) about potential impacts on historic heritage values and archaeology. This matter is addressed in the JWS Heritage and Planning dated 27 October 2023.
30. I am satisfied that although the pā site (R11/1619) meets the threshold for being included in the AUP Schedule 14.1 Historic Heritage, the precinct provisions would adequately manage potential adverse effects. Therefore scheduling is not required.
31. I note that Precinct Plan 4 Cultural Landscape has been amended through the joint planning evidence of Mr Lala and Mr Roberts to confirm indicative archaeological sites are on the land and not in the sea.

32. There are no remaining issues in contention for heritage.

3.4. Flooding and stormwater management

33. In terms of stormwater management, the proposed amendments to Standard 1.7.7, as agreed in the JWS Planning dated 8 November 2023, will address concerns raised by Zheng Qian and Amber Tsang (Section 8.7 S42A Report) to ensure stormwater quality treatment for all impervious surfaces. It was also agreed that Policy I.4(23) will need to be amended to reflect the revised stormwater quality Standard and that assessment criteria is needed to address stormwater management generally at the time of subdivision and development. Mr Lala and Mr Roberts have indicated that they will address these provisions in their rebuttal.
34. The issue of flooding was not fully resolved at expert conferencing. Flooding is a key issue because there are existing flood impacts to properties at the bottom of Jack Lachlan Drive that could be exacerbated if stormwater from the plan change area is not adequately managed during flood events up to the 1% AEP.
35. The evidence of Campbell McGregor on behalf of the applicant indicates that attenuation will be required for all sub-catchments, with peak flow attenuation to 100% of the peak pre-development rate in the 1% AEP event for sub-catchments 1 and 2 which discharge to Jack Lachlan Stream (paragraph 11.29 - 11.31). This approach is supported by Ms Qian, but concern remains about how to ensure that this occurs at the time of subdivision and development and flood risks are not exacerbated.
36. Ms Qian remains concerned that the flood modelling undertaken by the applicant does not adequately demonstrate how flood risk mitigation would be achieved, as recorded in the JWS Stormwater / Flooding and Planning dated 31 October 2023. The effects of climate change and the cumulative effects of development have the potential to increase the level of attenuation that may need to be provided within the plan change area to reduce the risks of increased flooding downstream. I agree with Ms Qian and Ms Tsang that the flood management approach relied upon at the plan change stage to demonstrate how adverse effects on the environment will be mitigated needs to be included as precinct provisions.
37. If the Plan Change is approved, I recommend the following precinct provisions to provide certainty that flooding effects can be adequately considered and addressed at the time of subdivision or development. The assessment criteria are based on the conferencing version of the precinct provisions.

Policy 23A – Require subdivision and development to avoid any increase in downstream flooding effects on people, property and infrastructure on Jack Lachlan Drive up to the 1% AEP flood event.

Assessment criteria - Stormwater and flooding (all subdivision and development)

- (a) Whether **subdivision and** development are in accordance with an approved Stormwater Management Plan and policies I.4.(22) – (23), **(23A)**;
- (b) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment; and
- (c) Whether the proposal ensures that **subdivision and** development manage flooding effects ~~upstream or and~~ downstream of the site ~~and in the Beachlands South~~ precinct so that the risks to people and property (including infrastructure) **on Jack Lachlan Drive** are not increased for all flood events, up to a 1% AEP flood event **including:**

- i. Effects of climate change on flood attenuation within stormwater management devices; and
- ii. Cumulative effects of subdivision and development.

38. Subject to agreement on the most appropriate provisions to address flooding risk, there are no remaining issues in contention for stormwater and flooding.

3.5. Water Supply

39. The evidence of Brett Sinclair and Maria Johnson on behalf of the applicant addresses the concerns raised by submitters and David Russell (Section 8.8 S42A Report) about the capacity of the aquifer to meet the water supply needs to service PC88. This matter is addressed in the JWS Potable Water, Wastewater and Planning dated 30 October 2023.
40. I no longer have concerns about the sufficiency of the water supply. I understand that water quality is regulated nationally under the Water Services Act 2021, and a Water Treatment Plant will be required to meet any drinking water standards.
41. Submissions that seek that PC88 be declined or, if approved, amended due to water supply issues are therefore recommended to be accepted in part because my recommendation to decline the Plan Change is for other reasons.
42. There are no remaining issues in contention for water supply.

3.6. Ecology

43. Issues raised by Jason Smith (Section 8.9 S42A Report) of double counting riparian margin planting were discussed in expert conferencing and addressed by revisions to the precinct provisions. This matter is addressed in JWS Ecology and Planning dated 27 October 2023.
44. There are no remaining issues in contention for ecology.

3.7. Open Space

45. Open space issues raised by Gerard McCarten (paragraph 8.12 S42 Report) regarding the number and location of neighbourhood parks, and the Open Space Sport and Active Recreation zone were resolved through expert conferencing, as recorded in the JWS Planning (paragraphs 3.83 – 3.88).
46. As noted above (Section 1) the applicant's planner agree to remove the Open Space – Sport and Active Recreation zone.
47. If the Plan Change is approved, I am satisfied that adequate provision for open space is identified in Precinct Plan 3 – Structuring Elements, and the assessment criteria will enable open space to be implemented. Indicative open space may be privately or publicly owned.
48. There are no remaining issues in contention for open space.

3.8. Transport

49. Transport effects are a key issue in contention for PC88 as discussed in the S42A Report (Section 8.13). Wes Edwards and I attended expert conferencing on transport, and while some detailed matters were resolved the fundamental issues were not.

50. Mr Edwards has prepared an addendum report (**Attachment 2**) determining that his concerns remain for the following reasons:
- a. The applicant’s assessment of transport effects is overly optimistic;
 - b. The volume of traffic added to Whitford-Maraetai Road and the connections beyond is underestimated, so the transport infrastructure may be required earlier than provided for, and additional work to address the adverse road safety effects may also be required.
 - c. PC88 is inconsistent with the planning framework and with best practice transport planning.
51. I do not consider the precinct provisions to be adequate to mitigate potential adverse transport effects because of the peripheral location of Beachlands.

3.9. Infrastructure funding

52. Funding issues raised by the S42 Report (Section 8.14) and in the evidence of Auckland Transport and Auckland Council as submitter were not resolved at expert conferencing.
53. Evidence on behalf of Auckland Transport from Mark Laing and Les Lewer indicates that the total costs of roading upgrades would be between \$421M and \$724M, which is significantly higher than the funding to be provided by the applicant of \$59M. Costs associated with improvements to the ferry service are not quantified by Auckland Transport, and the applicant proposes to contribute \$16M.
54. Supplementary evidence from Mr Laing dated 10 November 2023 identifies some reductions in the costs estimates for transport upgrades previously provided to reflect the applicant’s proposed intersection upgrades and an assumption that the Whitford Bypass is in place. Mr Laing identifies costs of safety upgrades on Whitford-Maraetai Road could be reduced by between \$11M and \$22M, and the four-laning of Whitford-Maraetai Road by between \$54M and \$103M.⁴ I understand that even if the safety improvements are implemented on Whitford-Maraetai Road, a full upgrade to four lanes would be required at some point in response to urbanisation associated with PC88. Therefore I understand the total costs of transport upgrades for roading to be between \$367M – \$621M.
55. Mr Lala and Mr Roberts consider an appropriate funding agreement can be reached with Auckland Transport to support increased capacity and frequency of ferries (JWS Transport and Planning Day 1 dated 1 November 2023, paragraph 3.20). The corporate evidence of Matthew Rednall of Auckland Transport notes that the additional costs of providing additional ferry patronage have not been quantified and a funding agreement is likely to be complex because it would “potentially entail an ongoing operational cost as well as assessment of any risk to AT from purchasing additional ferries that had a short operational life.”⁵
56. I acknowledge that the transport experts agreed that it would be technically feasible to accommodate larger boats (115-136 seats) within the Pine Harbour Marina. However, as the Marina is privately owned, any upgrades required to facilitate an improved service are subject to agreements with the owner. An assessment by Navigatus Consulting on the practicality of using the existing terminal at Pine Harbour Marina for higher capacity ferries attached to the joint transport evidence of Darryl Hughes and Brett Harries indicates that approximately 20 berths would have to be removed to provide for the larger vessels.⁶ While technical feasible it is unclear whether this is achievable or what the costs would be.
57. Mr Rednell confirms the importance of aligning land use and transport planning with a high level of certainty around funding because otherwise there will continue to be significant deficiencies in the

⁴ Supplementary evidence of Mark Laing dated 10 November 2023 (Section 3).

⁵ Evidence of Matthew Rednall dated 26 October 2023 (paragraph 8.33).

⁶ Joint transport evidence of Darryl Hughes and Brett Harries dated 9 October 2023 (Appendix B).

provision and coordination of transport responses to the dispersed growth that is enabled across the region (paragraph 6.78). The evidence of Brigid Duffield on behalf of the council as submitter identifies that while it may be feasible to fund additional ferry and bus services to Beachlands this “would not be a priority and would likely reduce the funding available for providing passenger transport services to planned growth areas in other parts of the region.”⁷

58. The total quantum of infrastructure costs remains unclear, and therefore I am not sure whether the Infrastructure Funding and Financing levy proposed by the applicant would be reasonable as previously indicated by Crown Infrastructure Partners.⁸ The total number of dwellings within the proposed live zone area is now reduced to 2700 which would also increase the per dwelling costs.
59. All experts agree that committed funding is not required for a plan change, but I consider it to be important to ensure that the infrastructure costs are understood and can be funded (JWS Strategic, Sustainability and Planning paragraph 3.34). I do not consider the total quantum of infrastructure costs and how they will be funded to be fully understood by all parties for the following reasons:
 - a. No commitment to upgrade or contribute funding to the upgrade of Whitford Maraetai Road to four lanes;
 - b. Costs of Whitford Bypass and responsibility for delivery is unclear;
 - c. Residual costs of upgrades to ferry capacity and frequency not covered by applicant’s contribution (i.e. ferry terminal) are unknown;
 - d. Operational costs of public transport are not addressed, noting the high cost of running ferries (i.e. current cost per passenger is \$40.91 and the fare is \$11.60⁹); and
 - e. There is unlikely to be any funding to increase the frequency of the bus service to Botany due to the peripheral location of Beachlands.

4. Statutory and policy framework

60. An update to my assessment of the statutory and policy framework is provided to reflect the issues now resolved and discussed above. I also note that since preparing the S42A Report the Auckland Future Development Strategy 2023-2053 has been adopted by the council, making this a relevant matter to have regard to in accordance with Section 74(2).
61. Having considered the evidence and attended expert conferencing, I now consider PC88 to be consistent with the following national policy statements and national environmental standards (JWS Planning dated 08 November 2023):
 - a. National Policy Statement for Indigenous Biodiversity;
 - b. National Environmental Standard for sources of human drinking water; and
 - c. Water Services (Drinking Water Standards for New Zealand) Regulations 2022.
62. A key outstanding issue in contention is whether PC88 gives effect to the NSP-UD as recorded in the JWS Planning. Having considered the evidence I remain of the opinion that PC88 does not achieve a well-functioning urban environment because it does not support growth in an urban environment that is well-serviced by public transport or employment, it is not integrated with

⁷ Evidence of Brigid Duffield dated 24 October (paragraph 9.7).

⁸ Evidence of Brett Russell, Annexure B: CIP Letters.

⁹ Auckland Transport Board Meeting 31 October 2023, Ferry Services Update.

infrastructure planning and funding decisions and would not support the reduction in greenhouse gas emissions in accordance with Objectives 1, 3, 6, 8, and Policies 1, 6 and 8.

4.1. Auckland Future Development Strategy 2023-2053

63. On 2 November 2023 the council adopted the Auckland Future Development Strategy 2023-2053 (**FDS**). When this document is published, it will supersede the Auckland Plan 2050 - Development Strategy and the Future Land Supply Strategy 2017 (**FULSS**). Publishing of the final FDS is anticipated at the end of November, which would be during the hearing for the Plan Change. As agreed by the planning experts, the FDS is a matter to have regard to.
64. The front end of the Auckland Plan 2050 remains a relevant strategy to have regard to but the Development Strategy has been updated by the FDS.
65. The FDS maintains a quality compact urban form approach to managing growth over the next 30 years. However, the strategy has been reset within the context of current over-arching challenges that include the need to adapt to the current and future effects of climate change, reduce greenhouse gas emissions, and an environment of funding constraints
66. The strategic spatial framework includes a vision for Auckland as follows:¹⁰
- “Auckland’s built environment underpins the development of prosperous, inclusive, and vibrant communities. Quality development helps to regenerate the environment and deliver our commitments to greenhouse gas emission reduction.”
67. This vision incorporates the council’s commitments to greenhouse gas emission reduction, which are reflected in Te Tāruke-ā-Tāwhiri and the Transport Emissions Reduction Pathway. The updated strategy also acknowledges the funding constraints affecting public investment in infrastructure, especially greenfields.
68. Of particular relevance to the consideration of PC88 are the principles for a quality compact approach to growth and change, which are:
- Principle 1: Reduce greenhouse gas emissions
 - Principle 2: Adapt to the impacts of climate change
 - Principle 3: Make efficient and equitable infrastructure investments
 - Principle 4: Protect and restore the natural environment
 - Principle 5: Enable sufficient capacity for growth in the right place at the right time
69. Consistent with the existing Development Strategy, at a regional scale the FDS identifies that most growth will be focused in existing urban areas, future urban areas will provide for urban expansion, and minimal growth will occur in rural areas.
70. The strategy identifies that urban form is important to support emission reductions from the transport sector, requiring as much residential and business development as possible to be located close to key public transport nodes and routes. The strategy identifies that spatial planning should seek to avoid, as much as possible, new greenfield development in locations that are not or will not, be serviced by good quality public transport services.
71. I consider PC88 to be contrary to the principles of the FDS, particularly Principle 1 and Principle 3, because it is greenfield growth in a periphery location with limited access to public transport resulting in increased private vehicle trips that do not support reductions in greenhouse gas emissions. The

¹⁰ Auckland Future Development Strategy 2023-2053 (page 9).

uncertainty around infrastructure costs and funding previously discussed in Section 3.9 means that there is insufficient understanding of what is required and when, what is affordable, who will pay and how to get the best value from public investments. I do not consider the infrastructure costs to be efficient because it is likely that public investment would divert funding from other areas identified for growth and as investment priorities.

72. In terms of Principle 5, the FDS identifies that there is more than sufficient development capacity for residential and business growth, including 540,000 commercially feasible dwellings in the short term.¹¹ The strategy also recognises that the feasibility of plan-enabled development capacity will change over time due to a range of influences. Therefore the FDS does not identify additional plan-enabled development capacity. As previously discussed in Section 3.2, PC88 is not required to provide at least sufficient capacity, but it is acknowledged that it would add to it. I consider PC88 to take a water sensitive design approach and the precinct provisions support the protection and restoration of the natural environment consistent with Principle 4 of the FDS.
73. Future Urban areas continue to play an important role in the growth strategy, with the FDS indicating that these areas need to be used efficiently to support growth over the next 30 years. Any further expansion into rural land is identified to require significant investigation and a full understanding of the trade-offs to be made.¹² Several future urban areas including at Kumeu-Huapai, Takaanini, and Ōpaheke are identified to be removed. The future urban areas at Maraetai are retained in the FDS, and the timing pushed out to 2035+,¹³ compared to the FULSS timing of 2028-2032.
74. In terms of rural areas, Warkworth and Pukekohe continue to be recognised as important rural nodes where residential growth will predominantly be focused, with less growth anticipated in smaller towns and villages.¹⁴ A key FDS implementation action relevant to PC88 is to develop a Rural Strategy to inform the future approach to rural areas. However, without such a strategy, PC88 must be considered on its merits and alignment with the statutory and policy framework. This is reflected by the resolution of the PEP committee (PEPCC/2023/144) which recognises that the FDS does not preclude requests for private plan changes that seek to provide for development in areas not identified, and determining that the following amendment to Section 4.2.3 Rural Areas be incorporated in the final FDS:
- the proposed Rural Strategy will consider the appropriateness of growth in existing rural towns and settlements and in the interim, merit based development in areas adjacent to existing towns and settlements will be considered through relevant subsequent planning processes.
75. I have assessed PC88 against the FDS, and my views are consistent with my previous assessment against the Development Strategy concluding that PC88 is not consistent with the principles for growth to achieve a quality compact urban form.

4.2. Auckland Unitary Plan

76. Overall, my assessment against the key objectives and policies of the RPS remains largely unchanged. Several technical issues were resolved through expert conferencing that result in PC88 being consistent additional RPS provisions as recorded in the JWS Planning dated 08 November 2023.
77. Although PC88 would be consistent with many of the relevant RPS objectives and policies, when read as a whole it is my opinion that the Plan Change would not give effect to RPS for the following reasons:

¹¹ Ibid (page 32).

¹² Ibid (page 44).

¹³ Ibid (Figure 14, page 47).

¹⁴ Ibid (page 49).

- Urban expansion at Beachlands is not anticipated and is not required to provide development capacity to meet demand for growth within the East Auckland Housing Markets, it would not achieve a quality compact urban form because most people would have to leave the area for work, and proposed improvements to the transport network are either inadequate or uncertain so growth does not align with the provision of appropriate infrastructure (Objectives B2.2.1(1), (2), (4), and (5) and Policy B2.2.2(4)).
- Having reviewed the evidence and attended expert conferencing I now consider PC88 does not maintain or enhance the character of Beachlands in relation to the proposed FUZ or Whitford Village unless the Whitford Bypass is implemented as discussed above (paragraph 3.1). Potential benefits that enhance character only apply to the proposed live zone area in my opinion. Therefore, PC88 is not consistent with Objective B2.6.1(1)(d) and Policy B2.6.2(1)(a).
- It has not been demonstrated that adequate infrastructure would be provided to service growth at Beachlands because there is uncertainty that transport improvements to the ferry service could be delivered, and necessary upgrades to the wider roading network are not adequately identified or funded (Objective B2.6.1(2) and Policy B2.6.2(1)).
- The land use pattern would not reduce the rate of growth in demand for private vehicle trips plan change and transport infrastructure required would not be adequately planned, funded or staged to integrate with urban growth. Therefore PC88 does not improve integration of land use and transport to support a quality compact urban form and is therefore inconsistent with Objective B3.3.1(1) and Policy B3.3.2(5).

78. In my opinion the Plan Change does not give effect to the RPS because of the reasons outlined above, and therefore the objectives of the proposal are not the most appropriate way to achieve the purpose of the RMA.

79. If the Plan Change is approved, I consider the proposed precinct provisions to be consistent with the Regional Plan.

5. Conclusions

80. It is my opinion that PC88 would not:

- assist the council in achieving the purpose of the Resource Management Act 1991
- give effect to the National Policy Statement for Urban Development
- give effect to the Regional Policy Statement
- be consistent with the Auckland Plan and the Future Development Strategy
- be consistent with the Franklin Local Board Plan
- be consistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Plan or the Emissions Reduction Plan
- be consistent with the Regional Land Transport Plan.

81. PC88 does not give effect to the NPS-UD because growth in this peripheral location does not contribute to a well-functioning urban environment, where the urban environment is not well-served by public transport or employment, it is not integrated with infrastructure planning and funding decisions and would not support the reduction in greenhouse gas emissions in accordance with Objectives 1, 3, 6, 8, and Policies 1, 6 and 8.

82. PC88 does not give effect to the Regional Policy Statement for the following reasons:



- a. Growth at Beachlands is not required to provide sufficient development capacity to meet demand within the East Auckland Housing Markets, and it would not achieve a quality compact urban form (Objectives B2.2.1(1), (2), and (5) and Policy B2.2.1(4)).

- b. PC88 does not maintain or enhance the character of Beachlands in relation to the proposed FUZ or Whitford Village unless the Whitford Bypass is implemented (Objective B2.6.1(1)(d) and Policy B2.6.2(1)(a)).
 - c. Adequate infrastructure would not be provided to service growth at Beachlands in terms of water supply and transport improvements and upgrades (Objective B2.6.1(2) and Policy B2.6.2(1)).
 - d. PC88 does not improve integration of land use and transport to support a quality compact urban form because transport infrastructure required would not be adequately planned, funded or staged to integrate with urban growth (Objective B3.3.1(1) and Policy B3.3.2(5)).
83. The Plan Change is inconsistent with the Auckland Plan and the Future Development Strategy because Beachlands is not identified as a location for urban growth, it's peripheral location will not support greenhouse gas emission reduction from transport, and significant uncertainty remains around infrastructure costs and funding.
84. PC88 would not be consistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Plan or the Emissions Reduction Plan because it would not reduce reliance on cars because there would be limited public transport options, and most people would have to leave the area for work. Total VKT from household trips is expected to increase due to the relatively long distances that people will travel, increasing greenhouse gas emissions.
85. I also do not consider PC88 to be consistent with the Franklin Local Board Plan or the Regional Land Transport Plan because it does not adequately address the key issues of public transport and upgrades to the wider road network including Whitford-Maraetai Road to address capacity and safety issues that would be required to support the scale of growth proposed.
86. Further to the information considered previously in my S42A report, I have reviewed the evidence submitted by the applicant and submitters, and I have attended all expert conferencing sessions. While the additional information considered has resolved some issues, I continue to be of the opinion that PC88 should be declined. I have not prepared a further tracked changed version of the precinct provisions and have relied on the version considered at the planning conferencing session. Should the Hearing Commissioners determine to approve the Plan Change, I consider there to be general agreement on the precinct provisions required.

6. Recommendations

87. That, the Hearing Commissioners accept or reject submissions (and associated further submissions) as outlined in the S42A report and this addendum section 42A report and detailed in **Attachment 3**.
88. That, as a result of the assessment of the plan change request and recommendations on the submissions, I recommend that PC88 should be declined and the Auckland Unitary Plan not be amended because the location for growth does not achieve a quality compact urban form or contribute to a well-functioning urban environment and is not integrated with the adequate provision of transport infrastructure and therefore does not give effect to the RPS or the NPS-UD.

7. Signatories

	Name and title of signatories
Authors	 Chloe Trenouth, consultant planner
Reviewer / Approved for release	 Craig Cairncross, Team Leader Plans and Places South

APPENDIX 1

ECONOMICS SPECIALIST PEER REVIEW

Memo: Technical specialist report to contribute towards Council's section 42A addendum report

6 November 2023

To: Chloe Trenouth, Consultant Planner, Plans and Places, Auckland Council

From: Derek Foy, Director, Formative Limited

Subject: Private Plan Change – PC88 Beachlands South – Economic Assessment**1.0 Introduction**

1.1 I provided a technical specialist report reviewing the economic merits of the application, dated 25 August 2023. I subsequently attended the expert witness conference in relation to Strategic, Sustainability and Planning, dated 2 November 2023.

1.2 You have now asked me to summarise my current position, in light of proceedings of the conference, and I summarise that position, and the issues that I consider to remain outstanding in relation to economics matters, in this memo.

1.3 I refer to the joint witness statement produced at the conference, which was titled "Joint Witness Statement (JWS) In Relation To: Strategic, Sustainability And Planning, 2 November 2023".

2.0 Key outstanding economics issues

2.1 In my opinion the key outstanding economic issues associated with the proposal are:

2.1.1 Infrastructure costs. There remains uncertainty and lack of agreement about what costs would arise as a result of the activity enabled by PPC88, who should fund them, and how that funding should be secured.

2.1.2 Employment self-sufficiency. Mr Heath agreed (JWS paragraph 3.22) that PPC88 will generate more demand for employment and business land than PPC88 is proposing to accommodate, although Mr Heath considers there is potential for greater employment to arise, supported in the local Beachlands area but outside the PPC88 boundary. I have not seen any evidence on that matter, and so remain of the opinion that PPC88 is likely to decrease Beachlands' employment self-sufficiency, rather than increasing it.

2.1.3 The potential dwelling yield of the PPC88 area. It is not clear what the potential dwelling yield of the PPC88 area might be. There was some discussion that the yield would be limited to 2,700 dwellings due to traffic-related constraints, however that does not appear to be certain, and there is the possibility that additional dwellings could be accommodated in a way that would not be constrained by that maximum (such as if the remainder of the golf course were to be developed). Likely dwelling yield is important because

it has implications for the employment self-sufficiency of Beachlands, for infrastructure provision, and for the appropriate size of a local centre to service those households. I note that the applicant's economics assessment has not assessed employment self-sufficiency or centre size based on 2,700 dwellings, and Mr Heath has not referred to that potential maximum number of dwellings in his statement of evidence. That makes it difficult to assess the economics effects of that number of dwellings, rather than the alternative (larger) number Mr Heath has assumed.

2.1.4 The appropriateness of the PPC88 area as a location for residential development, including how PPC88 would contribute to a well-functioning urban environment. On that matter, the key concerns I have are the degree to which PPC88 would enable efficient access to:

- public transport
- employment opportunities
- retail and service businesses
- sports, cultural, recreation and community facilities; and
- education facilities (in particular intermediate and secondary schools).

3.0 Conclusions and recommendations

3.1 My conclusion on the plan change request remains as stated in my contribution to the section 42A report, and overall I do not support the PPCR because of its peripheral location within Auckland and because it would not, in my opinion, contribute to a well-functioning urban environment, and from the evidence presented the economic costs of the PPCR would outweigh the economic benefits.

APPENDIX 2

TRANSPORT SPECIALIST PEER REVIEW

10 November 2023

To: Chloe Trenouth, Chloe Trenouth Consulting, Reporting Planner

From: Wes Edwards, Arrive Limited, Technical Specialist - Transport

Subject: Private Plan Change – PC88 Beachlands South – Transport Assessment - Addendum

1 Introduction

- 1.1 At the request of Auckland Council I have undertaken a review of PC88 in relation to transport effects. The specialist report I prepared informed the Reporting Officer’s S42A Report and is provided at Attachment 6 to that report.
- 1.2 The Hearings Panel has directed the Reporting Officer to prepare an addendum S42A report if required. This specialist report is provided to inform the Reporting Officer and the Hearings Panel on transport matters.
- 1.3 I have the qualifications and experience set out in my primary specialist report.

Involvement in this Matter

- 1.4 Further to the involvement set out in my primary report, in writing this addendum report, I have reviewed the expert evidence of the applicant and submitters where relevant to transport. I also participated in witness conferencing and am a signatory to the two Transport Joint Witness Statements (JWS).
- 1.5 Subsequent to the above evidence being received, the Auckland Council Planning, Environment and Parks Committee considered and adopted the Future Development Strategy (FDS) on 2 November 2023 with one minor change. I address the FDS where relevant to transport and PC88.

2 Future Development Strategy

- 2.1 The FDS discusses Future Urban Areas and the challenges posed by private plan changes occurring “*ahead of time*”, the increasing funding and financing pressures, and the need to reduce travel.¹ The FDS retains the Maraetai Stage 2 Future Urban Area as a Rural and Coastal Settlement with a timing indication of “*Not before 2035+*” and with “*Beachlands Maraetai servicing*” as an infrastructure prerequisite². No other land in the Beachlands-Maraetai area is identified as a future urban area.
- 2.2 The final version of the FDS does not change my views, conclusions or recommendations.

3 Witness Conferencing

- 3.1 I participated in transport witness conferencing. The discussions assisted in clarifying some matters and a resulted in my endorsement of a few changes to the proposed precinct provisions to be further refined in the planning conferencing.
- 3.2 Despite that discussion I have not changed my overall conclusions and recommendation.

¹ Section 4.2.2, page 43, Future Development Strategy

² Appendix page 42, FDS

4 Clarification

- 4.1 Given some comments made in the evidence of the applicant, it appears that my specialist report was not as clear as it could have been in some areas.
- 4.2 For example, Mr Hughes and Mr Harries consider my specialist report represents “*an unrealistic, worst-case assessment that no longer represents best practice*”³ and they consider “... *an absolute worst-case scenario ... was traditionally undertaken with a “predict and provide” approach to transport planning*” which they say should be rejected based on Mr Williams’ reading of the Transport Emissions Reduction Pathway (TERP).
- 4.3 I consider the TERP could be considered to be consistent with current best-practice. With respect to the “predict and provide” approach, the TERP says (bold emphasis added):

*Vision-led transport planning. The pathway requires a vision-led approach which accepts that **behaviour change will occur if the infrastructure and services that enable it are provided** i.e., more people will walk, cycle, or take **PT if it is easy and safe for them to do so**. This is a departure from traditional transport planning, known as predict and provide, which projects that people will continue to drive for most trips. This can undermine planning for sustainable modes by prioritising car trips.*⁴

- 4.4 The replacement of “predict and provide” with a “vision-led” approach relies on the provision of attractive public transport. It does not mean some potential effects should no longer be considered, particularly where the available public transport is of a lower quality.
- 4.5 Importantly for PC88, the TERP also says:

*Average trip length is predicted to increase over the next decade, due to enabled **development at or beyond the urban periphery, which generates longer trips** relative to those generated by growth within the existing urban area. To prevent average trip length from growing **it is necessary to stop or cut back on peripheral development**, but there are barriers to doing so.*⁵

- 4.6 In my view, current best practice transport planning locates development and growth in the areas with easy access to high-quality public transport – that is public transport that is nearby, frequent, fast, and with direct links to a wide range of destinations.

5 Conclusions

- 5.1 I remain of the views set out in my primary specialist report. In brief they are:
- The applicant’s assessment of transport effects is overly optimistic;
 - The volume of traffic added to Whitford-Maraetai Road and the connections beyond is under-estimated, so the transport infrastructure would be required earlier than provided for, and additional work to address the adverse road safety effects would also be required.
 - PC88 is inconsistent with the planning framework and with best practice transport planning.
- 5.2 For clarity, if all of the transport infrastructure items including safety improvements and ultimately including the four-laning and realignment of Whitford-Maraetai Road were to be included in the provisions, I would still not support the proposal given it’s relatively remote location, limited accessibility, limited public transport, and limited employment which would result in increased travel, particularly when compared with planned Future Urban Areas.
- 5.3 To conclude, I remain of the view that PC88 should be declined.

³ Paragraph 3.7, evidence of Darryl Hughes and Brett Harries

⁴ Page 35, Transport Emissions Reduction Pathway

⁵ *ibid*

APPENDIX 3

UPDATED TABLE OF RECOMMENDATIONS ON SUBMISSIONS

Attachment 3 Table of recommendations on submissions

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
1.1	Zainal Trustee Limited	Approve the plan change without any amendments	Approve the plan change as notified because it will help the growth of Auckland and develop greater opportunities for the city.	Reject
2.1	Karin Vince	Approve the plan change with the amendments I requested	[Amend the plan change] because of concerns that the existing transport infrastructure insufficient, including Whitford-Maraetai Road and Jack Lachlan Drive.	Accept in part
2.2	Karin Vince	Approve the plan change with the amendments I requested	Amend the plan change to retain the area proposed to be Future Urban Zone as rural land because higher density housing in this area will adversely effect the green landscape and view points for all out across Whitford.	Accept in part
3.1	Adam Johnson	Approve the plan change without any amendments	Retain the provision for a high school to be built.	Reject
3.2	Adam Johnson	Approve the plan change without any amendments	Approve the plan change as notified.	Reject
4.1	Ashti Chauhan	Approve the plan change without any amendments	Approve the plan change as notified because the Beachlands Secondary School will be easy for families and children.	Reject
5.1	Catherine White	Approve the plan change without any amendments	Approve the plan change as notified because support new housing in the area and a new secondary school.	Reject
6.1	Harriett Brownell	Approve the plan change with the amendments I requested	Amend the plan change to include adequate amenities, including primary and high school education, employment, healthcare services and transport.	Reject
7.1	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal provides an inadequate waste water assessment.	Accept in part
7.2	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal provides an inadequate transport assessment.	Accept in part
7.3	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require approval of consent for a water treatment plant with relevant conditions prior to further housing development.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
7.4	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Require the developer to provide funding to widen Whitford-Maraetai Road to allow two lanes in both directions to be built within the next 5 years.	Accept
8.1	Justine Benson	Decline the plan change	Decline the plan change because there is inadequate infrastructure including the roading in and out of Whitford and Maraetai.	Accept
8.2	Justine Benson	Decline the plan change	Decline the plan change because the proposed Light Industrial complex is out of step with the rest of Beachlands and will devalue properties along Jack Lachlan Drive.	Accept in part
8.3	Justine Benson	Decline the plan change	Decline the plan change because it will adversely affect the enjoyment of nature and the beach and will demolish ecology.	Accept in part
9.1	Nathir Natic Dawood	Decline the plan change	Decline the plan change because the existing roads are inadequate and the development will increase congestion.	Accept
10.1	Samuel James Nobilo	Approve the plan change without any amendments	Approve the plan change as notified provided the school and commercial space go ahead and the roads are improved.	Reject
11.1	Valerie Oldfield	Decline the plan change	Decline the plan change because the presence of industrial and commercial buildings will devalue properties throughout Beachlands.	Accept in part
11.2	Valerie Oldfield	Decline the plan change	Decline the plan change because it will ruin the natural beauty of the area.	Accept in part
11.3	Valerie Oldfield	Decline the plan change	Decline the plan change because infrastructure is inadequate, in particular roading.	Accept
12.1	Guohong Li	Approve the plan change without any amendments	Approve the plan change as notified because will lead to more local business and centres which improves the accessibility of local living.	Reject
13.1	Jeremy Stockton	Decline the plan change	Decline the plan change because roading, and infrastructure related to water and waste is currently insufficient.	Accept in part
13.2	Jeremy Stockton	Decline the plan change	Decline the plan change because further expansion of light industry and unneeded commercial and residential expansion will negatively impact the area.	Accept in part
13.3	Jeremy Stockton	Decline the plan change	Decline the plan change because the use of existing green spaces for leisure and lifestyle is essential for ongoing community wellbeing.	Accept in part
14.1	Barney Sharland	Approve the plan change with the amendments I requested	Amend the plan change and upgrade the roads to support the increase in volume.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
15.1	Rhonda Mary Pike	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept
15.2	Rhonda Mary Pike	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part
16.1	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads in and out of the area are already at capacity, in poor condition, the coastal road is subject to natural hazards and these issues need to be fixed before further development is allowed.	Accept in part
16.2	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no high school in the area and the primary and intermediate school is at capacity.	Accept in part
16.3	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing power supply is unreliable and tank water supply is limited.	Accept in part
16.4	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing health infrastructure (e.g. fire, ambulance and medical centre) is inadequate and at capacity, and needs to be upgraded before further development is allowed.	Accept
17.1	Lauren Hewitt	Decline the plan change	Decline the plan change because existing roads and infrastructure (including water supply, waste water, power) are already under pressure due to rapid growth	Accept in part
17.2	Lauren Hewitt	Decline the plan change	Decline the plan change because a secondary school, recreation facilities, library and community facilities to cater for younger and older people are needed before any more housing is allowed	Accept in part
18.1	Kayleigh Shaw	Decline the plan change	Decline the plan change because there is no guarantee there will be improvements to infrastructure such as roads, public transport options, electricity and water.	Accept in part
18.2	Kayleigh Shaw	Decline the plan change	Decline the plan change because the existing electricity supply is unreliable and there is no guarantee of improved electricity infrastructure.	Accept in part
18.3	Kayleigh Shaw	Decline the plan change	Decline plan change as there is no guarantee of a high school within the next 10 years, this should be compulsory.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
18.4	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to water infrastructure and the area needs town water supply and better waste water services.	Accept in part
18.5	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to council services such as council pools, gyms, and library.	Accept in part
18.6	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to healthcare, emergency, policing and wrap-around services to accommodate extra housing and people.	Accept in part
18.7	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to competitive retail on the Pohutukawa Coast.	Accept in part
19.1	Martina Katharina Toebosch	Decline the plan change	Decline the plan change due to inadequate roading in and out of Beachlands, which will result in higher volume of traffic and extra emissions from passenger cars, commercial vehicles and heavy trucks.	Accept
19.2	Martina Katharina Toebosch	Decline the plan change	Decline the plan change because building and disturbing the natural flow of the land and building many hectares of hard surfaces will be detrimental to sea water quality, sea life and recreational activities in and on the water.	Accept in part
20.1	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to include a fit for purpose water supply if development is approved.	Accept in part
20.2	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to include new primary, middle and secondary schools.	Reject
20.3	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to require a new waste water system before development is allowed.	Accept in part
20.4	Brian Reed	Approve the plan change with the amendments I requested	Upgrade the existing public [boat] ramps, including dredging the silted ramp, to meet existing and future needs.	Accept in part
21.1	Zanel Burger	Decline the plan change	Decline the plan change because do not want to lose the golf course and nature or to increase traffic on the road to Howick which is already busy.	Accept
22.1	Hilary Frances Hetherington	Decline the plan change	Decline the plan change because the area and infrastructure (e.g. waste water, water supply, roading, stormwater) cannot support the level of proposed development.	Accept in part
23.1	Arvin Gardiola	Decline the plan change	Decline the plan change as traffic, road, schools and other amenities cannot support the additional housing/people.	Accept in part
24.1	Shane norton	Decline the plan change	Decline the plan change as there is no infrastructure.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
25.1	Glenis Clapham	Decline the plan change	Decline the plan change because it does not allow for an upgrade of the main road into the area.	Accept
25.2	Glenis Clapham	Decline the plan change	Decline the plan change because the adverse environmental impacts on this area could endanger native birds, lizards and frogs.	Accept in part
25.3	Glenis Clapham	Decline the plan change	Decline the plan change because the existing water supply (water tanks) would not be adequate for high rise apartments/intensive housing.	Accept
25.4	Glenis Clapham	Decline the plan change	Decline the plan change because of concerns regarding cultural significance in the area adjoining the gold course.	Accept in part
25.5	Glenis Clapham	Decline the plan change	Decline the plan change it will adverse effect the property value and peaceful lifestyle of 6 Tui Brae, Beachlands which borders onto the golf course.	Accept in part
26.1	Hayden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are at capacity and further development will significantly increase commuter traffic, which will negatively impact existing residents and road safety.	Accept in part
26.2	Hayden	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require Whitford-Maraetai Road to be upgraded to four lanes and the bridge on Whitford Road to be widened.	Accept in part
27.1	Adriana Janssen	Approve the plan change with the amendments I requested	Amend the plan change to require infrastructure, specifically roading, to be upgraded before further housing development	Accept in part
28.1	Micaela Watson	Decline the plan change	Decline the plan change due to lack of infrastructure, including water, footpaths, drainage, high school and roads.	Accept in part
29.1	Benjamin Doidge	Decline the plan change	Decline the plan change because increased housing will have impact on the roads.	Accept
30.1	David Kemshall	Decline the plan change	Decline the plan change due to the lack of infrastructure. This will cause more traffic, will have safety risks, and increase carbon emissions due to travel delays for the existing population.	Accept
31.1	Cheryl Jones	Decline the plan change	Decline the plan change due to lack of infrastructure (e.g. schools, roads, shopping, water) to support the additional housing/people.	Accept in part
32.1	Mathew Guadagni	Decline the plan change	Decline the plan change because the current transport infrastructure (e.g. public transport, school buses, roads) cannot support new developments.	Accept in part
32.2	Mathew Guadagni	Decline the plan change	Require infrastructure to be upgraded before development is approved.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
33.1	Phoebe Taylor	Decline the plan change	Decline the plan change because existing infrastructure is already at capacity and cannot support this many new houses, including the roads in and out of Beachlands, schools and the ferry.	Accept in part
33.2	Phoebe Taylor	Decline the plan change	Decline the plan change because the long commute to Auckland will add to environmental harm.	Accept
33.3	Phoebe Taylor	Decline the plan change	Decline the plan change because it will have a negative impact on the lifestyle of the people living in Beachlands and Maraetai.	Accept in part
34.1	Rebecca Almond	Decline the plan change	Decline the plan change because the roads are insufficient to meet existing needs let alone more housing.	Accept
34.2	Rebecca Almond	Decline the plan change	Decline the plan change because a new high school is needed now, not in 10 years time.	Accept
35.1	Philip Stout	Decline the plan change	Decline the plan change because it is inconsistent with the regional plan and the area between Whitford and Beachlands should remain rural..	Accept
35.2	Philip Stout	Decline the plan change	Decline the plan change because the existing transport infrastructure in the local and wider surrounding area is at capacity and is inadequate to support the development e.g. no space for additional parking to sustain a bigger ferry service, the road is unsuitable for a doubling of traffic (Whitford), congestion at Flat Bush and Botany.	Accept
35.3	Philip Stout	Decline the plan change	Decline the plan change because the desire of property in Auckland is waning because people can now work from home in areas outside of Auckland such as Hamilton, Tauranga, Wellington.	Accept in part
36.1	Terry ray Honey	Decline the plan change	Decline the plan change because there is no supporting infrastructure and it will cause environmental and social issues.	Accept in part
37.1	Louise Barratt	Decline the plan change	Decline the plan change because development should not proceed until road safety is addressed for the existing traffic volume.	Accept
38.1	Lorna Peachey	Decline the plan change	Decline the plan change because existing infrastructure is inadequate to meet current needs, including roads, school bus, water supply and doctors.	Accept in part
39.1	Alistair Dinnis	Decline the plan change	Decline the plan change because the existing transport infrastructure is at capacity and the proposal does not adequately provide the transport infrastructure required and will directly contribute to Auckland's existing transport problem.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
40.1	Jennifer Anderson	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick - Maraetai roads.	Accept
40.2	Jennifer Anderson	Decline the plan change	Decline the plan change because there are insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part
41.1	Lyndsay Gerard Turner	Decline the plan change	Decline the plan change because the roads in and of the area are overcrowded and are a health and safety risk.	Accept
41.2	Lyndsay Gerard Turner	Decline the plan change	Decline the plan change because concerned the council is limiting the number of properties that can have a minor dwelling so it can swap the numbers over to help the development proceed.	Accept in part
42.1	Keith Walker	Decline the plan change	Decline the plan change because the existing transport infrastructure (roads and ferry) is inadequate to meet existing needs or to support a development of this size.	Accept
43.1	Paul David Mason	Decline the plan change	Decline the plan change because the roads cannot handle extra traffic.	Accept
44.1	Linsey Karen Mason	Decline the plan change	Decline the plan change because the area cannot support extra residential properties and roading is a danger.	Accept
45.1	Lisa Ball	Decline the plan change	Decline the plan change because the area of land proposed to be rezoned, especially the proposed Future Urban Zone; is too large and impactful on the surrounding environment, transport network, utilities network and social amenities (schools, medical/hospital).	Accept
45.2	Lisa Ball	Decline the plan change	Decline the plan change because the road network is already busy and in poor condition, the ferry service is very busy, and there are no plans to widen or upgrade the entire length of the road corridor despite [designations] in the Auckland Unitary Plan for the Whitford bypass and road widening.	Accept
45.3	Lisa Ball	Decline the plan change	Decline the plan change because environmental impact is already occurring due to mature trees/bush being cut down in the area, and the plan change will have a detrimental impact on all wildlife on the coastline from Beachlands to Whitford.	Accept in part
46.1	Jack Benson	Decline the plan change	Decline the plan change because it will increase vehicle emissions and is inconsistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which seeks to halve Auckland's emissions by 2030, reach net zero emissions by 2050 and prepare for the impacts of climate change.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
46.2	Jack Benson	Decline the plan change	Decline the plan change because the existing roads are inadequate (only one road in/out), and combined with increased growth in surrounding areas (e.g. Whitford, Clevedon, Maraetai) the plan change will increase traffic and congestion and funnel traffic into Whitford, Howick, Flat Bush and East Tamaki.	Accept
46.3	Jack Benson	Decline the plan change	Decline the plan change because the area has insufficient medical facilities and emergency services may not be able to access the area if the roads are inaccessible.	Accept in part
46.4	Jack Benson	Decline the plan change	Decline the plan change because the cost of additional infrastructure needed to support the development will unfairly increase rates.	Accept in part
46.5	Jack Benson	Decline the plan change	Decline the plan change because there is a risk it will adversely effect the character of the community especially multi-storey buildings on the coastline.	Accept in part
47.1	Angus James Scott-Knight	Decline the plan change	Decline the plan change because long standing impacts from previous developments have not yet been addressed, including the lack of roading/transport capacity and infrastructure into and out of the area.	Accept
47.2	Angus James Scott-Knight	Decline the plan change	Require the two lane highway between Ormiston and Beachlands to be four-laned before any further development is allowed.	Accept
47.3	Angus James Scott-Knight	Decline the plan change	Decline the plan change because the Ministry of Education has not committed to providing a secondary school in the area, which means the children will need to bus to schools in Howick, Botany etc.	Accept
47.4	Angus James Scott-Knight	Decline the plan change	Decline the plan change because it contributes to Auckland's transport problems and climate change footprint, while doing nothing to mitigate the social and environmental impact of further car journeys e.g. most people will still need to commute out of the area to work.	Accept
47.5	Angus James Scott-Knight	Decline the plan change	Decline the plan change because other infrastructure such as sewage, drinking water and storm water lack capacity for increased population.	Accept in part
47.6	Angus James Scott-Knight	Decline the plan change	Decline the plan change because the planned multi-story buildings along hillside at Formosa will negatively affect kite-surfers creating turbulence/wind effects which is a hazard for kite-surfers.	Accept in part
47.7	Angus James Scott-Knight	Decline the plan change	Require the council to remove mangroves along the Pine Harbour foreshore to prevent hazards to kite-surfers. Mangrove encroachment and silting on the intertidal zone has already increased due to increased rainfall and run off from the development at Jack Lachlan and tree removal at Formosa.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
47.8	Angus James Scott-Knight	Decline the plan change	Require intensification and any changes to the foreshore to provide a reserved kitesurf rigging area to preserve the existing amenity value of the estuary for kite-surfers.	Accept in part
48.1	Murray R Stevens	Decline the plan change	Decline the plan change because rezoning from rural countryside living to a mixed use, including high density apartment dwellings and townhouses, will severely degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part
48.2	Murray R Stevens	Decline the plan change	Decline the plan change because the waste water infrastructure does not have capacity and will require a major upgrade of Watercare facilities.	Accept in part
48.3	Murray R Stevens	Decline the plan change	Decline the plan change because the proposed land disposal of waste water will potentially pollute the Maraetai-Whitford aquifer and local beaches, and negatively impact endangered bird breeding grounds adjoining the development.	Accept in part
48.4	Murray R Stevens	Decline the plan change	Decline the plan change because the proposal to supply water from a new bore field and some existing bores has not been adequately assessed in terms of potential impacts on the aquifer or existing users.	Accept
48.5	Murray R Stevens	Decline the plan change	Decline the plan change because the existing roads will need upgrading to two lanes in each direction and roundabouts at entry ways to the development.	Accept
48.6	Murray R Stevens	Decline the plan change	Decline the plan change because there is no guarantee the Ministry of Education will build a new school.	Accept
48.7	Murray R Stevens	Decline the plan change	Decline the plan change because intensive housing is not appropriate, due to an active landslide on the west part of the proposed plan change area that is moving out onto the adjoining beach, (Kahawairahi Beach) and indicates land instability in this area.	Accept in part
49.1	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing and proposed infrastructure is inadequate, including roads, waste water, water supply, emergency services, schools, public transport and power supply.	Accept in part
49.2	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is a lack of employment opportunities therefore roads get congested as people commute to employment areas.	Accept in part
49.3	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Require the two lane roading to become four lanes.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
49.4	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the waste water infrastructure.	Accept in part
49.5	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the water supply.	Accept in part
49.6	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the emergency and medical services and facilities.	Accept
49.5	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Require a high school to be built.	Accept in part
49.7	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve public transport because.	Accept in part
49.8	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the power supply.	Accept in part
50.1	Dahya Hira	Approve the plan change without any amendments	Approve the plan change without amendments because it will increase housing choice, increase in rates which will provide funding to improve the local amenities and it will help local businesses increase sales and help with finding staff.	Reject
51.1	Susan Scott-Knight	Decline the plan change	Decline the plan change because the area does not have reticulated water and an increase in population will increase the number of water trucks on the Whitford-Maraetai Road.	Accept
51.2	Susan Scott-Knight	Decline the plan change	Decline the plan change because the existing wastewater plant that services Maraetai/Beachlands does not have the capacity to cope with the increase in wastewater from the proposed development.	Accept in part
51.3	Susan Scott-Knight	Decline the plan change	Decline the plan change because the road from Whitford to Beachlands/Maraetai is already at capacity and cannot cope with additional road users, and the developers do not intend to make any improvements beyond where the new roads will join the existing roads.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
51.4	Susan Scott-Knight	Decline the plan change	Decline the plan change because public transport is inadequate and does not serve the area well enough to provide an alternative to personal car ownership and driving.	Accept
51.5	Susan Scott-Knight	Decline the plan change	Decline the plan change because the development will put pressure on existing primary and intermediate schools, the area does not have a secondary school and school buses to Howick are already at capacity.	Accept
51.6	Susan Scott-Knight	Decline the plan change	Decline the plan change because the existing medical infrastructure is not sufficient to cope with the extra population.	Accept in part
51.7	Susan Scott-Knight	Decline the plan change	Decline the plan change because concerned that as a kite surfer the development will have a negative impact on access to the beach at Pine Harbour.	Accept in part
51.8	Susan Scott-Knight	Decline the plan change	Decline the plan change because concerned that as a kite surfer the buildings will have a negative effect on the wind on the foreshore.	Accept in part
52.1	Craig Anderson	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept
52.2	Craig Anderson	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part
53.1	Hewitt attn: Kirsten	Decline the plan change	Decline the plan change due to insufficient roading and infrastructure, including power and water supply, wastewater, high school and recreational areas.	Accept in part
54.1	Jane O'Neill	Decline the plan change	Decline the plan change because infrastructure (e.g. roads and secondary school) is inadequate to meet existing demand or proposed development.	Accept in part
55.1	Deborah Lea Keane	Decline the plan change	Decline the plan change because infrastructure (e.g. roads, schools, power, wastewater, doctors) is inadequate to meet current demand or proposed development.	Accept in part
56.1	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless there is a commitment from Watercare that the water supply can meet the future and long-term needs of the community, including during a long-term drought.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
56.2	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to address transport and road issues in and out of Beachlands, taking into account the large increase in vehicles and the safety of all road users.	Accept in part
56.3	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to address issues with waste water disposal.	Accept in part
56.4	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the Ministry of Education commits to additional primary schools and a new high school to avoid the need to bus students to over crowded high schools.	Accept in part
56.5	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to improve public transport, including the ferry.	Accept in part
56.6	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to avoid adverse environmental impact from run off, silt and litter into the sea.	Accept in part
57.1	Peter Jansen	Decline the plan change	Decline the plan change because the proposed rezoning to a mix of high density apartment living and townhouses will significantly degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part
57.2	Peter Jansen	Decline the plan change	Decline the plan change because waste water infrastructure is inadequate and the proposed disposal method will potentially pollute the underground aquifer thereby affecting all local residents using water bores.	Accept in part
57.3	Peter Jansen	Decline the plan change	Decline the plan change because the proposed bore water supply will have significant adverse effects on existing local water bore users.	Accept
57.4	Peter Jansen	Decline the plan change	Decline the plan change because the existing roads will need to be upgraded to support the significant increase in traffic expected following completion of the proposed development.	Accept
57.5	Peter Jansen	Decline the plan change	Decline the plan change because land set aside for a proposed school does not mean that the Ministry of Education will necessarily have the funds to build a new school.	Accept
58.1	Malcolm Pike	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
58.2	Malcolm Pike	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part
59.1	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads, including the road to/from Beachlands/Maraetai cannot cope with increased vehicles from the development.	Accept in part
59.2	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the waste water infrastructure cannot cope with the proposed development.	Accept in part
59.3	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless new schools (primary, intermediate, secondary) are built at the beginning of the project.	Accept in part
59.4	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Require a new community facility to be provided to support the development because the existing facilities will not be big enough.	Accept
61.1	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless significant improvements (i.e. wider shoulders or four lane carriageway) are made to the existing road between Beachlands and Whitford because the proposed intersection improvements will not improve road safety.	Accept in part
61.2	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless further investigation is undertaken to ensure waste water requirements for the proposed development can be met and comply with existing and proposed Environmental regulations (i.e.. no leeching to ground and compromising existing Aquifer quality)	Accept in part
61.3	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless further investigation is undertaken to look at alternatives to bore water supply for the development to ensure the current aquifer source is not compromised (i.e. reticulated water via Watercare).	Accept in part
62.1	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
62.2	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
62.3	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part
62.4	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
62.5	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
63.1	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed intersection improvements will not sufficiently improve future traffic flows, the assumption that future residents will use the ferry is unreliable, and there is no consideration of effects of construction vehicles on existing roads.	Accept in part
63.2	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no indication that MD housing [medium density housing] will provide sufficient garage space from offroad parking.	Accept in part
63.3	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Require an alternate or secondary water supply source because the proposal provides insufficient information to determine the quantity of water to be taken from bore holes for the development.	Accept in part
63.4	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage scheme with one that does not rely on disposal to existing ground.	Accept in part
63.5	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Require a duel carriageway from Whitford Road to Beachlands to be provided as a priority before substantial work is undertaken on this development.	Accept in part
64.1	Michaela martinez	Decline the plan change	Decline the plan change due to lack of infrastructure, including roads, school transport and high school.	Accept in part
65.1	Dr Gail Fleming	Decline the plan change	Decline the plan change as the infrastructure, including roads, water and power supply, cannot support more housing.	Accept in part
66.1	Kelvin Beere	Decline the plan change	Decline the plan change in its entirety until it includes a responsible upgrade to the roading system to access the area to handle additional traffic volumes.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
67.1	Michael Bond	Decline the plan change	Decline the plan change because the additional development will severely impact the existing community with impact on existing infrastructure.	Accept in part
67.2	Michael Bond	Decline the plan change	Decline the plan change because the increase in population would have a negative effect on the character and quality of life of the area.	Accept in part
68.1	Graeme Watt	Decline the plan change	Decline the plan change because roads are already congested and the additional houses will make roads unsafe and congested, including getting out of Clifton Road into Whitford-Maraetai Road.	Accept
68.2	Graeme Watt	Decline the plan change	Decline the plan change because the high density nature of the development will likely decrease the value and enjoyment of property over looking the Formosa golf course (309 Clifton Road).	Accept in part
68.3	Graeme Watt	Decline the plan change	Decline the plan change because of concerns that light and noise pollution will increase, especially at high tide.	Accept in part
68.4	Graeme Watt	Decline the plan change	Decline the plan change because of loss of natural beauty and effects on the environment.	Accept in part
69.1	Natalie Balemi	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the road in and out of Beachlands and Maraetai are in poor condition.	Accept in part
69.2	Natalie Balemi	Decline the plan change, but if approved, make the amendments I requested	Improve the current infrastructure including the main roads, the bridges at Whitford and Mangemangeroa Gorge, and include a school as priority before any more future developments.	Accept in part
70.1	Maryon Wils	Approve the plan change with the amendments I requested	Upgrade the roading infrastructure ahead of construction of 3000 homes to take advantage of efficiencies and lessen disruption.	Accept in part
71.1	Jacqueline Cooe	Decline the plan change	Decline the plan change as there is lack of infrastructure to support more people and cars on the roads, including roads/transport, reticulated water, sewerage, and high school.	Accept in part
72.1	Martin Sommerville	Decline the plan change	Decline the plan change in order to retain the area as a large undeveloped area that provides residents of the more densely populated areas a space to recreate and relax, i.e. a great place for the wider south east Auckland community to get away from the "city".	Accept in part
72.2	Martin Sommerville	Decline the plan change	Decline the plan change until a plan for the whole Pohutukawa Coast is developed which recognises the area's special nature and importance to the whole of south east Auckland.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
73.1	Sam Benson	Decline the plan change	Decline the plan change because of concerns that the community's desire for a high school is being used to justify the proposed development.	Accept
73.2	Sam Benson	Decline the plan change	Decline the plan change because the existing roads are not adequate to support the additional vehicles and the increased traffic is a health and safety risk, especially if emergency services are unable to access the area due to traffic constraints.	Accept
73.3	Sam Benson	Decline the plan change	Decline the plan change because the vehicle emissions from the increased traffic goes against the council's transport emissions targets.	Accept
73.4	Sam Benson	Decline the plan change	Decline the plan change because of concerns that the proposed industrial area will cause pollution and adversely effect the character of the community.	Accept in part
73.5	Sam Benson	Decline the plan change	Decline the plan change because the current infrastructure (water, wastewater and power) is not suitable to support the development.	Accept in part
74.1	Michele Cadman	Decline the plan change	Decline the plan change because the current infrastructure (schools, roads, sewerage, shops) is unable to support the development/increased population.	Accept in part
75.1	Mark Clapham	Decline the plan change	Decline the plan change because the current roading infrastructure along the Whitford/Maraetai road is inadequate to support the development, and increased traffic will impact current residents.	Accept
75.2	Mark Clapham	Decline the plan change	Decline the plan change because of concerns about the environmental impacts around the coastal shoreline and on the bird life, lizards and frogs, which are scare and should be protected.	Accept in part
75.3	Mark Clapham	Decline the plan change	Decline the plan change because the existing primary schools in the area are at capacity, there is no secondary school in the area, and school commuters will increase traffic.	Accept
75.4	Mark Clapham	Decline the plan change	Decline the plan change because existing public transport (bus and ferry) is inadequate to meet current or future needs.	Accept
76.1	Amber Lee Sorrenson	Decline the plan change	Decline the plan change due to lack of infrastructure.	Accept in part
77.1	Michael John bartlett	Decline the plan change	Decline the plan change because the existing roads and ferry service are inadequate to support the development.	Accept
78.1	Grahame Cain	Decline the plan change	Decline the plan change because the existing infrastructure is already inadequate.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
79.1	Rebecca Owen	Decline the plan change	Decline the plan change because infrastructure is inadequate to support the development.	Accept in part
80.1	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing infrastructure is inadequate to support the development, including the roads, waste water, water and power supply.	Accept in part
80.2	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, upgrade transport infrastructure first, including upgrades to Whitford-Maraetai Road and Jack Lachlan Drive and safe pavements from Beachlands Village to the new housing and marina.	Accept in part
80.3	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, upgrade infrastructure first including alternative water supply source and upgraded sewage treatment plant.	Accept in part
80.4	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, provide a high school first.	Accept in part
81.1	Sam Noon	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Beachlands is not identified as a location or priority area for growth in the Auckland Plan 2050 Development Strategy.	Accept
81.2	Sam Noon	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend the plan change to address concerns about funding and investment of infrastructure, including transport, power supply, water and community facilities.	Accept
83.1	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, because it will visually destroy the beauty of the golf course [and the area], including the current outlook from 740 Whitford-Maraetai Road.	Accept in part
83.2	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure and facilities are inadequate to meet current needs or to support the development, including power supply, water supply, waste water, stormwater, first response (fire, ambulance, police) schools, and roads.	Accept in part
83.3	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require road infrastructure to be improved before any dwellings are planned including road widening and increased to four lanes.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
83.4	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require water supply, waste water and stormwater infrastructure to be improved before any dwellings are planned.	Accept in part
83.5	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require health and community infrastructure to be improved before any dwellings are planned, including: first response, recreational facilities, fields, undercover amenities and junior and secondary schools to be built.	Accept
83.6	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require power supply infrastructure to be improved before any dwellings are planned.	Accept in part
84.1	Rodger Shepherd	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads in Whitford are already congested and it will change the nature of Whitford from a quiet enclave with 5 acre sections to a busy thoroughfare.	Accept in part
84.2	Rodger Shepherd	Decline the plan change, but if approved, make the amendments I requested	Require the previously shelved road from bottom of Ormiston Road straight across the estuary and up behind Trig Road is implemented before development goes ahead.	Accept in part
86.1	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing power supply is unreliable and inadequate to meet current needs or to support the development and additional population.	Accept in part
86.2	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no mains water supply which is inadequate to meet current needs or to support the development and additional population.	Accept in part
86.3	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing waste water infrastructure is at capacity and there are no plans to upgrade this to adequately service the increased population.	Accept in part
86.4	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the road between Howick/Whitford and Beachlands is already at capacity and the alternative route through Maraetai/Clevedon/Papakura is subject to natural hazards.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
86.5	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require improvements to infrastructure to adequately support the development and increased population, including water supply, waste water, roads and a secure power supply.	Accept in part
87.1	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of insufficient consultation and information available to the property owners of 680 Whitford-Maraetai Road which is within the proposed Whitford-Maraetai sub-precinct.	Accept
87.2	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the increased noise, traffic congestion, and surrounding high-density property will adversely affect the peaceful lifestyle, tranquil rural coastal view and reduce the property value of 680 Whitford-Maraetai Road.	Accept in part
87.3	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Redesign the layout of the proposed development that surrounds 680 Whitford-Maraetai Road, including relocating the proposed spine road and village centre (medium density residential) so that they are not so close to the southern and western boundaries of 680 Whitford-Maraetai Road.	Reject
88.1	Angela Turner	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area has experienced exponential growth over the last 10 years and the existing infrastructure is inadequate and at capacity, including roads and schools.	Accept
88.2	Angela Turner	Decline the plan change, but if approved, make the amendments I requested	Require infrastructure to be fixed, including roads, a high school, swimming pool, more facilities for medical, grocery stores, and public transport.	Accept
89.1	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed infrastructure is inadequate to meet existing or future needs, including roading, water supply, waster water and schools.	Accept in part
89.2	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Reduce the amount of high rise development.	Accept in part
89.3	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund/contribute to roading improvements, including road surfaces.	Accept
90.1	Shelly Young	Decline the plan change	Decline the plan change because the area needs to keep its quaint community rural feel.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
90.2	Shelly Young	Decline the plan change	Decline the plan change because the roads will not support the proposed development.	Accept
90.3	Shelly Young	Decline the plan change	Decline the plan change because of concerns that crime will increase.	Accept in part
91.1	Alison Christine Jurd	Decline the plan change	Decline the plan change due to lack of infrastructure to support the increased population, including roading, water supply and schools.	Accept in part
92.1	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing transport infrastructure is inadequate, including congested roads and a lack of footpaths and bike lanes.	Accept in part
92.2	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Improve the roads, including more roundabouts to allow side street traffic to access Whitford Road, increasing the number of lanes on the roads to Howick and Ormiston and a new Mangemangeroa bridge [Mangemangeroa].	Accept in part
92.3	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Provide footpaths and cycle lanes to allow safe walking and cycling.	Accept in part
93.1	Greg Lowe	Decline the plan change	Decline the plan change as these changes will radically alter the landscape and change the character of the Beachlands area.	Accept in part
93.2	Greg Lowe	Decline the plan change	Decline the plan change as these changes will put a huge additional strain on the under performing infrastructure around the area.	Accept in part
94.1	Stacy Joseph Shramana	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved improve the infrastructure before any developments, including the roads.	Accept in part
95.1	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
95.2	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
95.3	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
95.4	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
95.5	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
96.1	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
96.2	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
96.3	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part
96.4	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
96.5	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
97.1	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
97.2	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
97.3	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
97.4	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
97.5	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
98.1	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
98.2	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
98.3	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part
98.4	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
98.5	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
99.1	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part
99.2	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
99.3	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
99.4	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
99.5	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
100.1	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
100.2	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can made where applicant can fund all infrastructure and associated services required.	Accept
100.3	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part
100.4	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	101.4
100.5	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
101.1	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
101.2	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can made where applicant can fund all infrastructure and associated services required.	Accept
101.3	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
101.4	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
101.5	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
102.1	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
102.2	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can made where applicant can fund all infrastructure and associated services required.	Accept
102.3	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part
102.4	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
102.5	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
103.1	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
103.2	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Reject plan change but if approved ensure an agreement can made where applicant can fund all infrastructure and associated services required.	Accept
103.3	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
103.4	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
103.5	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
104.1	Brenda Mary Saunders	Decline the plan change	Decline plan change as there is inadequate infrastructure to serve the development with improvements to power, water, sewerage, roading or education.	Accept in part
104.2	Brenda Mary Saunders	Decline the plan change	Decline plan change as subject site lies within floodplains and flood prone areas. Development requires infrastructure to withstand severe weather events.	Accept in part
105.1	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
105.2	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept
105.3	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part
105.4	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
105.5	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
106.1	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
106.2	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept
106.3	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part
106.4	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
106.5	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
107.1	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as roading, waste and water infrastructure cannot support the increased housing proposed in the Beachlands area	Accept in part
107.2	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, as public transport is not practical, roading must be improved before development commences.	Accept in part
107.3	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, secondary school should be built	Accept in part
108.1	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
108.2	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept
108.3	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
108.4	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part
108.5	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part
109.1	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless roading in the area can be upgraded to accommodate the new development	Accept in part
109.2	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless wastewater treatment is upgraded to accommodate the new development	Accept in part
109.3	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless primary and secondary school capacity can be provided.	Accept in part
110.1	Barry Wade	Decline the plan change	Decline plan change as opposed to any treated wastewater discharge into the Waikopua/ Whitford Embayment or the Tamaki Strait. If approved wastewater output should be connected to wider Auckland network	Accept in part
110.2	Barry Wade	Decline the plan change	Decline plan change as increased traffic volumes will impact roads in the area. If approved access roads and intersections must be upgraded to take further traffic.	Accept
111.1	Sarah Buckland	Decline the plan change	Decline plan change due to roading, power and other infrastructure effects. Infrastructure is not proposed to be upgraded to manage these effects.	Accept in part
111.2	Sarah Buckland	Decline the plan change	Decline plan change due potential noise effects	Accept in part
112.1	Melissa Fahey	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road to ensure traffic safety for vehicles and cyclists. Without improvements more deaths and injuries will occur.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
113.1	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road as the road is nearly at capacity, as supported by Auckland Council's Beachlands Transport Constraints Control Evaluation Report	Accept in part
113.2	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to four lanes to support additional traffic.	Accept in part
113.3	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure no traffic light intersections are incorporated into intersection roading upgrade design. Traffic lights interrupting that flow will cause severe backlogs. Flyovers or tunnels should be implemented to preserve the traffic flow.	Accept in part
113.4	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to deficiencies in public transport provision make reliance on private car use essential.	Accept in part
113.5	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account additional intensification of the Countdown area as well as Pine Harbour, 250 new homes from Fletchers, PC78 intensification and increased high school student commuting.	Accept in part
113.6	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account the commuting patterns of the local population as many people do not commute directly to Auckland CBD.	Accept in part
113.7	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment assumes a self-contained system when local amenities like schooling and medical care are not unavailable or at capacity.	Accept in part
113.8	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment relies on \$75 million dollars of funding which will only upgrade local roads and the ferry terminal and will not affect the wider transport issues as outlined.	Accept
114.1	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road as the road is nearly at capacity, as supported by Auckland Council's Beachlands Transport Constraints Control Evaluation Report	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
114.2	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to four lanes to support additional traffic.	Accept in part
114.3	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure no traffic light intersections are incorporated into intersection roading upgrade design. Traffic lights interrupting that flow will cause severe backlogs. Flyovers or tunnels should be implemented to preserve the traffic flow.	Accept in part
114.4	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to deficiencies in public transport provision that make reliance on private car use essential.	Accept in part
114.5	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account additional intensification of the Countdown area as well as Pine Harbour, 250 new homes from Fletchers, PC78 intensification and increased high school student commuting.	Accept in part
114.6	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account the commuting patterns of the local population as many people do not commute directly to Auckland CBD.	Accept in part
114.7	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment assumes a self-contained system when local amenities like schooling and medical care are not unavailable or at capacity.	Accept in part
114.8	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment relies on \$75 million dollars of funding which will only upgrade local roads and the ferry terminal and will not affect the wider transport issues as outlined.	Accept
115.1	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic.	Accept in part
115.2	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part
115.3	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
116.1	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as residents currently travel outside of Beachlands for the majority of education and community service opportunities. There is no commitment from central government to provide funding for any additional schooling facilities and therefore commuting traffic will increase.	Accept
116.2	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as residents currently travel outside of Beachlands for the majority of employment and community service opportunities. Light commercial zoning provided would not be sufficient to sustain the level of employment that is provided in areas such as East Tamaki, Mt Wellington where existing Beachlands residents work and therefore commuting traffic will increase.	Accept in part
116.4	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as it makes no attempt to address that the existing Pine Harbour ferry car parking facility, which has already reached maximum capacity. Increased development will increase demand for parking in this area.	Accept in part
116.5	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as public transport via bus access to business and commercial areas in Manukau, East Tamaki, Mount Wellington and Penrose is not addressed and unlikely to be funded.	Accept
116.6	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as walking and cycling is not a practical form of transport to areas outside Beachlands and therefore most travel will be via private car, causing additional congestion.	Accept in part
116.7	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline as the plan change does not provide a valid reason for overturning problems raised in the existing PC78 Intensification Plan qualifying matter [Beachlands Transport Constraint Control] for Beachlands precinct.	Accept in part
119.1	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part
119.2	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part
119.3	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
120.1	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part
120.2	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part
120.3	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part
128.1	Ms Barbara Jan Miller	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as the council proposed to stop future secondary dwellings in Beachlands in the proposed PC78. The council's primary reason for this change was that the transport infrastructure was not capable of managing intensification. This plan change does not address this issue. If approved, the plan change should align with option 3 of the Beachlands Transport Constraints Control Evaluation report.	Accept in part
129.1	Gavin Fisher	Decline the plan change	Decline the plan change as there is inadequate infrastructure to support wastewater, education, policing and traffic demands.	Accept
130.1	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed intersection improvements are not enough.	Accept
130.2	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part
130.3	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept
130.4	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change as the pollution of local streams and marine environments will be inevitable.	Accept in part
131.1	Karen Cowie	Approve the plan change with the amendments I requested	Amend the plan change to include more provision for infrastructure upgrades, including the safety and maintenance of Whitford-Maraetai Road with increased demand. Increased traffic makes intersections (Jack Lachlan and Whitford-Maraetai Road) and accessways (671 Whitford-Maraetai Road) more dangerous.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
131.2	Karen Cowie	Approve the plan change with the amendments I requested	Amend the plan change to include a secondary school in the area. This would also help reduce commuting traffic.	Reject
132.1	John and Robyn Randle	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, amend to upgrade Whitford-Maraetai Road for the increase in traffic.	Accept in part
133.1	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
133.2	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept
133.3	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part
133.4	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part
133.5	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part
134.1	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
134.2	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept
134.3	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
134.4	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part
134.5	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part
135.1	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
135.2	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept
135.3	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part
135.4	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part
135.5	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part
136.1	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
136.2	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept
136.3	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
136.4	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part
136.5	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, ensure wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part
137.1	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part
137.2	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept
137.3	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part
137.4	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part
137.5	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part
138.1	Bret Vogel	Decline the plan change	Decline the plan change as there needs to be development to infrastructure, improve public transport, water, and more roads.	Accept in part
138.2	Bret Vogel	Decline the plan change	Amend plan change to build a high school.	Accept
139.1	Sarah Owen	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless improvements can be made to road infrastructure and public transport to cater for increased traffic from new development.	Accept in part
140.1	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
140.2	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part
140.3	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part
141.1	Shayne Skinner	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to dual carriageway to cope with the extra 3000 households.	Accept in part
142.1	Brian Slingsby	Approve the plan change with the amendments I requested	Amend plan change to ensure traffic lights or roundabouts are required at all intersections off Whitford Maraetai Road especially Clifton Road intersection prior to any further development, due to capacity and safety issues.	Accept in part
143.1	Steven Lucas	Decline the plan change	Decline plan change as the Whitford-Maraetai Road is already congested, there are frequently accidents and there is no proposal to widen this road or any of the traffic interchanges.	Accept
143.2	Steven Lucas	Decline the plan change	Decline plan change as local schools are overcrowded and there is no local secondary school.	Accept
143.3	Steven Lucas	Decline the plan change	Decline plan change as the ferry has limited capacity, is weather dependent and relies on road shuttles when cancelled. Additionally fewer workers commute to the CBD.	Accept
143.4	Steven Lucas	Decline the plan change	Decline plan change as local medical services are under pressure, increasingly difficult to get GP appointments. This would be compounded by the plan change.	Accept
143.5	Steven Lucas	Decline the plan change	Decline plan change as local employment will not materialise. There are relatively few locals working in the commercial area especially the Countdown supermarket where most staff are from South Auckland.	Accept
143.6	Steven Lucas	Decline the plan change	Decline plan change as previous development was justified on the capacity of the Waikato aquifer to supply bore water. Will this still cope with the expanded population?	Accept
143.7	Steven Lucas	Decline the plan change	Decline plan change as it will result in the lost of one of the best golf courses in the country.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
143.8	Steven Lucas	Decline the plan change	Decline plan change as recent storms show stormwater runoff will increase when absorbent ground is covered in houses and concrete etc.	Accept in part
143.9	Steven Lucas	Decline the plan change	Decline plan change due to potential runoff into the Gulf from sewage works outflows.	Accept in part
144.1	Christine Jansen	Decline the plan change	Decline plan change as proposed rezoning from rural countryside living to a mixed use including high density apartment dwellings and townhouses will severely degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part
144.2	Christine Jansen	Decline the plan change	Decline plan change as sewerage and wastewater treatment and disposal will require a major upgrade of Watercare facility as there is not the capacity. On land disposal as proposed potentially will pollute the Maraetai-Whitford aquifer and the local beaches, negatively impact endangered bird breeding grounds that adjoin the development.	Accept in part
144.3	Christine Jansen	Decline the plan change	Decline plan change as proposed water supply from a new bore field and some existing bores has a not been assessed in terms of potential impacts on the aquifer. There are numerous private bores in Beachlands drawing from this aquifer.	Accept
144.4	Christine Jansen	Decline the plan change	Amend plan change to include roading upgrade to two lanes each way to cope with doubling of population and traffic movements. New roundabouts will be required at entry ways to the development for safe turning.	Accept
144.5	Christine Jansen	Decline the plan change	Decline plan change as land set aside for schooling does not guarantee the Ministry of Education will build a new school. There is no certainty that they will nor within a realistic time frame.	Accept
144.6	Christine Jansen	Decline the plan change	Decline plan change due to an active landslide on the west part of the proposed plan change area that is moving out onto the adjoining beach, (Kahawairahi Beach) and indicates land instability in this area. Intensive housing not appropriate here.	Accept
145.1	Melinda Krushinska	Decline the plan change	Decline the building of additional 3000 houses. Beachlands has no roads, sewer, water infrastructure to accommodate 3000 additional houses.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
146.1	Equal Justice Project	Decline the plan change	Decline as the plan change does not have regard to either Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022) nor Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).	Accept
146.2	Equal Justice Project	Decline the plan change	Decline the plan change as it will result in an increase in Vehicle Kilometres Travelled (VKT) and greenhouse gas emissions. There is no public transport or cycling network for these trips that will be easier than driving. A small increase in additional ferry capacity to one location in the city will not mitigate this. Auckland cannot provide a low car lifestyle overall without residential development being built in proximity to the amenities of the city	Accept
147.1	Linda Whickman	Decline the plan change	Decline the plan change because is already insufficient infrastructure for the existing Beachlands population and therefore an increase in population of this magnitude is not feasible.	Accept in part
148.2	Linda Whickman	Decline the plan change	Decline the plan change because only half of the students attending Howick college have the ability to catch a designated bus, there is insufficient capacity.	Accept
147.3	Linda Whickman	Decline the plan change	Decline the plan change due to insufficient transport capacity, to exit at roundabout onto Whitford-Maraetai road can already take 20 minutes in the morning.	Accept
148.1	Robert Jaffrey Gray	Decline the plan change	Decline the plan change as infrastructure such as transport, water, parks and community facilities are not in place to accommodate this growth	Accept in part
148.2	Robert Jaffrey Gray	Decline the plan change	Decline plan change as the development will lead to longer journeys, with increased emissions and congestion Construction will takes years and the minor improvements proposed will not mitigate this.	Accept
148.3	Robert Jaffrey Gray	Decline the plan change	Decline plan change as there is already substational housing growth in Beachlands and Maraetai and this addition is neither wanted or needed.	Accept
149.1	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Require the proposal to provide for a secondary school within the site. The need for a local secondary school has been identified and the CCBA support the establishment of this school by the Ministry as soon as possible.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
149.2	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to include on and off-road trail connections to the wider Pohutukawa Coast environment.	Accept in part
149.3	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Request better ferry services and public transport connections to service the increase in population.	Accept in part
150.1	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure, including roads and schools, is of poor quality and not adequate to meet demand.	Accept in part
150.2	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Require infrastructure to be added and upgraded before development is allowed.	Accept in part
150.3	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Improve road access and the quality of the roads before development is allowed.	Accept in part
150.4	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Require water mains to be supplied and schools to be built before development is allowed.	Accept in part
151.1	Karen McKnight	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing infrastructure is not adequate to sustain all the plans the council is submitting.	Accept in part
151.2	Karen McKnight	Decline the plan change, but if approved, make the amendments I requested	Require roading infrastructure to be upgraded with the amount of buildings the council has submitted.	Accept in part
153.1	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roading infrastructure, including the two lane road, is insufficient to meet demands.	Accept in part
153.2	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed sewerage system is inadequate and disposing to existing land will not work.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
153.3	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because using bore water as the method of water supply is inadequate for a development of the size proposed.	Accept in part
153.4	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Provide a four lane road from Whitford Road along Whitford-Maraetai Road to the site and upgrade Jack Lachlan Drive.	Accept in part
153.5	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage system with one that does not rely on disposal to existing ground.	Accept in part
153.6	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part
154.1	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roading infrastructure, including the two lane road, is insufficient to meet demands and road maintenance is poor.	Accept in part
154.2	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed sewerage system is inadequate and disposing to existing land will not work.	Accept in part
154.3	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because using bore water as the method of water supply is inadequate for a development of the size proposed.	Accept in part
154.4	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved provide a four lane road from Whitford Road along Whitford-Maraetai Road to the site and upgrade Jack Lachlan Drive.	Accept in part
154.5	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage system with one that does not rely on disposal to existing ground.	Accept in part
154.6	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
155.1	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Whitford-Maraetai Road, Sandstone Road and Gorge Road need urgent upgrades and will get worse with increased traffic and the proposed upgrades to the Whitford roundabout will not improve safety or the state of feeder roads.	Accept in part
155.2	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of safety concerns about the impact of providing a hotel and intoxicated drivers.	Accept in part
155.3	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Build communities of secure lifestyle retirement homes with garaging, motorhome parking and appropriate facilities.	Accept in part
155.4	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure no social housing because there is little employment opportunity.	Accept in part
155.5	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Require standalone houses instead of high density housing to reduce stress on existing water and wastewater infrastructure.	Reject
156.1	Fire and Emergency New Zealand	Approve the plan change with the amendments I requested	Require that the development is designed in accordance with the SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice	Reject
156.2	Fire and Emergency New Zealand	Approve the plan change with the amendments I requested	Require the proposed roads development is designed in accordance with the relevant transport standards to ensure that fire appliances can easily access each road even with cars parked either side of the road	Reject
157.1	Michaela Campbell	Decline the plan change	Decline the plan change because infrastructure is inadequate to meet the demands of the development.	Accept in part
158.1	Jenny Barrett	Decline the plan change	Decline the plan change because there are no plans to upgrade roaming or surrounding infrastructure to meet the demands of the development.	Accept in part
159.1	Jacob Mackenzie	Decline the plan change	Decline the plan change because there is a lack of infrastructure, particularly road infrastructure, to meet the demands of the development.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
159.2	Jacob Mackenzie	Decline the plan change	Decline the plan change because there is no local high school which will put the roads under more pressure from commuters.	Accept
159.3	Jacob Mackenzie	Decline the plan change	Require infrastructure to be developed before housing development is allowed, as demonstrated by recent events.	Accept in part
160.1	Sam Shephard	Decline the plan change	Decline the plan change because road infrastructure must be improved first.	Accept
161.1	Chantal Ward-Tuala	Decline the plan change	Decline the plan change because existing infrastructure, including roads, is in poor quality and inadequate to meet existing or future demands.	Accept in part
162.1	Deborah Christine Forman	Decline the plan change	Decline the plan change because the roads are inadequate to meet existing or future demand from the development and will cause congestion through Whitford village which is the only road to motorways or high schools.	Accept
163.1	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is insufficient infrastructure or plans to improve infrastructure to support a development of this size e.g. Middlemore Hospital and primary schools are at capacity, no plan for a guaranteed high school to cater for growth, and local health care providers are unable to support growth.	Accept
163.2	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Reduce the number of proposed dwellings by a significant amount to ensure that the development size is aligned with existing infrastructure capacity and limitations.	Accept in part
163.3	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund additional infrastructure and to ensure the infrastructure is in place before housing is completed.	Accept
163.4	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Whitford-Maraetai Road is poor quality and inadequate to meet existing and future demands.	Accept in part
163.5	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing public transport (buses and ferries) is inadequate e.g. lack of destinations, unreliable, lack of parking at ferry terminal, inefficient use of time.	Accept in part
163.6	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no evidence to prove the proposal to use existing bore for the water supply will have sufficient capacity.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
163.7	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Oppose the proposed disposal of treated waste water into ponds and the coastal environment because of concerns with compliance and the risk to health and the environment.	Accept in part
164.1	Katie Pike	Decline the plan change	Decline the plan change because there is insufficient infrastructure [two lane roads needed]	Accept
164.2	Katie Pike	Decline the plan change	Decline the plan change because insufficient sewage facilities	Accept in part
165.1	Daniel udy	Approve the plan change without any amendments	Approve the plan change if a high school is provided	Reject
165.2	Daniel udy	Approve the plan change without any amendments	Approve the plan change if roading upgrades are provided	Reject
166.1	Stephen David Melrose	Decline the plan change	Decline the plan change because of the development will require connection to main water treatment plant to prevent degradation of the coastline	Accept in part
166.2	Stephen David Melrose	Decline the plan change	Decline the plan change because there is no reason to create a light industrial zone in the area	Accept in part
166.3	Stephen David Melrose	Decline the plan change	Decline the plan change because of the existing inadequate roading conditions	Accept
167.1	Peter John Williams	Decline the plan change	Decline the plan change because of the existing inadequate roading conditions	Accept
167.2	Peter John Williams	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
167.3	Peter John Williams	Decline the plan change	Decline the plan change because of the inadequate proposals for sewage/water/stormwater	Accept in part
167.4	Peter John Williams	Decline the plan change	Decline the plan change because the essential services need to be under Council's control	Accept in part
167.5	Peter John Williams	Decline the plan change	Decline the plan change because of suggestion that sewage overflow could go to the beach	Accept in part
167.6	Peter John Williams	Decline the plan change	Decline the plan change because of the proposal for dwellings over 3 storeys	Accept in part
168.1	Jason Shaw	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
168.2	Jason Shaw	Decline the plan change	Decline the plan change because of the lack of funding being provided for necessary infrastructure	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
168.3	Jason Shaw	Decline the plan change	Decline the plan change because of the pressure on essential services [volunteer fire brigade]	Accept in part
169.1	Maria Money	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
169.2	Maria Money	Decline the plan change	Decline the plan change because of the lack of funding being provided for necessary infrastructure	Accept
169.3	Maria Money	Decline the plan change	Decline the plan change because of the pressure on essential services [volunteer fire brigade]	Accept in part
170.1	Jeanette Hilton	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
170.2	Jeanette Hilton	Decline the plan change	Decline the plan change because of the impact on the community	Accept
171.1	Lynne Richardson	Decline the plan change	Decline the plan change because of the existing inadequate roading	Accept
171.2	Lynne Richardson	Decline the plan change	Decline the plan change because of the lack of provision of public transport	Accept
172.1	Helen Els	Decline the plan change	Decline the plan change because of the existing inadequate medical services	Accept in part
172.2	Helen Els	Decline the plan change	Decline the plan change because of the lack of education facilities	Accept
172.3	Helen Els	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
173.1	Serena Waldron	Decline the plan change	Decline the plan change because of the lack of planned infrastructure	Accept in part
173.2	Serena Waldron	Decline the plan change	Decline the plan change because of the lack of planned education facilities	Accept
174.1	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless upgrades to roading are included	Accept in part
174.2	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional capacity for wastewater and water is included	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
174.3	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional education facilities are included	Accept in part
174.4	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless bus services are provided	Accept in part
175.1	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the existing inadequate infrastructure	Reject
175.2	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the lack of education facilities	Reject
175.3	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the density of the proposal [density]	Reject
176.1	Colin Nicholas Nunweek	Approve the plan change with the amendments I requested	Approve the plan change if funding is provided by applicants to enable upgrade and expansion of roading network prior to development being completed	Accept in part
177.1	Will Owen	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part
177.2	Will Owen	Decline the plan change	Decline the plan change because of the lack of education facilities	Accept
178.1	Fiona Fraser	Decline the plan change	Decline the plan change because of the impact on the community	Accept
178.2	Fiona Fraser	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure and lack of funding	Accept
179.1	Amy Stewart	Approve the plan change with the amendments I requested	Approve the plan change provided there are upgrades to the roads	Accept in part
179.2	Amy Stewart	Approve the plan change with the amendments I requested	Approve the plan change if a high school is provided	Reject
180.1	Toni Stairmand	Decline the plan change	Decline the plan change because the infrastructure does not support the development	Accept in part
181.1	Darron Crawford	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading [double lanes] are provided	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
181.2	Darron Crawford	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to sewage treatment plant is provided	Accept in part
182.1	David Cartledge	Decline the plan change	Decline the plan change because the roading is inadequate	Accept
182.2	David Cartledge	Decline the plan change	Decline the plan change because of the lack of provision for water or wastewater	Accept
182.3	David Cartledge	Decline the plan change	Decline the plan change because of inadequate public transport	Accept
183.1	Kim Beere	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading [double lanes to Maraetai, Whitford and Ormiston Roads] are provided	Accept in part
184.1	Jasper Grant Murdoch Campbell	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading are provided prior to development	Accept in part
185.1	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of the lack of infrastructure [roading and public transport]	Accept
185.2	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of a lack of medical facilities	Accept in part
185.3	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of a lack of essential services being provided	Accept in part
186.1	Lloyd Williams	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless details around changes to the marina are provided/considered	Accept in part
187.1	Margaret Ann Nicholls	Decline the plan change	Decline the plan change, because of inadequate infrastructure [roading, wastewater and public transport]	Accept in part
188.1	David Paul Lloyd	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless funding is provided by applicants to enable upgrade and expansion of roading/infrastructure network, prior to development being completed	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
189.1	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline plan change until agreement is reached with applicant that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) to support the additional dwellings that would result from the plan change.	Accept in part
189.2	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Require critical roading upgrade to support the additional population and traffic load that come with 3900 plus new dwellings identified in Stage 1 of the proposed developments. The upgrade should change the Beachlands /Maraetai road to Whitford from a two lane to a four lane road.	Accept in part
189.3	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Consider whether any study been made to insure the viability of bore water for new dwellings and the existing ones? Why not mandate the use of rain water tanks like the rest of the existing community ? I also have concerns about the proposed sewerage system as how environmental friendly is going to be.	Accept in part
189.4	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline because the size and proposed dwelling construction , from single/double level to high rise high density dwellings, is in total opposition to the Auckland City Council Unitary Plan. The proposal if approved will lead to changes that will impact forever the identity of Beachheads.	Accept in part
190.1	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline plan change until agreement is reached with applicant that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) to support the additional dwellings that would result from the plan change.	Accept in part
190.2	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Require that critical roading upgrades are required to support the additional population and traffic load that come with 3900 plus new dwellings identified in Stage 1 of the proposed developments. The upgrade should change the Beachlands-Maraetai road to Whitford from a two lane to a four lane road.	Accept in part
190.3	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Consider if any study been made to ensure the viability of bore water for new dwellings and the existing ones. Why not mandate the use of rain water tanks like the rest of the existing community ? I also have concerns about the proposed sewerage system as how environmental friendly is going to be.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
190.4	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline because the size and proposed dwelling construction, from single/double level to high rise high density dwellings, is in total opposition to the Auckland City Council Unitary Plan. The proposal if approved will lead to changes that will impact forever the identity of Beachlands.	Accept in part
191.1	Mr Dennis Michael Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline because the infrastructure of Beachlands - water, power, transport will simply not cope.	Accept in part
191.2	Mr Dennis Michael Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline because the only road for people to get to work is unable to cope now, without doubling the population.	Accept in part
192.1	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved provide a 4 Lane Road to and from Beachlands to metro areas. Roads to be built before housing development starts -to cater for builders, trucks, heavy equipment	Accept in part
192.2	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved triple the school bus supply with buses leaving at staggered times in the afternoon.	Accept in part
192.3	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved shops and amenities to be developed before the residential building starts. Build the infrastructure etc before the residential properties start.	Accept in part
192.4	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved Watercare to supply sufficient evidence that they will be able to manage this development. Council Water supply to Beachlands/Maraetai (Waterline) before development.	Accept in part
192.5	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved Council to build emergency facilities before housing development	Accept
193.1	Nicole Hillis	Decline the plan change, but if approved, make the amendments I requested	Upgrade infrastructure and ferry services before the development goes ahead	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
194.1	Mr Peter John Reilly	Decline the plan change, but if approved, make the amendments I requested	Decline because of the ability of the Whitford-Maraetai Road & infrastructure to cope with increase in population and resulting traffic congestion from the proposed urban residential development in Beachlands - The Whitford-Maraetai Road and infrastructure must be improved to cope with future increase in population.	Accept in part
194.2	Mr Peter John Reilly	Decline the plan change, but if approved, make the amendments I requested	Decline because of sustainability of the water supply, waste water and storm water system - Conclusive technical evidence must be provided to confirm that the water supply, waste water and storm water systems are sustainable with minimal environmental impact such as too higher demand on ground water supply and flooding.	Accept in part
199.1	B.M.O Residents Group	Decline the plan change, but if approved, make the amendments I requested	Decline plan change because Jack Lachlan Drive inappropriate as an access road for such a large development.	Accept in part
200.1	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the identity of Beachheads as a rural community and the fabric/character and visualisation of the Beachlands Village.	Accept in part
200.2	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Reject the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
200.3	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part
200.4	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
200.5	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
201.1	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the identity of Beachheads as a rural community and the fabric/character and visualisation of the Beachlands Village.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
201.2	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Reject the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part
201.3	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part
201.4	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part
201.5	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part
202.1	Debra Jones	Decline the plan change	Decline the plan change because of traffic effects and that public transport is not a viable option.	Accept
202.2	Debra Jones	Decline the plan change	Decline the plan change because there is insufficient water supply and the proposed wastewater treatment is inappropriate.	Accept in part
203.1	Angie Henderson	Decline the plan change	Decline the plan change because of a lack of resources to support an additional 3000 dwellings, including insufficient roads in and out of Beachlands and schools.	Accept in part
204.1	Whittaker Hamilton	Approve the plan change without any amendments	Approve the plan change without any amendments because it will provide economic benefit and housing in the local area and the developer has mitigated many community concerns.	Reject
205.1	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Support the plan change with amendments because it will provide for a master-planned development of Beachlands South which will have a range of social and economic benefits to current and future residents.	Reject
205.2	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Require the Integrated Transport Assessment to consider the potential effects of the future Indicative Primary Road Corridor (School) Road on any future access into 101 Jack Lachlan Drive; and to identify an intersection location which can efficiently and safely provide access to both 101 Jack Lachlan Drive and the Proposed Plan Change area (either through a single or staggered intersection).	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
205.3	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan B - Movement Network, so that it shows the exact proposed location of the Primary Road Corridor (School) Road intersection with Jack Lachlan Drive in a position that does not compromise future access to 101 Jack Lachlan Drive.	Accept in part
205.4	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Add a new Figure 20 in the Beachlands South Precinct which provides the concept design of the intersection with Jack Lachlan Drive, including the access into 101 Jack Lachlan Drive.	Accept in part
206.1	Sielia Limited	Approve the plan change with the amendments I requested	Approve the plan change with amendments because it will provide for a master-planned development of Beachlands South which will have a range of social and economic benefits to current and future residents.	Reject
206.2	Sielia Limited	Approve the plan change with the amendments I requested	Amend the proposed plan change extent to include 600 Whitford-Maraetai for a number of reasons, including that this will provide a more natural and defensible boundary. See maps on pages 6 to 9 of submission.	Reject
206.3	Sielia Limited	Approve the plan change with the amendments I requested	Rezone 600 Whitford-Maraetai Road from Rural - Countryside Living to Future Urban Zone. See map on page 9 of the submission.	Reject
206.4	Sielia Limited	Approve the plan change with the amendments I requested	Extend the SMAF1 Area to include 600 Whitford-Maraetai Road.	Reject
206.5	Sielia Limited	Approve the plan change with the amendments I requested	Extend the 10m landscape buffer along the Whitford-Maraetai Road frontage to include 600 Whitford-Maraetai Road.	Reject
206.6	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 2 (Natural Features) to incorporate the natural features on 600 Whitford-Maraetai Road.	Reject
206.7	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 3 (Structural Elements) to include 600 Whitford-Maraetai Road.	Reject
206.8	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 4 (Cultural Landscape) to include 600 Whitford-Maraetai Road.	Reject
206.9	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 5 (Movement Network) to include 600 Whitford-Maraetai Road.	Reject
206.10	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 7 (Earthworks Catchments) to incorporate 600 Whitford-Maraetai Road into Catchment 5.	Reject
206.11	Sielia Limited	Approve the plan change with the amendments I requested	Amend proposed plan change text to reflect the increased Plan Change and Future Urban Zone areas resulting from the inclusion of 600 Whitford-Maraetai Road in the plan change.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
207.1	Michael John Dagg	Decline the plan change	Decline the plan change to protect the Formosa Auckland Country Club golf course, and to avoid the loss of local community recreation space and flood protections.	Accept in part
208.1	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because road infrastructure is inadequate and the assertion that a large portion of residents will use public transport is incorrect.	Accept in part
208.2	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because wastewater infrastructure is inadequate.	Accept in part
208.3	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of effects on the existing green space and ecosystem.	Accept in part
209.1	Antony John Horton	Decline the plan change	Decline the plan change because water supply is inadequate to meet existing needs and the existing wastewater is at capacity.	Accept in part
209.2	Antony John Horton	Decline the plan change	Decline the plan change because road infrastructure is not adequate to meet the needs of existing development.	Accept
209.3	Antony John Horton	Decline the plan change	Require adequate infrastructure to be funded and in place before development is allowed, even if it is on a gradual basis.	Accept
210.1	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure is inadequate to meet existing needs.	Accept in part
210.2	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require upgrades to transport infrastructure and services before development is allowed, including more buses and routes (e.g. direct to Howick/Panmure), more ferries, better road, and expanding the road to four lanes or at least three and alternating at rush hour.	Accept in part
210.3	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require a new high school is built before development is allowed.	Accept in part
210.4	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require reticulated water and capacity of the wastewater system is increased before development is allowed.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
211.1	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of adverse traffic effects, road infrastructure is inadequate to meet existing needs, and the assumption that a large portion of residents will use public transport is incorrect.	Accept in part
211.2	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of adverse effects on health and wellbeing, and the existing medical services are at capacity.	Accept
211.3	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the anticipated lack of a suitable local education centre.	Accept in part
211.4	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed water supply, wastewater treatment and upgrades to public transport services are not supported.	Accept in part
212.1	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because rezoning will place pressure on existing infrastructure.	Accept in part
212.2	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Require BSL [Beachlands South Ltd] to pay for road upgrades (traffic lights at Whitford roundabout) and pay for or financially contribute to the maintenance of road surfaces.	Accept in part
212.3	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require the use of roof areas for water tanks to reduce the impact on existing bores.	Accept in part
212.4	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Undertake further research into the impacts of what is planned and an increase in spongy areas rather than vast amounts of concrete, to understand the pressures on the wastewater system and effects of flooding.	Accept in part
212.5	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Require BSL [Beachlands South Ltd] to make land available for a full primary and high school and to make the ground ready for building early in the development.	Accept in part
213.1	Dorothy McKeen	Decline the plan change	Decline the plan change because existing infrastructure (e.g. roading, education and health) should be improved before more houses are built.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
214.1	Sophia Yakich	Decline the plan change	Decline the plan change because existing road infrastructure and public transport is inadequate to meet existing needs.	Accept
214.2	Sophia Yakich	Decline the plan change	Decline the plan change because the proposal to use underground water/bores for the water supply may be inadequate and is unacceptable.	Accept in part
214.3	Sophia Yakich	Decline the plan change	Decline the plan change because the proposal to treat wastewater on site and then dump it into waterways is unacceptable.	Accept in part
214.4	Sophia Yakich	Decline the plan change	Decline the plan change because existing schools do not have capacity.	Accept
214.5	Sophia Yakich	Decline the plan change	Decline the plan change because existing healthcare facilities and services do not have capacity.	Accept in part
215.1	Nerina Carol Groves	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of infrastructure constraints including roading and police services.	Accept in part
215.2	Nerina Carol Groves	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change so that infrastructure is in place before subdivision development, including two more road lanes and more police.	Accept in part
216.1	Stephen Andrew Opie	Decline the plan change	Decline the plan change because the proposed infrastructure is insufficient and inadequate including, roading, waste water and water supply.	Accept in part
216.2	Stephen Andrew Opie	Decline the plan change	Require a four lane road from Whitford Road along to Whitford-Maraetai Road to the site including Jack Lachlan Drive to be provided.	Accept
216.3	Stephen Andrew Opie	Decline the plan change	Replace the proposed disposal of waste water system with one that does not rely on disposal to existing ground.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
216.4	Stephen Andrew Opie	Decline the plan change	Replace the proposed supply of water from bores or another system which will cope with the development and is approved by watercare.	Accept in part
217.1	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed development will overwhelm facilities in the area and increase traffic.	Accept in part
217.2	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to address stormwater needs.	Accept in part
217.3	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require more trees to replace those already demolished because of other developments in the area and restore-our bird population, and provide a more appropriate use of the area such as a sports field, park or garden.	Accept in part
218.1	Paul Michael Orriss	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will increase traffic and exiting roading infrastructure in inadequate.	Accept in part
218.2	Paul Michael Orriss	Decline the plan change, but if approved, make the amendments I requested	Require road widening to take place including the bridge by Waikopua Road, and high crash corners to be redesigned and altered.	Accept in part
219.1	Renette Brink	Decline the plan change	Decline the plan change because of lack of infrastructure, roads, ferries and parking.	Accept
220.1	Ian Wallace	Decline the plan change	Decline the plan change because of the detrimental effect it will have on our enjoyment of the area, current Beachlands/Pohutukawa Coast resources and inadequate infrastructure (e.g. roading, public transport, schools).	Accept in part
221.1	Steve West	Decline the plan change	Decline the plan change because existing infrastructure is inadequate to support the current community.	Accept in part
221.2	Steve West	Decline the plan change	Decline the plan change because any future development will impact on peoples lives, wildlife, environmental impact and all the views and quiet that we loved Beachlands for will be destroyed.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
222.1	Chantelle Pinch	Approve the plan change with the amendments I requested	Require the developer to pay to upgrade Whitford Maraetai Road to four lanes to support the extra population on the roads.	Accept in part
223.1	Mark Regan Casey	Decline the plan change	Decline the plan change because the existing infrastructure of Beachlands and Maraetai is inadequate to meet existing needs, and the increase in population will overwhelm current infrastructure and services including roads, wastewater, electricity grid and medical.	Accept in part
224.1	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it does not sufficiently resolve the traffic constraints and will result in these constraints worsening,	Accept in part
224.2	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans on how to deal with stormwater and wastewater capacity constraints and the impact this may have on the surrounding environment.	Accept in part
224.3	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans to ensure sufficient capacity of schools.	Accept in part
224.4	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to be solely accountable for the increase in traffic movements between Beachlands/Maraetai and a motorway access point.	Accept in part
224.5	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to demonstrate how it will contain all stormwater and wastewater from the new development now and in the future.	Accept in part
224.6	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund an independent review of the impact on the local and surrounding environment and infrastructure (water, roading and public transport).	Accept
224.7	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require an independent review to be funded to look at the impact on the local community of the approximate 1000 dwellings allocated to Kainga Ora.	Reject
225.1	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing access to Beachlands/Maraetai is compromised due to coastal erosion and volume of traffic.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
225.2	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal to take water from the Pine Harbour aquifer is inappropriate.	Accept in part
225.3	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans on how to contain stormwater and wastewater and no independent review is available to assess the local impact on the community and environment.	Accept in part
225.4	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Require the developer to commission an independent report assessing the impact of social housing on the current Beachlands community.	Reject
225.5	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change from high density to low density housing which is more in keeping with the current community to reduce the impact on the environment and local community.	Accept in part
225.6	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Require the developer to provide compensation for the extra infrastructure (water, roading, transport) necessary to meet demands of additional population (approximately 10,000 people).	Accept
225.7	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Seek confirmation from the Ministry of Education that extra schooling (primary and high school) will be funded to meet demands of additional population (approximately 10,000 people).	Accept
226.1	Suzanne Mevissen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because transport infrastructure is insufficient.	Accept in part
226.2	Suzanne Mevissen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to substantially reduce the number of dwellings able to be developed until suitable traffic infrastructure is in place.	Accept in part
227.1	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because current transport infrastructure is inadequate (roading and public transport).	Accept in part
227.2	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because current medical facilities are inadequate.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
227.3	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of water supply and water treatment issues e.g. during heavy rainfall and impact on local beaches..	Accept in part
227.4	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Reject Housing New Zealand dwellings.	Reject
227.5	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Require road infrastructure of four lanes between Beachlands/Maraetai and Auckland to be provided before development.	Accept in part
228.1	Debra Black	Approve the plan change with the amendments I requested	Amend the plan change to address concerns about traffic and roading, emergency services, water and the need for a high school.	Reject
229.1	Karen Kerr	Decline the plan change	Decline the plan change because the current roading infrastructure cannot support this development without significant investment, and the assumption that public transport will resolve this issue is inappropriate.	Accept
230.1	Blair Nix	Approve the plan change with the amendments I requested	Require the road to be widened and improved before a substantial population growth is approved.	Accept in part
231.1	Nithya Balakrishnan	Decline the plan change	Decline the plan change because the existing infrastructure, including transport, does not meet existing needs and the plans provided do not make any provisions for the increased traffic that the Beachlands/Maraetai community faces.	Accept
232.1	Ivan Peter	Decline the plan change	Decline the plan change because it will significantly increase the volume of traffic and existing roads are inadequate.	Accept
232.2	Ivan Peter	Decline the plan change	Decline the plan change because public transport (ferry and bus) to and from the area is inadequate and a larger ferry will not ease the situation.	Accept
232.3	Ivan Peter	Decline the plan change	Decline the plan change because insufficient consideration has been given to the lack of a secondary school in the area.	Accept
232.4	Ivan Peter	Decline the plan change	Decline the plan change because there is insufficient water supply to service the new development.	Accept in part
233.1	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because urban sprawl goes against today's thinking and we should be lessening our urban footprint, not increasing it.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
233.2	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will increase traffic, and the existing transport infrastructure is inadequate to support growth, including the road between Whitford and Beachlands and the main arterial roads beyond Whitford - Ormiston Road and Ti Rakau Drive.	Accept in part
233.3	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the proposed water supply and wastewater will adequately cope with growth in a way that is ecologically sound and sustainable.	Accept in part
233.4	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Require roading and service infrastructure to be in place before development is allowed to happen.	Accept in part
233.5	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Consideration by the developer of loaning the council money to build the necessary four lane road between Whitford and Beachlands, and providing land immediately for the necessary schools and emergency medical facilities.	Accept in part
233.6	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Allocate land for an accident and emergency centre and necessary schools before development goes ahead.	Accept
234.1	Freddy Brignone	Decline the plan change	Decline the plan change because local roads and local infrastructure is inadequate to meet existing need or future development.	Accept in part
234.2	Freddy Brignone	Decline the plan change	Consider the Formosa golf course could be a real asset to the area and Auckland is it was turned into a public park.	Accept in part
235.1	Andrew Buckingham	Decline the plan change	Decline the plan change because it will increase traffic on Whitford Road and roading infrastructure is inadequate to meet existing needs.	Accept
235.2	Andrew Buckingham	Decline the plan change	Require roading improvements such as dual land roading from Beachlands to Somerville.	Accept
236.1	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing transport infrastructure is insufficient, particularly the two lane will not cop with the increase in traffic.	Accept in part
236.2	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed water supply and waste water systems are inadequate.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
236.3	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Require a four lane road from Whitford Road along Whitford Maraetai Road to the site including upgrading Jack Lachlan Drive.	Accept in part
236.4	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed wastewater disposal system with one that does not rely on disposal to existing ground.	Accept in part
236.5	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part
237.1	Nigel Ewels	Decline the plan change	Decline the plan change because it will put significant strain on the transport, water, wastewater and other infrastructure in the area.	Accept in part
238.1	Hamish Sutherland	Decline the plan change	Decline the plan change because it does not provide enough parking in the development.	Accept
238.2	Hamish Sutherland	Decline the plan change	Decline the plan change because existing public transport services and facilities (ferry, bus, ferry parking) are inadequate to meet existing needs or expected growth, and the developer's assumption that the majority of people will use public transport is inappropriate.	Accept
238.3	Hamish Sutherland	Decline the plan change	Decline the plan change because it will cause adverse traffic and road safety effects.	Accept
238.4	Hamish Sutherland	Decline the plan change	Decline the plan change because the existing roading infrastructure is near capacity, in poor condition, and is inadequate to meet existing needs and expected growth.	Accept
238.5	Hamish Sutherland	Decline the plan change	Require the necessary road upgrades to be completed before development is allowed.	Accept
239.1	Samantha Sutherland	Decline the plan change	Decline the plan change because it does not provide enough parking in the development.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
239.2	Samantha Sutherland	Decline the plan change	Decline the plan change because existing public transport services and facilities (ferry, bus, ferry parking) are inadequate to meet existing needs or expected growth, and the developer's assumption that the majority of people will use public transport is inappropriate.	Accept
239.3	Samantha Sutherland	Decline the plan change	Decline the plan change because it will cause adverse traffic and road safety effects.	Accept
239.4	Samantha Sutherland	Decline the plan change	Decline the plan change because the existing roading infrastructure is near capacity, in poor condition, and is inadequate to meet existing needs and expected growth.	Accept
239.5	Samantha Sutherland	Decline the plan change	Require the necessary road upgrades to be completed before development is allowed.	Accept
240.1	Gerald Anthony Wade	Decline the plan change, but if approved, make the amendments I requested	Require sufficient roading infrastructure in place prior to commencement of development.	Accept in part
240.2	Gerald Anthony Wade	Decline the plan change, but if approved, make the amendments I requested	Revise the ferry plan proposal to one that will actually work.	Accept in part
241.1	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing ferry service is unreliable and inadequate.	Accept in part
241.2	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are poor quality, inadequate for cars and cyclists and traffic is already at its limit for the current population.	Accept in part
241.3	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal is too big and does not allow the community to grow at a reasonable pace with regard to the infrastructure and services required to meet the expected growth.	Accept in part
241.4	David Powley	Decline the plan change, but if approved, make the amendments I requested	Reduce the project size by 50-75% and stage it in a more sustainable nature.	Accept in part
242.1	David Longstaff	Decline the plan change	Decline the plan change because the roads are in poor quality and are inadequate to meet existing needs.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
242.2	David Longstaff	Decline the plan change	Decline the plan change because of adverse odour effects from the wastewater treatment plant and Te Puru outlet will not cope with extra wastewater or grey water.	Accept in part
242.3	David Longstaff	Decline the plan change	Decline the plan change because of concerns about the effect of state housing.	Accept in part
242.4	David Longstaff	Decline the plan change	Decline the plan change because of adverse traffic and construction effects on the roads and existing road users.	Accept
243.1	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are poor quality to meet existing needs and the developers proposal to upgrade some of the road intersections is inadequate.	Accept in part
243.2	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing public transport (ferry and bus) is inadequate to meet existing needs.	Accept in part
243.3	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed use of existing bores for the water supply is inadequate for the scale of the proposal.	Accept in part
243.4	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require the mandatory use of rainwater tanks, similar to the existing Fletcher subdivisions.	Accept in part
243.5	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed wastewater on-site treatment is inappropriate. If approved, wastewater should be handled as it is in the Fletcher subdivisions.	Accept in part
243.6	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Seek input from the Ministry of Education about the development of a future school on the land offered by the developer.	Accept in part
243.7	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Require greenbelt areas to be part of the plan, such as open spaces for different types of recreation.	Accept in part
243.8	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about the impact on health and wellbeing e.g. medical services, accessibility to shopping centres.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
244.1	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure (roads, water supply, wastewater, stormwater) is inadequate to cope with expected growth.	Accept in part
244.2	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Require Whitford-Maraetai Road and infrastructure is improved to cope with the future increase in population.	Accept in part
244.3	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Require conclusive technical evidence to be provided to confirm that the water supply, wastewater and stormwater systems are sustainable with minimal environmental impact.	Accept in part
245.1	Sean Patrick Omeara	Decline the plan change	Decline the plan change because it will remove part of the green space between the urban areas of Howick and Beachlands which was agreed as part the unitary plan.	Accept in part
245.2	Sean Patrick Omeara	Decline the plan change	Decline the plan change because existing roading infrastructure is sub-standard and inadequate to meet existing needs e.g. traffic bottlenecks at Whitford roundabout, Howick gorge roundabout, Whitford-Park Road, Ara-Kotinga Road.	Accept
245.3	Sean Patrick Omeara	Decline the plan change	Decline the plan change because of the impact on existing medical facilities and services.	Accept in part
245.4	Sean Patrick Omeara	Decline the plan change	Retain the area as green space.	Accept in part
246.1	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because infrastructure is insufficient for an extra 3000 people and vehicles.	Accept in part
246.2	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the Beachlands and Maraetai school is already at capacity.	Accept in part
246.3	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed development, especially multi-level buildings, will destroy the rural and sea views.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
246.4	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require the main road to be upgraded.	Accept in part
246.5	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require a new college and primary school for the area.	Accept in part
246.6	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require buildings to be in keeping with the coastal environment and community and do not allow multi-level buildings.	Accept in part
247.1	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area is isolated, and road transport infrastructure is poor quality (e.g. primary road in/out of Beachlands), is already at capacity, is inadequate to meet existing needs or to support proposed growth, and road safety may decrease.	Accept in part
247.2	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area is not serviced by adequate public transport options (ferry and bus) with limited frequencies or destinations, and increasing the size of ferries to improve this has constraints.	Accept in part
247.3	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because access to existing emergency healthcare for local residents is inadequate.	Accept
248.1	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing transport infrastructure (roads and public transport) is inadequate to meet existing or future needs.	Accept in part
248.2	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require the Council to provide increased roading (more lanes) before any development takes place.	Accept in part
248.3	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about water supply, wastewater or drainage.	Accept in part
248.4	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require Watercare to supply sufficient evidence that they will be able to manage this development and Council water supply to Beachlands/Maraetai before development.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
248.5	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about capacity of medical and emergency facilities.	Accept
248.6	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require the Council to build emergency facilities before housing development.	Accept
249.1	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the roading and all intersections need to be improved and completed before any development starts.	Accept
249.2	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the proposed wastewater plan is unacceptable and will potentially create substational pollution and ill-health.	Accept in part
249.3	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the potable water supply is inadequate to meet demands of the development.	Accept in part
249.4	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because climate change and drier weather will only get worse and this plan does not support future development.	Accept
250.1	Adele Fox	Decline the plan change	Decline the plan change because roads are not fit for purpose	Accept
250.2	Adele Fox	Decline the plan change	Decline the plan change because of a lack of public transport options	Accept
250.3	Adele Fox	Decline the plan change	Decline the plan change because of a lack of school facilities	Accept
250.4	Adele Fox	Decline the plan change	Decline the plan change because the current lifestyle will be destroyed and compromised by this development	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
251.1	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because roads are not fit for purpose	Accept in part
251.2	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of public transport options	Accept in part
251.3	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of school facilities	Accept in part
251.4	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the current lifestyle will be destroyed and compromised by this development	Accept in part
253.1	Nicholas Scott Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure	Accept in part
253.2	Nicholas Scott Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because roads are busy already	Accept in part
254.1	Judith Elaine Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and travel times on public transport	Accept in part
254.2	Judith Elaine Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure	Accept in part
255.1	Samantha Rojas Izquierdo	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and travel times on public transport	Accept in part
256.1	Steven Anthony Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, no reasons given.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
257.1	Justin Lowe	Approve the plan change with the amendments I requested	Amend plan change regarding roading as it needs to be adequate for new housing	Accept in part
257.2	Justin Lowe	Approve the plan change with the amendments I requested	Approve the plan change as development will enhance the neighbourhood	Reject
258.1	Barbara van Ryn	Decline the plan change	Decline the plan change because the beaches will become crowded	Accept in part
258.2	Barbara van Ryn	Decline the plan change	Decline the plan change because of the lack of employment opportunities provided	Accept
258.3	Barbara van Ryn	Decline the plan change	Decline the plan change because of a lack of infrastructure	Accept in part
258.4	Barbara van Ryn	Decline the plan change	Decline the plan change because of a lack of community facilities	Accept in part
259.1	Heather Mary Carol Brooke	Decline the plan change	Decline the plan change because of a lack of educational facilities	Accept
259.2	Heather Mary Carol Brooke	Decline the plan change	Decline the plan change because of a lack of infrastructure [roading, ferries]	Accept
260.1	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [roading]	Accept in part
260.2	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [ferries]	Accept in part
260.3	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the environment, [visual, green spaces]	Accept in part
261.1	Paul Giddens	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [roading, ferries]	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
262.1	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and lack of better roading	Accept in part
262.2	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [sewage plant]	Accept in part
262.3	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [water tanks]	Accept in part
263.1	Julia Willis	Decline the plan change	Decline the plan change because of busy roads	Accept
263.2	Julia Willis	Decline the plan change	Decline the plan change because of the impact on the environment and the character of the area	Accept in part
264.1	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of educational facilities	Accept
264.2	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because community facilities are required	Accept
264.3	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because upgrades of the roads are required	Accept in part
265.1	Tom Ireland	Decline the plan change	Decline the plan change because upgrades of the roundabout is required	Accept
266.1	Three Pines Trust	Approve the plan change with the amendments I requested	Require a scaling back of the plan change to enable further assessment over time	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
266.2	Three Pines Trust	Approve the plan change with the amendments I requested	Require Future Urban zoning to be left until the impact of the development of the northern part has been assessed	Reject
266.3	Three Pines Trust	Approve the plan change with the amendments I requested	Approve some of the provisions but development should be staged	Reject
266.4	Three Pines Trust	Approve the plan change with the amendments I requested	Approve some of the provisions but upgrades need to be in place	Reject
266.5	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to public transport provisions	Accept in part
266.6	Three Pines Trust	Approve the plan change with the amendments I requested	Stage development to accommodate a roundabout	Accept in part
266.7	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to roading	Accept in part
266.8	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to roads as a result of further and cumulative effects of additional traffic	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
266.9	Three Pines Trust	Approve the plan change with the amendments I requested	Consider that earthworks catchments do not follow natural boundaries	Reject
266.10	Three Pines Trust	Approve the plan change with the amendments I requested	Require restrictions on open earthworks	Reject
266.11	Three Pines Trust	Approve the plan change with the amendments I requested	Require restrictions on earthworks controls to be tightened to protect natural resources	Reject
266.12	Three Pines Trust	Approve the plan change with the amendments I requested	Upgrade required for the availability of alternative sources of potable water	Accept in part
266.13	Three Pines Trust	Approve the plan change with the amendments I requested	Consider Plan change under other legislative provisions for growth, infrastructure needs and timing	Reject
267.1	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a wider 4 lane highway is provided	Accept in part
267.2	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional, regular bus routes are provided	Accept in part
267.3	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless bigger ferries are provided	Accept in part
268.1	Owen Ross Williams	Approve the plan change with the amendments I requested	Request the roading infrastructure to be updated before development occurs	Accept
268.2	Owen Ross Williams	Approve the plan change with the amendments I requested	Upgrade required for the availability of alternative sources of potable water	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
268.3	Owen Ross Williams	Approve the plan change with the amendments I requested	Request that works to ferry terminal including parking area be included in the plan change	Reject
268.4	Owen Ross Williams	Approve the plan change with the amendments I requested	Amend plan change as the proportion of high density housing is too high	Accept in part
269.1	Miro Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an alternative [road] route is provided	Accept in part
269.2	Miro Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a two lane road is provided	Accept in part
270.1	Kirsty Jane Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an alternative [road] route is provided	Accept in part
270.2	Kirsty Jane Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a two lane road is provided	Accept in part
271.1	Melissa Louise Wright	Decline the plan change	Decline the plan change because of a lack of infrastructure [roading]	Accept
272.1	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Implement mitigation measures before construction begins to avoid the developers gaming the legal and compliance regime	Reject
272.2	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Consider what protects ratepayers (and future dwelling owners and inhabitants) from defaults on water provision, roading, pest control, waste and storm water systems as these systems fall into disrepair or prove inadequate?	Reject
272.3	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that the developers take steps to restore the shoreline prior to start of construction: a. Ensure silt run-off is minimised both during and after development	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			<p>b. Manage the mangrove stands to revitalise the shell banks to provide a suitable home for dotterel and other birds (e.g. Waiuku)</p> <p>c. Fence off the shoreline permanently from horses, motorcycles, dogs and walkers in the interest of birds because humans and their toys and pets kill dotterel populations</p> <p>d. Make Beachlands South "cat free" because cats are significant predators</p> <p>e. Implement a long term weed and pest control programme</p> <p>f. The "not less than 10m riparian setback" should increase by a factor of three</p>	
272.4	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Ensure there are strongly worded conditions on limiting light pollution to avoid impacts on moreporks, potentially bats, and cormorants.	Reject
272.5	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Protect native skinks in the area.	Reject
272.6	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Amend plan change so that that road runoff is heavily regulated rather than allowing runoff direct from roads and through culverts into the estuary. Impermeable road surfaces cause huge silt and sediment runoff and given the substantial road upgrade to the Beachlands Maraetai Road.	Reject
272.7	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that domestic wastewater needs to be handled from the very start with a long-term solution by a properly recognised and capitalised controlling body. Private wastewater should not be allowed anywhere on the site.	Reject
272.8	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Monitor the maximum silting and runoff on a weekly basis rather than over longer period. Commercial activity requires special conditions in relation to waste water discharges - both their volume and contents.	Reject
272.9	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Raise the planning threshold to 1 in 500 year events. Given the huge potential for damaging [stormwater] runoff from Beachlands South due to density and huge areas of concrete and roading, we cannot have intensification without appropriate infrastructure.	Reject
272.10	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Consider the impacts of development on aquifer recharge and contamination from on-site wastewater discharges. Watercare need to manage fresh water supplies, not the developer to provide long term security.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
272.11	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that the wetlands and gullies be physically fenced with long term pest control measures in place (as well as the foreshore).	Reject
273.1	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless wider roads are provided.	Accept in part
273.2	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part
273.3	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided.	Accept
273.4	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless entertainment venues are provided.	Accept
274.1	Jonathan Adair Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided prior to development.	Accept in part
274.2	Jonathan Adair Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless staging rules are now and reported on.	Accept in part
275.1	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	Include provisions that: i. implement a perpetual commitment to pest control with the goal of eradication ii. place a ban on domestic cats iii. require installation of signage to require dogs on leads in all riparian areas and conservation zones iv. provide suitable fencing to reduce predator access to indigenous habitat areas	Reject
275.2	Royal Forest and Bird protection	Approve the plan change with the amendments I requested	Include provisions that: i. require water sensitive design giving effect to Te Mana o te Wai	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
	Society of New Zealand Inc		<ul style="list-style-type: none"> ii. Require stormwater treatment/filtration to a high level, prioritising nature-based solutions limit the proportion of the development that can be impermeable (paved, covered) surfaces iv. implement a minimum riparian planting width of 20m for all streams and wetlands as recommended by the Auckland Design Manual v. ensure monitoring and maintenance of the freshwater bodies is to a high standard, enhancing rather than maintaining water quality. this should include appropriate levels of erosion control, replanting and weed management. 	
275.3	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	<p>Include provisions that:</p> <ul style="list-style-type: none"> i. ensure all mature existing trees are retained ii. Require planting in the development to be eco-sourced natives appropriate for the climate iii. Ensure canopy cover reaches a minimum of 30%, aligning with Auckland's Urban Ngahere (Forest) Strategy iv. retains and enhances connectivity of indigenous vegetation and indigenous species habitat 	Reject
275.4	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	<p>Include provisions that:</p> <ul style="list-style-type: none"> i. requirements for adequate surveys of existing indigenous flora and fauna before works are undertaken and that appropriate protection measures are subsequently put in place taking in to account the results of surveys ii. measures required to enhance the natural character of the coastal environment iii. having regard to the directive requirements of Policies 11, 13 and 15 [of the NZCPS] 	Reject
276.1	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure further detail and information is provided on roading infrastructure	Reject
276.2	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure adequate management of wastewater systems	Reject
276.3	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure costal trail is constructed at the beginning of the development	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
276.4	Emily May	Approve the plan change with the amendments I requested	Amend the plan change as the development is too big for current infrastructure	Reject
276.5	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to reduce the number of dwellings	Reject
277.1	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided prior to development	Accept in part
277.2	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better public transport to ferries is provided prior to development	Accept in part
277.3	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided prior to development	Accept
277.4	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless essential services are upgraded	Accept
278.1	David Henry McSkimming	Decline the plan change	Review transport assessment. I consider that there will be considerable traffic load increases to both Whitford - Maraetai Rd and Jack Laughlin Dr well in excess of that indicated by the Stantec Integrated Transport Assessment.	Accept
279.1	Lisa Diane Robinson	Decline the plan change	Decline the plan change because of increased traffic congestion.	Accept
280.1	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a wider two lane highway is provided.	Accept in part
280.2	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless improved public transport is provided.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
280.3	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless confirmation is provided about environmental impact [wastewater treatment].	Accept in part
280.4	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless confirmation is provided about environmental impact [use of water bores].	Accept in part
280.5	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part
280.5	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided prior to development.	Accept
281.1	Juliet Shepherd	Decline the plan change	Decline the plan change because increasing the size of Beachlands will be detrimental to the community.	Accept
282.1	Lesley Ann Overend	Decline the plan change	Decline the plan change as the inadequate roading will be detrimental to the community.	Accept
282.2	Lesley Ann Overend	Decline the plan change	Decline the plan change until a second access road is provided and an assessment of increased traffic flow is provided.	Accept
282.3	Lesley Ann Overend	Decline the plan change	Decline the plan change until essential services are provided.	Accept in part
282.4	Lesley Ann Overend	Decline the plan change	Decline the plan change until health care services are provided.	Accept in part
282.5	Lesley Ann Overend	Decline the plan change	Decline the plan change until educational facilities are provided.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
282.6	Lesley Ann Overend	Decline the plan change	Decline the plan change until adequate wastewater management is provided [contamination of beaches] .	Accept in part
283.1	Shelagh O'Sullivan	Decline the plan change	Decline the plan change unless infrastructure is provided [roading].	Accept
284.1	Jasmine Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided [roading and public transport].	Accept in part
284.2	Jasmine Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided prior to development being completed.	Accept in part
285.1	Eddie Randall	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided [roading and public transport].	Accept in part
285.2	Eddie Randall	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided prior to development being completed.	Accept in part
286.1	Melissa Jayne Dale	Decline the plan change	Decline the plan change because of roading and ferries.	Accept
287.1	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the supply and sustainability of potable water is provided .	Accept in part
287.2	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an adequate sewage/wastewater system is provided.	Accept in part
287.3	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
288.1	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided.	Accept in part
288.2	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional ferries and buses are provided.	Accept in part
288.3	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part
289.1	Indiver Nagpal	Decline the plan change	Decline the plan change unless infrastructure is provided [roading and connected public transport].	Accept
290.1	Charlotte Lowe	Decline the plan change	Decline the plan change because there is an existing lack of infrastructure in the area to support it [roading, public transport] See map on pages 2 and 4.	Accept
290.2	Charlotte Lowe	Decline the plan change	Decline the plan change because there is an existing lack of infrastructure in the area to support development [power, water].	Accept in part
290.3	Charlotte Lowe	Decline the plan change	Decline the plan change because inadequate management of waste [sewage].	Accept in part
290.4	Charlotte Lowe	Decline the plan change	Decline the plan change because of lack of educational facilities being provided.	Accept
290.5	Charlotte Lowe	Decline the plan change	Decline the plan change because of lack of essential services [medical centre/banking] being provided.	Accept in part
291.1	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of lack of public transport being provided.	Accept in part
291.2	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of roading improvements being provided.	Accept in part
291.3	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of lack of public services being provided.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
291.4	Susan McDonnell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about sewerage infrastructure being provided.	Accept in part
292.1	Christopher Redwood	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a four lane road is provided given the inadequate existing roading infrastructure.	Accept in part
293.1	Pine Harbour Berth Holders Association Incorporated	Decline the plan change	Decline the plan change.	Accept
293.2	Pine Harbour Berth Holders Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved: a. The application would need to be significantly redesigned to place the ferry terminal operations outside the existing Marina confines on the south-west side of the Marina, to avoid disruption to both the water and land-based activities of existing berth holders. b. The cost of such actions be solely to the Developers account.	Accept in part
294.1	Wayne List	Decline the plan change	Decline the plan change because of a lack of roading improvements being provided	Accept
294.2	Wayne List	Decline the plan change	Decline the plan change because of a lack of public transport [ferries and buses] being provided	Accept
294.3	Wayne List	Decline the plan change	Decline the plan change because of concerns about water supplies	Accept in part
294.4	Wayne List	Decline the plan change	Decline the plan change because of concerns about wastewater seepage and environmental impact	Accept in part
294.5	Wayne List	Decline the plan change	Decline the plan change because of environmental damage [emissions, rural area]	Accept in part
294.6	Wayne List	Decline the plan change	Decline the plan change unless educational facilities are provided	Accept
295.1	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of provision of adequate ferry services being provided	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
295.2	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of roading improvements being provided	Accept in part
295.3	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of adequate public transport [buses] being provided	Accept in part
295.4	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of funding for roading improvements being provided	Accept
295.5	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of funding contributions for intersection improvements	Accept
295.6	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure given the size of the development	Accept in part
295.7	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a review of flood risk and flooding is carried out	Accept
295.8	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a programme of works is provided review of flood risk and flooding is carried out	Accept
295.9	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a new ferry terminal is built	Accept in part
296.1	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of investment in the community given the size of the development	Accept
296.2	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless agreement with AT is reached around ferry services prior to development	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
296.3	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until detailed plans are completed prior to development with AT and government because of a lack of investment in the roads, timing of development	Accept in part
296.4	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water/wastewater management concerns are addressed prior to development	Accept in part
296.5	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until development of a school is confirmed	Accept in part
297.1	Darryl Hicks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water table concerns are addressed .	Accept in part
298.1	Linda List	Decline the plan change	Decline the plan change because of a lack of roading improvements being provided	Accept
298.2	Linda List	Decline the plan change	Decline the plan change because of a lack of public transport [ferries and buses] being provided	Accept
298.2	Linda List	Decline the plan change	Decline the plan change because of a lack of essential services being provided	Accept in part
298.4	Linda List	Decline the plan change	Decline the plan change until development of a school is confirmed	Accept
298.5	Linda List	Decline the plan change	Decline the plan change until water/wastewater/sewage management concerns are addressed prior to development	Accept in part
298.6	Linda List	Decline the plan change	Decline the plan change until a commitment to job opportunities are confirmed	Accept
299.1	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until urban design issues [density/ visual of housing] are amended	Accept in part
299.2	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until roading improvements are provided	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
299.3	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water/wastewater management concerns are addressed prior to development	Accept in part
299.4	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	seeks clarity regarding whether more will be built. Is there a commitment from the Ministry of Education? If not then it goes back to AT supplying school buses!	Accept in part
299.5	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until development of a school is confirmed	Accept in part
299.6	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until essential emergency services are provided	Accept
299.7	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until infrastructure is provided and paid for the developers	Accept in part
302.1	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Beachlands is already bursting at the seams from development over the past few years.	Accept
302.2	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require the roads to be upgraded before allowing a development of this size.	Accept in part
302.3	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require a high school to be built and opened before allowing a development of this size.	Accept in part
302.4	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require healthcare systems to be improved before allowing a development of this size.	Accept
302.5	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require golf course is not rezoned.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
303.1	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Connect to three main trails from "Pohutukawa Coast Trails - An Aspirational Plan" associated with PC88: 1. Connection 6, connects the southern trail to the Whitford Bridleway 2. Connection 6c/7 also connects across the main Whitford Maraetai Road into the current forest area within the bounds of the area covered by PC88 3. Okaroro Road which forms an intersection with Whitford Maraetai Road opposite the PC88 area is designated as part of the Auckland Cycle Network and is a recreational trail on Whitford Plan Change 8	Reject
303.2	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Contribute towards connecting the trails to the Whitford Bridleway, not just build an internal trail system that benefits the eventual developer only and is effectively a dead end	Reject
303.3	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Connect across the main road [Whitford Maraetai Road] to provide safe access for non-vehicles to access the trails discussed above.	Reject
304.1	Philip Malcom Granger	Approve the plan change with the amendments I requested	Amend plan change to ensure enforceable measures that will ensure beyond doubt that Whitford will not be adversely affected by commuter traffic. The proposal will at least double traffic levels over a development period that I believe will be much shorter than the time-line suggests. The added traffic will affect the character of Whitford and a bypass should be constructed. A few added ferries and buses will not make any sort of dent into this problem.	Reject
304.2	Philip Malcom Granger	Approve the plan change with the amendments I requested	Amend the plan change to resolve unproven and risky preferences for water supply and treatment.	Reject
304.3	Philip Malcom Granger	Approve the plan change with the amendments I requested	Require the applicant to prove they are not avoiding the true cost of the infrastructure involved and ensure the applicant is bound to agreements where they can fund it.	Reject
305.1	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because the existing Beachlands and Maraetai communities will be severely impacted.	Accept
305.2	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because the existing road into the area is at capacity and dangerous, and the proposed roading improvements are inadequate.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
305.3	Stephen Gerald Fowler	Decline the plan change	Require all roading improvements to be completed before construction of the development starts.	Accept
305.4	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because of concerns about the developer's assumption that the ferry will resolve a lot the additional number of commuters.	Accept
305.5	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because of concerns about the impact of construction traffic.	Accept in part
306.1	Paul Benson	Decline the plan change	Decline the plan change as the additional traffic generated would increase congestion and the developer will not fund roading upgrades. Auckland Council will be required to fund these upgrades. Additional ferries would also require funding from Auckland Transport.	Accept
306.2	Paul Benson	Decline the plan change	Decline the plan change as the existing electricity supply to Beachlands is substandard and the developers will not fund upgrades to this and so the required funding will fall back to other entities.	Accept
306.3	Paul Benson	Decline the plan change	Decline the plan change due to reliance on rainwater or bore water for servicing a large development, the bulldozing of the natural environment and the use of local wastewater plants which will impact on the coastal environment.	Accept in part
306.4	Paul Benson	Decline the plan change	Decline the plan change due to overdevelopment from apartment clusters and use industrial areas in residential areas.	Accept in part
307.1	Simone J Beesley	Approve the plan change with the amendments I requested	Amend plan change to revise stormwater management devices in line with more realistic scenarios, using best practice guidance to maintain and operate them. The existing devices are untested in the existing Beachlands urban environment. Existing wetlands and stormwater devices in the area are poorly maintained.	Reject
308.1	Rina Tagore	Decline the plan change	Decline plan change as the area is not equipped with the infrastructure to support housing growth, including public transport, roading (Whitford-Maraetai Road), open space, schooling, waste management and stormwater.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
308.2	Rina Tagore	Decline the plan change	Decline plan change as public transport, including bus services and ferry services will not be able to service Beachlands effectively.	Accept
308.3	Rina Tagore	Decline the plan change	Decline plan change as the additional pressure on public parks in the wider catchment like Omana Regional Parks will affect rubbish, maintenance and coastal slips.	Accept in part
309.1	Krystle La Belle	Decline the plan change	Decline plan change as Beachlands requires better infrastructure to support development.	Accept in part
310.1	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	If the development is not declined Council will need to provide increased roading (more lanes) definitely before any development takes place	Accept
310.2	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	If proposed plan is not declined: Watercare to supply sufficient evidence that they will be able to manage this development. Council Water supply to Beachlands/Maraetai (Waterline) before development.	Accept in part
310.3	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	If proposed plan is not declined: Council to build emergency facilities before housing development	Accept
310.4	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Seeks clarity regarding whether more will be built. Is there a commitment from the Ministry of Education? If not then it goes back to AT supplying school buses!	Accept in part
311.1	Daniel Ian Beesley	Decline the plan change, but if approved, make the amendments I requested	Amend plan change by improving ITA modelling methodology. The traffic modelling is inaccurate and has not been peer reviewed or endorsed by the Auckland Forecasting Centre. Key opportunities to coordinate with other projects such as Eastern Busway has not been discussed in the ITA. The ITA should broaden its approach to understand transport opportunities within east Auckland and the proposed development.	Accept in part
312.1	Brendan Feather	Approve the plan change with the amendments I requested	Amend the plan change to ensure the development meets an aesthetic standard and the architecture and colours are consistent with a coastal theme.	Accept in part
312.2	Brendan Feather	Approve the plan change with the amendments I requested	Amend the plan change to ensure the development includes sports facilities, a pool and a community hall/fitness area.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
312.3	Brendan Feather	Approve the plan change with the amendments I requested	Amend plan change to ensure roadways are wide enough for buses to use, cycleways connect to the rest of the Pohutukawa coast and two off-street car parks are provided per unit.	Accept in part
312.4	Brendan Feather	Approve the plan change with the amendments I requested	Amend plan change to ensure the developer contribution is sufficient for Sealink and AT to action the purchase of new / expanded boats for the ferry service, additional land is set aside for ferry parking, the contribution covers the purchase of a row of berths facilitate an expanded ferry service and the developer provides infrastructure to improve access.	Accept in part
313.1	Roberta Williams	Approve the plan change with the amendments I requested	Upgrade the current road infrastructure prior to any building developments taking place in Beachlands. Whitford-Maraetai Road requires upgrading. Currently it is already struggling with the traffic flow between Beachlands and Sommerville Road at peak times.	Accept in part
313.2	Roberta Williams	Approve the plan change with the amendments I requested	Oppose the amount of high density housing that the plan proposes. Appreciate some level of high density housing is to be expected, but residential buildings of more than 3 storeys in height are going to be out of character in Beachlands	Accept in part
313.3	Roberta Williams	Approve the plan change with the amendments I requested	Improve the current ferry service to be updated to be able to handle all the extra people using this service. There is allowance for the increase in ferry sizes and increased timetable sailings but is there any allowance for increased parking spaces or a ferry terminal with some seating and covered walkways to the ferries. These 3 issues need to be included in the plan.	Accept in part
314.1	Vivien Bartley	Decline the plan change	Decline due to lack of infrastructure, of roads, sewage, public transport, amenities to sustain the development of housing that is planned.	Accept in part
315.1	Michael Park	Decline the plan change	Decline due to the lack of infrastructure to support such a project, lack of sewage, roads, public transport, amenities such as a super market to handle the future vase growth in the area.	Accept in part
316.1	Michelle Maree McKeown	Decline the plan change	Decline the entire plan change. Beachlands was never meant to accommodate existing development level let alone over another 3000+ houses. The plan change would result in parking problems, inexcusable road states etc. Greater research should have been done to know that the locals are opposed to such a plan. Stop viewing it as a money making opportunity, rather than seeing the bigger picture and realising that's the last thing that the area needs	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
317.1	Emma Peters	Decline the plan change, but if approved, make the amendments I requested	No reasons or amendments listed.	Accept
318.1	Andrea Martin	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to infrastructure reasons. The infrastructure for the roading is not suitable for this development. There are already over 17,000 trips on the road between Beachlands and Whitford DAILY. After the recent climate change related cyclone in Auckland, surely the council needs to be looking at also building on a flood plain, no significant changes in the Storm Water, tapping into local bores as there are no mains water. Undertake the major infrastrure needs on the roads, real consideration for building on a flood plain and the water infrastructure	Accept in part
320.1	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because major roading improvements and intersections will be required to cope with the increased traffic between Howick - Whitford - Beachlands - Maraetai.	Accept in part
320.2	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because medical facilities, additional medical facilities are required as the existing facilities are already overloaded with the now population of Beachlands.	Accept
320.3	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because of concern re: public transportation. Bus services and Ferry Services incl Marina Car Park all need to be improved to cope with the increase in population.	Accept in part
320.4	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because the Water Supply and Sewerage System would need to be upgraded to cope with the additional population and design and installation be approved by Auckland Council.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
321.1	Monika Olds	Decline the plan change	Decline because the road network is simply not built to deal with the increase in traffic this development will cause, should it be approved in its current form. The traffic analysis was completed at a time when traffic was not at its true rate, during covid! All infrastructure needs to be updated adequately and future proofed. Everything proposed should be readdressed and amended and it should stay Rural.	Accept
322.1	Sandra Miller	Decline the plan change, but if approved, make the amendments I requested	Decline because roading infrastructure, schooling, parks, and crime rate need to be addressed for the future of children.	Accept in part
323.1	Nigel Hannan Trust	Decline the plan change	Reject the precinct provision 1.7.6 - Ecological Protected Area Network. A covenant on the record of title for each site within the precinct, and the obligations that these covenants will place on future property owners, as outlined in 1.7.6(5) and 1.7.6(6), constitute an excessive hurdle and negatively impact the current property owners' ability to develop and subdivide their land.	Accept in part
324.1	Charles James Peake	Decline the plan change, but if approved, make the amendments I requested	Decline due to insufficient transport facilities to Beachlands and other districts. Seeks four lane highway to Ormiston and beyond. Improved ferry service	Accept in part
325.1	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as development being not compliant with the Auckland Unitary Plan, it exceeds the density permitted in the plan, plus the application fails to satisfactorily address many of the implications associated with a huge increase in population of a fragile coastal environment, where local infrastructure is already struggling to cope.	Accept
325.2	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as Whitford-Maraetai Road provides access to the greater Auckland area and, any substantial increase in congestion on a road not designed or built to cope with the traffic levels it currently experiences, is of a real concern. There is limited access to public transport, no secondary school (and no absolute guarantee of one) and very few employment opportunities in the area.	Accept in part
325.3	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as the safety and well-being of our community is already being compromised by volume of traffic currently using Whitford-Maraetai Road	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
327.1	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that it does not align with the strategic plans	Accept
327.2	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that there is insufficient information to quantify the transport effects of the proposed development.	Accept in part
327.3	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that the assumptions relating to public transport use lack justification.	Accept in part
327.4	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis there is uncertainty that the proposed addition of ferry capacity which the ITA relies on will occur.	Accept in part
327.5	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that the location does not adequately provide for active mode connectivity to surrounding urban areas.	Accept in part
327.6	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide active mode connections to adjacent sites and ensure intersections are designed to prioritise vulnerable road users.	Accept in part
327.7	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that it would require substantial additional infrastructure which is not currently required or funded.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
328.1	Anthony Richard and Celia Amy Astell	Decline the plan change	Decline the plan change as it does not include any provisions to upgrade the Whitford Maraetai Road which is currently at near capacity. The plan change will double the population in Beachlands and assumes people living in the area and moving into the area will use public transport and the existing pine harbour ferry with no provisions for extending the ferry service which the developers have no control over.	Accept
328.2	Anthony Richard and Celia Amy Astell	Decline the plan change	Decline the plan change as not enough provision is being proposed for parking in the new development, the developer makes assumptions that public transport will be used but currently 75% of residents use a car to transport themselves out of the area to work and school and only a small amount use the hourly bus service or ferry. The ferry car parking is currently at full capacity and there is nowhere to extend it, the developer suggest a shuttle bus but has not offered who will provide this and does not offer parking facilities close to the ferry for its own homeowner or the rest of residents in the area.	Accept
329.1	Tracey Bothwell	Decline the plan change	Decline the plan change due to lack of infrastructure. Local transport routes (Maraetai to Howick, Brookby to Howick, Ormiston to Maraetai) to schooling (no high school in the local area), work and tourism/visiting friend/family is already at very high volume with the current population. This development will have a significant impact on our local roads and ability to travel in a timely and safe manner. Concerns re: the Ferry service from Pine Harbour to Auckland CBD, with major changes and investment this service will not been able to serve the additional population.	Accept
329.2	Tracey Bothwell	Decline the plan change	Decline the plan change due to concerns about the environmental and human impact of coastal housing of this type in a significant weather event.	Accept in part
330.1	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks preparation of a Heritage Impact Assessment, addressing built, cultural, and archaeological heritage to inform the final planning provisions for the Beachlands South Precinct	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
330.2	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.2 Precinct Description to include a Precinct Description of the Historical Heritage Landscape incorporating the findings from the Heritage Impact Assessment.	Reject
330.3	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.2 Precinct Description to include relevant historic heritage, cultural and archaeological features in the description of the relevant sub-precincts from the findings from the Heritage Impact Assessment and the Cultural Values Assessment.	Reject
330.4	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of I.2 Precinct Description - Mana Whenua Cultural Landscape	Reject
330.5	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Supports in part I.3 Objectives and seek the addition of appropriate historic heritage and archaeological objectives.	Reject
330.6	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of Objective I.3(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	Reject
330.7	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of Objective 1.3(6) The tangible and intangible mana whenua values of the pa site identified on Precinct Plan 4 are protected and enhanced.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
330.8	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.4 Policies to include the addition of appropriate historic heritage and archaeological policies.	Reject
330.9	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of I.4(5) Mana Whenua	Reject
330.10	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.7 Standards for Sub-precinct A: Marina Point, EPAN and Open Space Network, to address the protection of Historic heritage, cultural and archaeological features.	Reject
330.11	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.7.6 to address the protection of the archaeological and cultural sites, identified in the Cultural Landscape Plan, which are located within the EPAN extents.	Reject
330.12	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.1.7.10 to expand the protection and management of effects on all historic heritage features within the Precinct.	Reject
330.13	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.1.7.10 to expand the protection and management of effects on all historic heritage features within the Precinct.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
330.14	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment to provide detailed historic heritage plans for each sub-precinct to ensure clarity of the specific cultural elements to be considered when undertaking the development of the sub-precincts.	Reject
330.15	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Schedule 14.1 Schedule of Historic Heritage to schedule the Pa (R11/1619) as an overlay. Consequential changes (e.g., statements/mapping) necessary in scheduling the Pa.	Reject
330.16	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Schedule 14.1 Schedule of Historic Heritage to schedule the Pa (R11/1619) as an overlay. Consequential changes (e.g., statements/mapping) necessary in scheduling the Pa.	Reject
331.1	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved address the lack of infrastructure in relation to Roads, Public Transport and water. There are no definite guaranteed improvements in this application in relation to these subjects, only assumptions. Roading is dangerous, there is only one access from Maraetai to Whitford/Botany and must be addressed. The statement that the ferries will solve some problems does not solve the roading problems as only a small percentage of residents work in the city.	Accept in part
331.2	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved address sewerage issues as spraying waste over farm is very short term answer.	Accept in part
331.3	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as too many assumptions are in this proposal and it is inconsistent with the Auckland Plan which focuses growth within the rural urban boundary. It should be noted that Auckland Council in 2019 opposed the Purchase of this site for development due the cost of the infrastructure required.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
333.1	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved developers of Beachlands South to provide infrastructure to be put in place before the development starts and at their cost. The infrastructure in Beachlands and driving too Beachlands such as roading, power, telecommunications, water, sewerage, public transport, and waste management are already at capacity. If the development is to go a head an investment in infrastructure needs to be done first and paid for by the developer not by ratepayers or Auckland Council.	Accept
333.2	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved reconsider the size of the housing from high rise to single double or triple individual housing and access via the spine road not from Tui Brae Road, which is a small dead end street not built for the large volume of vehicles. If the proposal if it was to proceed would greatly change Beachlands as a rural seaside community. The proposed design of 5 & 6 storey high density apartment dwellings would dramatically change the visual aspect of this rural community.	Accept in part
333.3	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to roading impact. Roding will not only impact just the roads to and from Beachlands it will also affect people in Maraetai and surrounding areas. Traffic during peak times it currently under a great deal of strain and once out of the Beachlands Whitford areas the roads to Howick over to Sandstone Hill feeding into the Botany, Ormiston, Manukau area are already strained. Ferry upgrades need to be done before any development takes place, only 6% of people currently living in Beachlands-Maraetai work in the City. How will roads cope on days when the ferries are cancelled? Not all residents will use the ferries, most people will be working in the South Auckland area and with currently no bus upgrades planned all travel will be via roads.	Accept in part
333.4	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved town water needs to be available for all dwellings. A development of this magnitude to use bore water for all needs, housing, golf course, community throughout the rezoned area does not seem practical.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
333.5	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved require development waste water system and one that could cope with issues from flooding as we are currently experiencing. Sewage system to process the amount of wastewater, grey and black from the development of this size does not seem to be adequate. The environmentally conscious community of Beachlands and surrounding areas, waterways, and seas need to be protected from seepage, the ground would not be able to cope with the volume and issue as we have seen in the past would be repeated.	Accept in part
334.1	Helen Mary Cahill	Decline the plan change	Decline plan change comparison with the Hobsonville development, as the developer is the private land owner, and the Crown will have to purchase any land it believes should be reserved for any social, educational and recreational facilities. Beachlands is much further from the motorway and the ferry terminal is part of a busy marina and boatyard where it must compete for space.	Accept
334.2	Helen Mary Cahill	Decline the plan change	Decline the plan change it does not address the adequate to address the significant transport constraints that exist. The applicant provides no substantive detail about any new ferry terminal infrastructure or how funding will be achieved. Whitford-Maraetai Road is the only road connection to the wider regional destinations and has limited capacity. It is unlikely there will be public funding for roading improvements so the Beachlands, Omana, Maraetai daily commute would become untenable.	Accept
334.3	Helen Mary Cahill	Decline the plan change	Ensure Auckland Council undertake a Housing Capability Assessment before making a decision on the plan change. Failure to undertake this HBA Transport Infrastructure analysis would constitute an egregious failure of the clearly defined planning process, particularly since the ferry infrastructure required to support the Developer's argument for re-zoning of Beachlands South to MDRS isn't in existence and possibly won't be in the future, due to either commercial reasons or operational constraints.	Accept
334.4	Helen Mary Cahill	Decline the plan change	Decline the plan change as the high rise and high density development around Marina point and along the cliff edge, is a complete antithesis of the Whitford Precinct objectives and would severely diminish the enjoyment not only of residents of Beachlands but also those of the surrounding suburbs of Howick and Cockle Bay and the wider Whitford area.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
334.5	Helen Mary Cahill	Decline the plan change	Decline plan change as treatment of wastewater for a proposal of this magnitude requires more safeguards, as this is an environmentally sensitive coastal area and a very high risk activity.	Accept in part
334.6	Helen Mary Cahill	Decline the plan change	Decline plan change as medical services are already at capacity in the local and regional area.	Accept
335.1	Anne McSkimming	Decline the plan change	Decline plan change as transport and reloading infrastructure will not support the size of the proposed development in Beachlands South. The proposed plan will double the size of Beachlands over the next 10 to 15 years. I consider that there will be considerable traffic load increases to both Whitford - Maraetai Rd and Jack Laughlin Dr well in excess of that indicated by the company Stantec in the PC88 Attachment 8 Integrated Transport Assessment. The development would go against the council's emission reduction plan with a large percentage of Beachlands population currently relying on private vehicles to get to work, shops, and health services.	Accept
336.1	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change so studies and modelling show the impact of the runoff into the Waikoupa estuary. This is a sensitive area that already suffers from sediment collection.	Reject
336.2	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to include more information on stormwater predictions or quality of water to prevent beaches from closing. How would the bacterial count be mitigated?	Reject
336.3	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to include detail with the increased demand on the current sewage system. It has not shown to be calculated.	Reject
336.4	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to include the Whitford Bypass, safety measures, include cycleways for surrounding areas. There is no public transport system between Beachlands and Whitford to lessen traffic. The current MDRS does not allow for sufficient parking. The plan needs to address how the development would cope with this.	Reject
336.5	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan to address the unrealistic pressure on Beachlands and Maraetai Primary School. Howick College has already reached its roll number. The Ministry of Education has no plans to build schools in this area.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
337.1	John Keith Byers	Decline the plan change	Decline plan change due to [effects of] Beachlands urbanisation. Auckland City Council (ACC) in all its planning and policy documents to date has continued to confirm that Beachlands will remain outside the RUB and that there is no budget or plans for additional infrastructure to change this stance for at least the next 10 years. These Plans should not be put aside or taken lightly. ACC should confirm its intentions and stick with these plans. The type of housing (apartment blocks) and intense urban development proposed by the PPC would achieve Auckland's housing needs much more effectively and efficiently if it were built somewhere along the North/South corridor near a transport hub where there are already train and motorway access readily available. Inconsistent with the Auckland Plan and completely inappropriate for the Beachlands/Maraetai Coastal Settlement and by association the Whitford Precinct	Accept
337.2	John Keith Byers	Decline the plan change	Decline plan change due to inadequate transport infrastructure. Only 6% of travel is via the Pine Harbour ferry to the CBD. The public bus service to the area is very limited. Approximately 80% of travel out of Beach lands is by private motor vehicle to destinations primarily in the South and East of Auckland. [There will be an] increase in Co2 emissions and other undesirable effects of more vehicular traffic on the Howick-Whitford-Maraetai Road. The proposed larger ferries will not be able to operate inside the existing Pine Harbour marina due to their size and limitations on upgrading the existing terminal (hut). This means a new ferry terminal will likely need to be built outside the marina. CIP funding for this eventuality does not appear to be provided for in the PPC. Also in order to construct the new terminal considerable and continued annual dredging of channels will be required. This will require Environmental Resource Consents to dump the dredging in the pristine waters of the Hauraki Gulf. The existing resource consents for dredging of the marina are already fully allocated.	Accept
337.3	John Keith Byers	Decline the plan change	Decline plan change due to inadequate education infrastructure. Well aware that a new High School is one of the desirable outcomes of this PPC as far as local parents are concerned (even though the applicants have cynically used this as a sweetener for the locals). However in the overall context of education facilities in the Auckland region is it really necessary?. Therefore if Auckland Council approve this PPC they would be forcing an additional \$60-70million of totally unnecessary expenditure on the NZ taxpayer. The pupils who would use this High School are already accounted for in the Ministry's	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			long term plans and the taxpayer would be better served if this development occurred near an existing transport hub and the prospective pupils accommodated by better utilising existing space at already under-utilised schools.	
338.1	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Upgrade the Beachlands Whitford Road to four lanes including a Whitford Village bypass. This bypass road already exists on paper. The plan change is inconsistent with the Unitary Plan which was focusing its growth strategy within the Rural Boundary and specifically along the motorway and rail infrastructure.	Accept in part
338.2	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity on the phases of development as the proposed development required significant infrastructure investment which was not budgeted.	Accept in part
338.3	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity on water, wastewater, electricity infrastructure etc. Slippage and flooding needs to be urgently taken into consideration especially in the light of the recent weather disasters.	Accept in part
338.4	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity regarding the increase of school students. Beachlands South Ltd has offered land for a school but the Ministry has no plans(or money) in the immediate future. Beachlands & Maraetai at capacity and the development will add more pressure to the road by busing students out, I believe Howick and Botany schools are at capacity as well.	Accept in part
338.5	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan to move the high density apartments away from the marine precinct and further into the development along the spine road. Most of the population use the roads as they work out of the area and use the Beachlands Whitford Road and do not use the ferry. Additionally the transition from low density to high density should occur gradually and any development adjoining existing properties should be terrace houses no more than 2 or 3 stories high.	Accept in part
339.1	Michael Holmes Sommerville	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to lack of roading infrastructure. The existing road is in poor condition and struggles to cope with the existing level of vehicle traffic. An increase of the magnitude involved with the increase in housing will further exacerbate the holdups thus decreasing productivity and increasing CO2 levels unnecessarily. This appears to be an uncoordinated development and while the housing increase will satisfy an Auckland wide need to increase housing stock, it is not being done in a well planned and organised way.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
340.1	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that to achieve the increases in [ferry] services envisaged in PPC88 and the Precinct provisions requires Beachlands South Limited Partnership to undertake discussions and formulate agreements with PHML and Auckland Transport, and these have not yet occurred. Until this occurs and all three parties have developed an agreed position, we cannot confirm the increases in ferry patronage proposed are achievable.	Reject
340.2	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that PHML has not had the opportunity to determine with confidence that there is adequate capacity in the aquifer for supply to the Beachlands South Precinct, and until we have had the opportunity to with confidence accept there is adequate capacity PHML is opposed to additional water for development being derived from the Tui Brae bore owned by Pine Harbour Living Limited.	Reject
340.3	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that PHML has not had the opportunity to assess these [flood assessment and modelling] results in detail. Until we have been able to do so and determine that adequate measures are being proposed to avoid and/or mitigate any effects upon Marina holdings, we are opposed to the stormwater management and flood control proposals proposed by Beachlands South Limited Partnership.	Reject
341.1	Anne	Approve the plan change with the amendments I requested	Amend plan change by widening bridges and upgrading roads. The narrow bridges at Waikopua, Whitford village and Mangemangeroa will not withstand more traffic, buses, trucks etc, if ANY of these bridges fail then the population of the Pohutukawa coast will be left with Maraetai Coast Road as their only option.	Reject
341.2	Anne	Approve the plan change with the amendments I requested	Amend plan change to address upgrade infrastructure, e.g. waste water, senior school, medical services.	Reject
341.3	Anne	Approve the plan change with the amendments I requested	Address the impact of neighbouring suburbs such as Botany, Pakuranga etc	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
342.1	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Amend plan change so the transition from low density, single dwelling units, to higher densities occur gradually and thus any development should rather be terrace houses no more than 2 or 3 storeys and most definitely not apartment blocks. This rezoning will impact the identity of Beachlands as a rural community and the fabric/character of the Beachlands Village.	Accept in part
342.2	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved the Beachlands-Maraetai Rd needs to be changed from 2 lane to 4 lanes to accommodate the increased traffic. The ferry is already at full capacity to accommodate more passengers. Larger ferries are not able to enter the small terminal. The Pine Harbour Marine carpark is currently overflowing with vehicles. This means residents in this new development of around 3,000 dwellings will have to rely on cars.	Accept in part
342.3	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Review water, stormwater and flooding plans. There is no clear information on whether the existing infrastructure i.e. water, wastewater, could accommodate such an extensive development. All the plans seem to mention is that infrastructure will need to be upgraded but it does not say who will be responsible for doing this, who will pay for this and when this will happen.	Accept in part
342.4	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved upgrade power supply as current power supply will not cope with such an extensive development.	Accept in part
342.5	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved ensure a school needs to be confirmed or the road needs to be upgraded to accommodate the large increase in traffic as all these children will need to go to schools outside of Beachlands.	Accept in part
342.6	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved ensure the emergency services that need to be put in place to address higher traffic accidents and other emergencies, policing for a higher population needs to occur.	Accept
343.1	Patrick Gallagher	Decline the plan change	Decline as plan change as the BSLP's Structure Plan and Section 32 Assessment Report focus heavily on development within its property boundaries and does not adequately address the impacts the development will have on existing road, wastewater, and potable water supply.	Accept in part
343.2	Patrick Gallagher	Decline the plan change	Decline plan change due to current and potential future concerns. Current stakeholders are concerned about the lack of area wide wastewater and transport planning. Potential future stakeholders will want a great	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			environment to live and work in and assets that work. Without infrastructure solutions both stakeholder groups lives will be negatively impacted.	
344.1	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 as the proposal is assessed as inconsistent with a number of RPS objectives and policies (with related concerns in relation to relevant NPS-UD provisions).	Accept
344.2	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Seeking that the event that the primary relief is not supported, the Council decline the plan change in relation to the Future Urban Zone change (in the event the Council accepts the request to live zone the requested area).	Accept
344.3	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 as the actual and potential adverse effects on the transport network have not been appropriately assessed and addressed.	Accept in part
344.4	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the Objectives, policies, rules and other precinct provisions so they are strengthened to avoid adverse effects on the transport network including, without limitation, measures such as: a. reducing the development capacity; b. additional or revised infrastructure requirements based on a more robust assessment of demand; c. address scenarios where assumed schools and employment do not eventuate or occur later than assumed; d. address scenarios where passenger transport upgrades, in particular to ferry services, do not eventuate; e. additional infrastructure or service requirements, or alterations to those proposed; f. provisions addressing the risk of key assumptions not coming to pass; and/or g. stronger staging or review provisions or consent activity status.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.5	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	<p>Amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <p>a. Requiring establishment of safe active mode connections to / from the ferry berth and to local facilities early in development so active mode connections are immediately available to provide travel options and assist in establishing active travel patterns.</p> <p>b. Ensuring safe walking and cycling facilities are provided for as part of the proposed road/street network including local roads and access ways and provisions for rear access along roads with cycle facilities.</p> <p>This may include (without limitation) alterations to Policies 11 to 18 and alterations to Standard I.7.3 staging of development with Transport Upgrades to include timing of delivery of key active mode infrastructure such as the Fairway Reserve.</p> <p>Amendments may also be necessary to I403.</p>	Accept in part
344.6	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the precinct policies, provisions and plans to ensure the ability to serve by active mode and passenger transport the needs of each stage of development, connect with the surrounding network and ensure that interim adverse effects are adequately avoided, remedied or mitigated	Accept in part
344.7	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include within precinct provisions direction on the timing and nature of any culvert upgrades across existing roads so as to address the risk of damage to, or flooding of the road. This could include raising of the existing road where required.	Accept in part
344.8	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future activities (or alterations to existing buildings) sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of the Whitford – Maraetai arterial road.	Accept in part
344.9	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Change all references from ferry terminal to ferry berth where referring to the existing Pine Harbour Marina ferry berth.	Accept in part
344.10	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions with potential removal of the double lane roundabout and replacement with Whitford Bypass as a Transport infrastructure requirement.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.11	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions to secure revised Transport infrastructure provisions to avoid adverse effects on the key arterial road: Whitford-Maraetai Road.	Accept in part
344.12	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to alter the precinct provisions and plan to include the following amendments: a. Delete reference to traffic signals from PPC 88; b. Identify key intersections on the precinct plan including collector on collector, and intersection of the proposed road serving the proposed business area and Jack Lachlan Drive; and c. introduce policies and provisions around determining the appropriate form and timing of key intersections.	Accept in part
344.13	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend plan change so only the 'live zone' should be included (i.e. the proposed areas of FUZ should be excluded).	Accept
344.14	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional information is provided to satisfy Auckland Transport's concerns regarding the potential housing yields from Sub-precinct E.	Accept
344.15	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Modify all zoning and precinct plans to support relief sought.	Accept in part
344.16	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain the same or similar wording of Objective 10 which reflects the outcomes of the objectives.	Accept in part
344.17	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include new objective: Objective (10A): <u>Subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>	Accept in part
344.18	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend PPC 88 Policy 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 <u>road transport</u> network.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.19	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 12: Promote a mode shift to public transport and active modes by: (a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and (b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads; <u>and</u> (c) <u>Providing direct active mode connections to ferry and town centres at the same time as residential development establishes.</u>	Accept in part
344.20	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain same or similar wording for policies 14, 16, 17 and 18 which reflect the outcomes of the policies. Amend Policy 17 to commence "Require..." rather than "Encourage...".	Accept in part
344.21	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 15 as follows: (15) Encourage <u>Require</u> 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 <u>and</u> , Road Design and Cross Section Details.	Accept in part
344.22	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include new policy: <u>Policy (13A); Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>	Accept in part
344.23	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the precinct provisions to include a new provision such as I452.9. Special information requirements (Waihoehoe Precinct) and be applicable to permitted development as well as subdivision, development or uses that require consent.	Accept in part
344.24	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain provisions which require staging of transport infrastructure upgrade outcomes which address the transport network effects of growth enabled by PPC 88 and amend as appropriate to give effect to other relevant relief sought in this submission (refer to submission points below concerning I.7.3 and e.g. consideration of stronger staging or review provisions or consent activity status).	Accept in part
344.25	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend or delete Notification 1.6 (5) to enable public or limited notification of subdivisions and correct any possible cross referencing errors.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.26	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Remove E27.6.1 from Standard I.7 unless PPC 88 transport provisions are amended to satisfactorily address the effects of growth enabled by it on the transport network.	Accept in part
344.27	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to incorporate provisions addressing the staging and timing of transport infrastructure and services with the proposed development build-out including but not limited to: a. additional infrastructure or service requirements, or alterations to those proposed (such as listed in Reasons (a) to (e)); b. provisions addressing the risk of key assumptions not coming to pass such as listed in Reason (f)); c. improvements in clarity and interpretation such as listed in Reasons (g) to (k); and/or d. stronger staging or review provisions or consent activity status.	Accept in part
344.28	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.7(1) as follows: Administrative matter: Correct subsections so they commence with (a) rather than (f) and include additions as shown. <u>(i) for all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements.</u>	Accept in part
344.29	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Plan Change provisions to include whole of life costs and effectiveness of treatment over time associated with publicly vested stormwater assets as a matter for discretion and policy	Accept in part
344.30	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(3) to ensure 24 hour access, regardless of Reserve ownership. (3) The Fairway Reserve must be available for public use at all times. Unless written approval has been obtained from the council. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.	Accept in part
344.31	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I7.8(4) to apply where reserve is not vested in Council: (4) Where the Fairway Reserve is not vested in Council, t 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.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.32	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.9(3) to make clear the broader matters of discretion (I.9.1) with the following amendments. (3) New buildings, other than buildings for residential units in a residential zone [...] (c) Infrastructure servicing; (d) Design and sequencing of upgrades to the existing <u>transport road</u> 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.	Accept in part
344.33	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include a new provision in I.10: <u>(6) All activities</u> <u>All applications are to provide a register of development and subdivision that has been previously approved under Standard I.7.3 Staging of Development with Transport Upgrades. The register shall include details of the maximum number of dwellings or amount of retail, commercial or light industrial GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots) completed since the most recent transport upgrade under 1.7.3 Table 2 in a format which illustrates compliance (or otherwise) with 1.7.3.</u>	Accept in part
344.34	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain I.10 or similar provision.	Accept in part
344.35	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Delete drawings in Appendix 1 and replace with a table structure similar to that included as I452.11 Appendix 1: Design Details for the Waihoehoe Precinct taking into account the reasons for this submission points listed in (a) to (j). Relief should include an activity within Table IX.4.1 Activity table (as a restricted discretionary activity) and appropriate matters of discretion and assessment criteria.	Accept in part
344.36	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider (refer to Attachment 2) that a lower public transport mode share (ferries and buses) should be assumed compared with that which the applicant relied on for its ITA	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
344.37	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider the mitigation proposed by the applicant (1.7.3, Table 2, Column 2 (b) to (e) relative to ferries) may not be appropriately relied on as either mitigation or the basis of a transit orientated community given the complexities of providing the improvements at this stage. [This is for the following reasons]	Accept in part
344.38	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Require additional assessment and plan provisions to ensure that the bus services to support the proposal are feasible, funded and reflected in staging provisions 1.7.3.	Accept in part
344.39	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider that a range of additional transport upgrades and improvements would be required, if PPC 88 is approved, which are not included in the ITA or the proposed precinct provisions (refer to the further discussion in Attachment 1).	Accept in part
345.1	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	The primary relief sought by Auckland Council is for the Panel to decline PPC 88 in its entirety;	Accept
345.2	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 in relation to the Future Urban Zone change in the event the Panel accepts the request to live zone the requested area;	Accept
345.3	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	In part or in full, ACS seeks: <ul style="list-style-type: none"> • Amendments to the Precinct provisions as outlined in this submission; and • Such further, other, or consequential relief, including in relation to PPC 88's explanatory text, objectives, policies, activity table, rules, matters of discretion, assessment criteria, special information requirements, and maps/plans that reflects or responds to the reasons for this submission. 	Accept
345.4	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions to incorporate any additional required upgrades (beyond those identified in the ITA) identified as necessary through further assessment, including (without limitation) to address matters raised in AT's submission on PPC 88.	Accept in part
345.5	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct description, objectives, policies, standards, and other provisions (including e.g. precinct maps) to ensure that urban development does not occur in advance of necessary transport infrastructure being in place and operational.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
345.6	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct text (e.g. the precinct description and purpose statement in 1.7.3) use more certain language such as “minimise”. Auckland Council however does support the acknowledgement in the precinct description that transport infrastructure upgrades are necessary to address adverse effects on the local and wider network, which should in turn be reflected throughout the precinct provisions.	Accept in part
345.7	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Objective 10 and Policy 11 to include clearer directive language to ensure that subdivision and development is avoided prior to necessary transport infrastructure being constructed and operational. Amended or additional objectives and policies to this effect should be included such as: <u>Objective: Subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u> <u>Policy: Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>	Accept in part
345.8	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 11 so that effects on the wider transport network are included within its scope.	Accept in part
345.9	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the purpose of Standard 1.7.3 to use more certain language such as “minimise”. The purpose statement should also be expanded to reference relevant objectives and policies relating to the integration of land use and transport.	Accept in part
345.10	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Standard 1.7.3 (e.g. standard (2)) to ensure that any relevant infrastructure upgrades listed in Column 2 are operational before the relevant level of activity / land use / subdivision in Column 1 is allowed to occur, and that there is no ambiguity as to the operation of 1.7.3 and Table 2 (for instance, that it is clear that the exceedance of a single threshold brings the next row of upgrades into play, and that upgrades in Column 2 are cumulative).	Accept in part
345.11	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Consider that a stringent activity status for non-compliance with standard 1.7.3 may be required (i.e. non-complying activity status), to signal that any such proposal requires greater scrutiny, and to reflect the importance of operational infrastructure upgrades being in place.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
345.12	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.3 generally to ensure consistency (e.g. to refer to activities, development and subdivision where appropriate).	Accept in part
345.13	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6 is inadequate to mitigate the adverse transport effects of PPC 88. All necessary upgrades must be specified in this table. The upgrades must also be specified with the requisite specificity to enable certain application and enforcement. For instance, site (C) is on Precinct Plan 6 is described “upgrade to Trig Road (south) intersection” and it is unclear what upgrade would satisfy this standard.	Accept in part
345.14	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Without limiting the above, amendments may draw on provisions contained in the recently approved Waihoehoe, Drury Centre and Drury East precincts, adapted as necessary to address the particular circumstances of PPC 88.	Accept in part
345.15	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Delete reference to a Design Review Panel in the precinct text . Such an entity may or may not be established through resource consents. Its establishment should not be assumed.	Accept in part
345.16	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the Precinct Description to include a statement that open spaces / reserves depicted in the precinct plans are indicative only, and that open spaces other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council;	Accept in part
345.17	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Precinct Plans 1 and 3 to draw attention to the above statement [open spaces / reserves are indicative only];	Accept in part
345.18	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend [Precinct Plans] to depict the Sport and Active Recreation zoned land as indicative open space (rather than as live open space zoning);	Accept in part
345.19	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend indicative locations of open spaces depicted on the precinct plans to achieve consistency with the Open Space Provision Policy 2016 to the greatest extent possible (e.g. to remove indicative open space from the Large Lot Zone);	Accept in part
345.20	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(3) to delete any wording potentially limiting public access to the Fairway Reserve;	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
345.21	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(4) to add the words “Where the Fairway Reserve is not vested in Council, ...”;	Accept in part
345.22	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the matters of discretion for development of publicly accessible open space greater than 1000m2 to refer to “ownership and maintenance”, and amend the assessment criteria to enable consideration of ongoing maintenance if private ownership of publicly accessible open space is proposed.	Accept in part
345.23	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Review and reassess the natural hazards / stormwater management aspects of PPC 88 in light of these severe weather events. Such review and re-assessment should extend to the need for revised and more robust precinct provisions (whether to the precinct objectives, policies, rules and other provisions including amendments to maps/plans), should PPC 88 be approved.	Accept
345.24	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Require that the provisions as proposed are reviewed to ensure that they are clearly able to be interpreted and applied. As an example, the matters of discretion in 1.9.1 and other parts of the plan change refer to the Beachlands South Sustainability Strategy. That is a document that can be altered at any time without a statutory process and some of its content is not robust enough to be the basis for a matter for discretion or assessment criteria.	Accept in part
346.1	Lesla Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as the proposed rezoning will affect character of Beachlands village. It includes at least 1390 dwellings that are at least 5 or 6 stories in height. This is in stark contrast to the existing Beachlands topography. If Beachlands is to retain its status as a rural community under the Auckland City Council Unitary Plan then any proposal to move dwelling construction from essentially single/double level dwellings to a high proportion of high-density housing, changes the Beachlands status diametrically.	Accept in part
346.2	Lesla Freeman	Decline the plan change, but if approved, make the amendments I requested	Amend plan change with regards to roading that needs to be upgraded to support the additional populations that come with 3900 plus new dwellings. The existing road between Beachlands and Whitford needs to be upgraded to a four lane road. This upgrade would also need to include the provision of safe and efficient entry/exit ways for communities, in particular, the upgrading Jack Lachlan Drive to cope. This includes the provision of cycle lane and	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			footpaths on Jack Lachlan Drive, and a cycle lane from Beachlands to Whitford.	
346.3	Lesa Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline the proposal for the use of bore water for all uses including residential, community and commercial across the proposed rezoned areas. Whist no expert on these matters, common sense suggests that this will not work for a development of the size proposed by this rezoning application. On that basis town water needs to be available for all dwellings post the rezoning.	Accept in part
346.4	Lesa Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change the sewerage system proposed seems to be inadequate to process wastewater for a development of the size proposed. The proposal that wastewater could be dispersed across the existing ground water systems will not work; any proposal needs to consider the needs of a more environmentally conscious community, and have consideration for an area that has in the past had issues with water egress into nearby streams and creeks. A properly considered and well developed wastewater system is required and one that is flood proof.	Accept in part
346.5	Lesa Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change, but if approved an agreement should be reached with Beachlands South Limited that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) and associated services that Auckland City Council deem appropriate to support the additional 3900 plus dwellings that are proposed subsequent to this proposed plan change.	Accept in part
347.1	Anthony Martin Andrew	Approve the plan change without any amendments	Approve plan change as the development documented and disclosed appears to be in the best interests of properly managed urban growth in this area.	Reject
348.1	Angela Mary Mason	Approve the plan change with the amendments I requested	Require approval of PC88 to require the process to develop a new high school within Sub-precinct C be implemented within the first stage of development.	Reject
348.2	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend plan change so a specific area for a secondary college within the PC88 'Community Zone' be identified on the submitted site zoning plan (Appendix 1). This area should be provided for within the sub precinct in a manner that is consistent with Precinct Plan 3 which shows the indicative location of the school as a key structuring element of Beachlands South and	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			this is considered appropriate. This area should be of a sufficient size to accommodate a secondary college for the high-school aged population on the Pohutukawa Coast and the local Wairoa area.	
348.3	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend alternatively, if site planning for a high school is not advanced to a point where the applicant can identify a specific site within the PC 88 'Community Zone,' then prior to approval of the plan change, the applicant should provide to the Council a written commitment from the Minister of Education that, should PC 88 be approved with a minimum of 1,000 new dwellings, the Minister will immediately seek a Notice of Requirement under s167 of the RMA to formally designate an area within the Community Zone that is of a sufficient size to accommodate a secondary college for the high-school aged population on the Pohutukawa Coast and the local Wairoa area. Note, the request to submit for a Notice of Requirement will also be made to the Minister of Education.	Reject
348.4	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend precinct plan to require development of a secondary college facility in the FIRST stage of any development within the Beachlands South precinct.	Reject
348.5	Angela Mary Mason	Approve the plan change with the amendments I requested	Require road access to the secondary college facility be vested to the Council, to ensure free public access to and from the college site. Development standards should require that this vested road reserve be of a sufficient width and form to accommodate safe bicycle lanes and pedestrian footpaths, so that high school students are encouraged to bike, scooter, and/or walk to the college campus. To facilitate access from the existing Beachlands community, improvements to Jack Lachlan Drive should be made, including pedestrian footpaths and a bicycle lane along both sides of this road and a speed limit reduction to 50km/h.	Accept in part
348.6	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend precinct plan development standards to require a suitable landscape buffer surrounding the high school campus, including mature trees of appropriate size and spacing to provide screening of the school fields, as viewed from the public road, as well as shade and wind shelter for students.	Accept in part
348.7	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend plan change to include a stop for the proposed Pine Harbour shuttle on the road to/from the college and Jack Lachlan Road, within 50m of the college campus entrance. Similarly, that a bus stop be located within a 50m radius of the college, so that high school students can access public bus services to Maraetai and Whitford, and beyond.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
349.1	Geraldine Shelley	Decline the plan change	Decline the plan change due to no plan for added infrastructure and services, rather the developer is relying on existing resources to service the extra load created by the new housing. i.e. Roading, Water, Wastewater, Medical Services, Emergency Services which is only adequate at best in its current state. This plan would also impact outer suburbs such as Whitford, Botany, Howick, Meadowlands and Flatbush with extra resources and planning required.	Accept in part
350.1	Pamela Mary Gallagher	Decline the plan change	Decline the plan change due to infrastructure and funding issues. Now more than ever its crucial to get future land/housing developments right and I can't see how this project could work. Infrastructure of course is a huge concern but transport in and out of Beachlands is perhaps the biggest stumbling block and who will pay for it all. With the type of housing proposed, most people will be traveling south to their workplaces, therefore by car. Larger ferries isn't any kind of solution as they only go between Beachlands and CBD.	Accept
351.1	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update the proposed zoning plan and any other consequential plans of PC88 to reflect the reduction of THAB zoning in the Marina Point and Coastal sub-precincts as per the plan included as Attachment B.	Reject
351.2	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update Precinct Plan 4 – Cultural Landscape to reflect the corrected version supplied to council in BSLP's clause 23 responses included as Attachment C.	Reject
351.3	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update I.7.3 Staging of Development with Transport Upgrades and Table 2: Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6 to reflect changes to ferry passenger numbers and peak periods in Attachment D.	Reject
351.4	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Incorporate separate and/or additional transport infrastructure upgrades in the PC88 precinct provisions relating to the timing and delivery of the primary and/or secondary school planned in the Community sub-precinct.	Reject
351.5	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Amend the purpose and standard I.7.5(2) Riparian Margins to read as follows: Purpose: Contribute to improvements to water quality, habitat, biodiversity <u>and contribute to addressing residual ecological effects.</u> <u>Standard I.7.5(2) Any riparian planting proposed within the riparian yard setback required in Standard I.7.5(1) as part of any ecological offsetting or</u>	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			<u>compensation package must be native species and vested in Council, or protected and maintained in perpetuity by an appropriate legal mechanism.</u>	
351.6	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	<p>Amend the purpose and standard I.7.6(3)(a) Ecological Protected Area Network to read as follows: Purpose: To protect and enhance identified significant terrestrial vegetation/habitat types and significant ecological areas from subdivision and development <u>and contribute to addressing residual ecological effects.</u></p> <p>Standard I.7.6(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 <u>and proposed to be planted as part of any ecological offsetting or compensation package;</u></p>	Reject
351.7	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	<p>Insert the requirement for a 'Travel Management Plan' as a Special Information Requirement in the PC88 provisions, as follows: <u>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:</u> <u>(a) Operational measures to be established on-site to encourage reduced vehicle trips;</u> <u>(b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;</u> <u>(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</u> <u>(d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.</u></p>	Reject
351.8	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update Precinct Plan 2 – Natural Features of PC88 to reflect indicative natural inland wetlands based on recent changes to the NPS-FM and NES-F regulations that took effect on 5 January 2023.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
351.9	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update standard I.7.14 Residential Density Standards and any other related provisions of PC88 to align with the development and outcomes of PC78.	Reject
352.1	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Delete (b)(ii), (c)(ii, iii, iv), (d)(ii, iii, iv) and (e)(ii, iii, iv) from Standard I.7.3(2) (Table 2), so that there is no trigger for non-residential activities.	Accept in part
352.2	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Reduce size of the area in Precinct Plan 6 which is subject to Standard I.7.3 to include only the live zoned component, and not the land which is proposed to remain Future Urban;	Reject
352.3	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend so default permitted activity status is adopted for industrial activities within the Employment Precinct, as opposed to restricted discretionary activity status.	Reject
352.4	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend the triggers in Table 2 [Standard I.7.2]: i. must clearly relate to unacceptable anticipated adverse effects of the generated traffic on the roading network; and ii. the required measures must efficiently and effectively avoid, remedy or mitigate those effects to an acceptable level; and	Reject
352.5	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend in relation to building setbacks [Standard 1.7.2] and planted buffers, that: i. the requirements for setbacks and planted buffers be deleted; or ii. the building setbacks be reduced and the landscaping be significantly reduced in width and plant density; or iii. if this requirement is retained, that the objectives, policies and matters of discretion more specifically refine the resource management effects (as relevant to this Precinct compared to the rest of Auckland) to be mitigated through the use of setbacks and planted buffers.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
353.1	Tracy Joy Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend to include transport, overpasses, 4-lane roads and medical facilities. Concerns regarding transport in and out of the area, footpaths in place in a timely manner, wastewater, water supply and medical infrastructure.	Accept in part
354.1	Watercare Services Limited	Approve the plan change with the amendments I requested	Acknowledge that Watercare considers there are no water-related reasons to decline the Plan Change.	Reject
354.2	Watercare Services Limited	Approve the plan change with the amendments I requested	Acknowledge that Watercare has concerns for wastewater servicing on the basis that connecting PC88 to Watercare's wastewater network is not feasible until the Beachlands WWTP is re-consented and essential capacity upgrades are completed (5 years after granting consent). The Application currently proposes a private solution that can be achieved, however Watercare consider the opportunities to complete a centralised wastewater scheme for Beachlands will have greater benefits to the Beachlands community.	Reject
354.3	Watercare Services Limited	Approve the plan change with the amendments I requested	Amend proposed solution for wastewater as Watercare considers the servicing can be achieved through modification of the plan and appropriate provisions are included within the Plan Change to address timing to connect to the Beachlands WWTP or allow for interim solutions before the Beachlands WWTP upgrade has been completed.	Reject
355.1	Kathlyn Margaret Mary Cardiff	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved roading must be upgraded. Any development at Beachlands must consider developing the by-pass road around Whitford. Traffic volumes have increased significantly over time and council and developer must consider traffic volumes onto Whitford Park Road, Sandstone Road and Whitford Road (Sommerville). Recent significant housing developments at Drury, Paerata, Ara Hills, Millwater, Hobsonville and Whenuapai are serviced by rail or motorway.	Accept in part
356.1	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to include more than one car park on site for each development as the parking around Pine Harbour for residential and commuters is in very short supply.	Accept in part
356.2	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to develop new medical centre and introduce incentive to bring in more doctors. Getting into the medical centre can take over a week.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
356.3	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to include 3 or 4 lane road into the Beachlands and Maraetai area, under and over passes or dedicated passing lanes is required. Traffic is backed up from Whitford from all the residents of Maraetai and Beachlands.	Accept in part
357.1	Ministry of Education	Approve the plan change with the amendments I requested	Acknowledge the Ministry is neutral on the PPC in its current form if the following relief and consequential amendments can be accepted.	Reject
357.2	Ministry of Education	Approve the plan change with the amendments I requested	Request regular engagement (given the level of increase in housing provision in Beachlands as a result of this PPC) between the Ministry with Auckland Council and the Applicant to keep up to date with the housing typologies being proposed, staging and timing of this development so that the potential impact of the plan change on the local school network can be planned for.	Reject
357.3	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objectives (precinct wide) (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, and employment <u>and education</u> .	Reject
357.4	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objectives (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, <u>educational facilities</u> , housing, jobs, open spaces and the Pine Harbour Ferry Terminal; and c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
357.5	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies Transport, Infrastructure and Staging (12) Promote a mode shift to public transport and active modes by: (a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and (b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads. <u>(c) Ensuring connections and linkages are effectively integrated within the Precinct and into the existing Beachlands settlement.</u>	Reject
357.6	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies (17) Encourage streets to be attractively designed to appropriately provide for all modes of transport by: (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and (b) Providing for and prioritizing active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations <u>in the Precinct and the existing Beachlands settlement</u> ; and (c) Providing for the safe and efficient movement of vehicles.	Reject
357.7	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies (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 <u>in the Precinct and connecting to the existing Beachlands settlement</u> ;	Reject
357.8	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objective (23) The development of new <u>educational facilities</u> schools provides for the educational needs of school students within existing and planned communities.	Reject
357.9	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objective (24) Opportunities for communities to use school educational facilities , and for the co-location of school and community facilities, are provided.	Reject
357.10	Ministry of Education	Approve the plan change with the amendments I requested	Retain Policy (30) as proposed.	Reject

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
357.11	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policy (31) Enable community use of future school land, buildings and infrastructure and the co-location of school educational and community facilities.	Reject
357.12	Ministry of Education	Approve the plan change with the amendments I requested	Retain Table IX.4.1 Activity Table - Educational Facilities - permitted activity	Reject
357.13	Ministry of Education	Approve the plan change with the amendments I requested	Amend Standard I.7.3 Staging of Development with Transport Upgrades (1) 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.	Reject
358.1	Shane Hetherington	Decline the plan change	Decline plan change due to resulting roading congestion to a wider area. Concerns regarding ferry at Pine Harbour as draw is only 1.2m and a 200 seater could not enter marina. Can only fit more people on ferry up to a limit because of sailing times and frequency - private marina. High-rise building disturb skyline while the marina remains a concern.	Accept
358.2	Shane Hetherington	Decline the plan change	Decline plan change as high rise buildings will disturb the skyline.	Accept in part
359.1	Judith Clarke	Decline the plan change	Decline the plan change as there is insufficient and substandard infrastructure to cope today. Proposals do not demonstrate robust and peer reviewed modelling on all the infrastructure issues or offer sufficient infrastructure improvements and contributions to justify significantly increasing the population by developing such a large site.	Accept in part
359.2	Judith Clarke	Decline the plan change	Decline the plan change due to the inadequate roading proposal. BSLP have incorrectly stated that Whitford Maraetai Road 'provides the main vehicular route to / from the Beachlands area'. It is the only route. This road is already heavily used and in a constant state of disrepair. Local commuters have to leave the area before 7am to ensure they can get to work in time. If there is an accident or bad weather Beachlands community and impacted communities along the routes to Whitford, Point View, Howick, Flat Bush, Botany, Pakuranga, Sandstone Road, Murphy's Road, Redoubt Road,	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			Ormiston Town Centre are brought to a halt further increasing commuter times.	
359.3	Judith Clarke	Decline the plan change	Decline plan change due to public transportation solutions, assumptions do not take into account that the majority of the population do not work in Auckland CBD and our current 739-bus service is not widely used, as it doesn't go to places people want to go, and where it does go it takes so long. BSPL have also advised they propose a larger ferry terminal, but this is not within their gift. Active transport options do not connect with the rest of Beachlands.	Accept
359.4	Judith Clarke	Decline the plan change	Decline plan change as developers misrepresented that they can provide a school. Recent information received by the community from the Ministry of Education is that the provision of a school will not be reviewed until 2030. Local families with young children have been lead to believe by BSPL that a new school will arrive in the next few years but in reality they will not see any progress on the Ministry of Education even considering building a school for at least the next 10 years	Accept
359.5	Judith Clarke	Decline the plan change	Decline plan change due to the proposed bore water supply. The residents that are currently supplied by this bore do not consider the water potable. It is brown, mainly due to iron deposits, and destroys plumbing fittings and appliances. This is the reason that our local Countdown sells so much plastic bottled water, which does not meet any sustainability requirements now or into the future.	Accept in part
360.1	Lisa Prinsloo	Decline the plan change	Decline the plan change as there are too many properties in the development. Very concerned around infrastructure as it does not currently support this development. The roads are dreadful now and the traffic is congested now at peak travel times. The ferries are already struggling to deliver on their service and will be frequently at full capacity now. We need a high school now.	Accept in part
360.2	Lisa Prinsloo	Decline the plan change	Decline plan change as apartments do not fit with the residential properties in the area which are mostly single level homes with grey (not brown) exteriors and tiles.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
361.1	Barbara Emerson	Approve the plan change with the amendments I requested	Amend plan change to upgrade the supporting infrastructure for development to sustain the growing population. Proposed upgrades to Whitford-Maraetai road are minimal and will not offset the increased traffic on what is already a busy road	Reject
361.2	Barbara Emerson	Approve the plan change with the amendments I requested	Amend plan change to address the lack of corresponding support in establishing much needed educational facilities is also concerning with increasing numbers of secondary school children required to leave the area for schooling.	Reject
362.1	Greg and Sarah McKenzie	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure infrastructure is improved prior to development, including wastewater and roading, with the growing population in the area. It is horrendous from Clifton Road out onto the main Whitford-Maraetai Road and through the Whitford Gorge. With school buses by the dozen travelling to and from Beachlands-Maraetai-Whitford it shows the number of children that are travelling outside the area. Buses are full and a lot of children are standing in aisles.	Accept in part
362.2	Greg and Sarah McKenzie	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to consider schooling prior to development and build a College on the Pohutukawa Coast	Accept in part
363.1	Eoin Emerson	Decline the plan change	Decline plan change as proposed road infrastructure is insufficient to handle traffic.	Accept
364.1	Ngaire McLeod	Decline the plan change	Decline plan change as there is not enough infrastructure to support the current population. The development at Formosa will make it even worse.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
365.1	Craig Paddison	Decline the plan change	Decline plan change as roading network which feeds Beachlands, Maraetai & Whitford is already under significant strain in terms of failing pavements and congestion especially at peak times. it would only get significantly worse if the proposed zoning change was approved and the size & population of Beachlands doubles. Upgrading the pine harbour ferry service is not the solution, at best it will only ever be able to service a small number of destinations which won't satisfy the majority of residents. The focus needs to be on intensifying central city areas and neighbourhoods which are already strategically positions around business hubs, major public transport links and shopping districts.	Accept
365.2	Craig Paddison	Decline the plan change	Decline plan change as building 3000-4000 new dwellings would also have a significant effect on the surrounding environmental and the construction will almost certainly accelerate the concerning decline and loss of biodiversity on the surrounding coastline.	Accept in part
366.1	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure provision to upgrade the Whitford Maraetai Road. Developer must fund the expansion of Whitford Maraetai Road to four lanes, removal of high density housing in the plan. This road is already congested in peak travel times and seems unable to cope with the volume of traffic currently using it, judging by the reoccurrence of potholes that constantly appear. These potholes cause damage to vehicles and are dangerous for cyclists and motorcyclists	Accept
366.2	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Address lack of infrastructure considerations. Infrastructure that will not cope with this proposal is the regular power cuts in the area due to a transformer constantly blowing. Require a guarantee that the power and water infrastructure was put in place before any proposal was agreed upon.	Accept in part
366.3	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to remove high density. We are a coastal community and most people have chosen to live here for a quiet lifestyle and don't want 5-7 storey buildings in our area. Those high density housing options would be much better suited to areas close to public transport. The developer has no agreements in place with Auckland Transport or the Pine Harbour Marina about increased services, so this high density will bring a huge increase of cars on the road.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
366.4	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Require commitment from Ministry of Education and a timeline of when a secondary school will be built.	Accept in part
367.1	Viktorija Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change given the current roading infrastructure simply isn't suitable for the volume of traffic this development will generate. Roads will need to be upgraded and widened to cope with the volume of traffic. Unfortunately, the planned Whitford bypass, which would have alleviated some of these problems, has been built on with houses.	Accept in part
367.2	Viktorija Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure the road from Botany should have a weight limit imposed on it and all construction traffic forced to travel down Sandstone Road (which also has been waiting 2 years to be fixed!) The Mangemangeroa Bridge is not safe with lots of heavy traffic and needs to be off limits for these heavy construction trucks.	Accept in part
367.3	Viktorija Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Shift the cost of infrastructure provision to developers. Incentivising developers to cover the cost of providing roads, public transport, water and sanitation could be effective in curbing sprawl. Such measures would allow housing prices in sprawling areas to better reflect the social cost of urban sprawl.	Accept
368.1	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Developer's Appendix 4 Beachlands South Structure Plan, which provide information which seriously misrepresents the realities of road travel (time and distance) from Beachlands to various destination – by actual road routes, rather than indicative straight line	Accept in part
368.2	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	BMO has serious concerns that the Developer's proposal runs contrary to the fact that as part of the process required to incorporate the Government's National Policy Statement – Urban Development. As part of PC78 Auckland Council identified 2,414 sites in Beachlands that were subject to significant transport constraints that would not be able to be addressed in the next 10 years.	Accept
368.3	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Bus service 739 is very irregular and many Beachlands residents choose to arrange shuttle buses to ensure timely travel to/from Beachlands or are forced to revert to the car as a more reliable source of transport. No option for installation of a rapid bus lane on the current Whitford Maraetai Road or Whitford Road to Sommerville. No plans to increase the frequency of buses and the inclusion of Howick, East Tamaki, Manukau or Auckland Airport as direct routes.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
368.4	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	No evidence that a terminal is planned for the increased number of Pine Harbour (PH) passengers, to offer any shelter from the elements. Accommodating increased car and bicycle parking requirements isn't addressed, but the current arrangements would be inadequate for increased passengers. Larger ferries would not have the space to manoeuvre in the current marina. Health and safety risks if ferry terminal moved to north-west end of the marina, also possible adverse impacts on a bird sanctuary. Ferry is not a rapid transport mode. Beachlands passengers currently pay for multi-modal public transport not only up to \$20 a day but also \$23.20 for the return trip on the Pine Harbour Ferry. \$16 million identified by the Developer for financing expansion of the ferry service would likely be wholly inadequate in terms of relocation costs. numbers.	Accept in part
368.5	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	There is significant concern that installation of a couple of control lights and a dual lane roundabout at Whitford are seriously inadequate to address what are already significant traffic congestion points as these traffic measures will not reduce the number of cars on the road, merely phase their transit. WHAT ABOUT THE CYCLISTS. They'd be insane to risk their lives in that environment. How can this fit that into the Government's Net Zero Emissions 2050 strategy? This Development can't and shouldn't occur until the Whitford Bypass has been constructed. This concept is currently unbudgeted and would cost more than \$200 million to introduce.	Accept in part
368.6	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The current roads and future plans for those roads do not include any support for rapid public transport links. Only ~8% of residents in the area work in the central city. With ferries the only other public transport alternative, effective and efficient means of public transport are either non-existent or constrained.	Accept in part
368.7	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The plan change comprehensively fails to satisfy relevant planning documents including NPS-UD, Auckland Unitary Plan,	Accept
368.8	Beachlands Maraetai Omana	Decline the plan change, but if approved, make the amendments I requested	Significant infrastructure investment is necessary in the Beachlands area if significant development is to be approved. Auckland Transport has already	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
	Concerned Citizens		stated that there are insufficient funds available to consider any works in the Beachlands area for 10-12 years.	
368.9	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	For a development of this magnitude, appropriate infrastructure should be in place and controlled by Watercare, with a pipeline over the hill to Mangere. This scenario is not budgeted for by Watercare.	Accept in part
368.10	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Beachlands Medical Centre is at capacity. Since GPs can only effectively provide GP (not emergency) services to a defined number of patients, their lists will be closed to new residents, meaning they will have to seek GP services further afield. This would further add to traffic congestion, increase the timeframe for booking appointments, and have spin-off effects impacting on the communities where neighbouring medical practices are still able to take on new patients.	Accept
369.1	Stephen Jowers-wilding	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as commuting times will become longer and more dangerous with additional traffic.	Accept in part
369.2	Stephen Jowers-wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change (if the plan goes ahead) to reduce development size, include some provision for the upgrade of the road and ban heavy vehicles, including those involved in building from Botany to the Whitford Roundabout. The developers have consistently avoided the question of the road - making comments like "infrastructure is triggered after development." This means the bill will become one for the council and the tax payers.	Accept in part
370.1	William Austin Hewitt	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to create a smaller development that does not put pressure on infrastructure, transportation or schooling. Plan change is not keeping with the AUP nor does it align with the public transport improvements that are happening in other parts of Auckland. Other areas would better suit development where public transportation and schooling and infrastructure is already being planned to support population growth.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
371.1	Jane Norton	Decline the plan change	Decline plan change due to roading and public transportation concerns. Roading is currently unable to service demand. The existing public transport is insufficient for the current day capacity, both bus and ferries. The lack of good public transport will result in increased congestion on the roads.	Accept
372.1	Peter Hurley	Decline the plan change	Decline plan change due to negative impact on traffic.	Accept
372.2	Peter Hurley	Decline the plan change	Decline plan change due to negative impact on public transportation. The existing public transport is insufficient for the current day capacity, both bus and ferries.	Accept
372.3	Peter Hurley	Decline the plan change	Decline the plan change due with no proposed health services and insufficient schooling considerations. You need to book weeks in advance to see a doctor or travel to Botany and wait in 4 hour queues. How can you keep loading up these critical facilities and play with peoples lives.	Accept
373.1	Darci Shelley	Decline the plan change	Retain the golf course due to the leisure and open space benefits this provides to the surrounding communities.	Accept in part
373.2	Darci Shelley	Decline the plan change	Decline plan change as the resulting size (currently close to 3000 houses) will put a strain on the provision of schooling.	Accept
373.3	Darci Shelley	Decline the plan change	Decline plan change as the resulting size (currently close to 3000 houses) will put a strain on the provision of medical care.	Accept
373.4	Darci Shelley	Decline the plan change	Decline plan change as the redevelopment of a golf course will add an increased burden on local transport, facilities and infrastructure.	Accept in part
374.1	Christine Sandra Maslowski	Decline the plan change	Decline with improvements needed to Whitford Maraetai Road - 4 lanes to Whitford, provision for a High School - gifting of the land perhaps, recreational trails linking the existing community through the proposed area to	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			Whitford, drinking water from the Auckland City supply, Wastewater link to Mangere Treatment plant, improved public transport links.	
374.2	Christine Sandra Maslowski	Decline the plan change	Decline plan change due to lack of infrastructure. There should be detail as to how these benefits will be achieved and at whose cost - this shouldn't fall to Auckland Ratepayers. Formosa Golf resort should be preserved as an 18 hole course to maintain open space - perhaps public open space in the future, and the original design for housing within the course resurrected. The impact of increased traffic will effect the Whitford community as well as Beachlands and Maraetai. Increased ferry services will only help those who work in the CBD. Where will the proposed large ferries berth, what impact will they have on other marina users, where will ferry passengers park?	Accept in part
375.1	Stephen Ray	Decline the plan change	Decline plan change due to lack of infrastructure. Traffic is congested on Maraetai- Whitford Road during peak time. More potholes and chip lose on road surfaces. Limited public transportation with a ferry service going to one destination (CBD). Limited bus service. Electricity supply to the area is already challenged with regular power outages. Transportation cost will not make housing affordable for all as set out in this plan.	Accept in part
376.1	Matthew and Karen Thomasen	Decline the plan change	Decline plan change as it would be inconsistent with the proposed Beachlands Transport Constraints Control under Proposed Plan Change 78 and would cause the same issues this control is seeking to address. The Whitford-Maraetai Road will be unable to cope with the levels of additional transport this development will cause. The proposed applicant funded road improvements will not address the key issues with this road.	Accept
376.2	Matthew and Karen Thomasen	Decline the plan change	Decline plan change as the proposed funding of the ferry improvements are not a solution that will move a significant amount of traffic off the road with this suiting a limited number of commuters working in the CBD. Increased ferry size (proposed 200 seat ferry) will also potentially cause issues with the suitability of the existing terminal within the Marina and no funding is proposed to cover a new terminal.	Accept
376.3	Matthew and Karen Thomasen	Decline the plan change	Decline plan change due education concerns, Beachlands Primary School already has a roll of nearly 600 and has limited capacity to further increase numbers. While the applicant is proposing to provide land for future schools including a high school there is no guarantee that these will be built. Until the	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
			time any school is built further school bus traffic would also be fulfilled onto the Whitford-Maraetai Road.	
376.4	Matthew and Karen Thomasen	Decline the plan change	Decline - given the nature of this development (at distance from work, shopping and schooling) is not consistent with climate change goals with the most work and shopping (outside of limited options within Beachlands) being at-least 20-30 minutes or more away.	Accept
377.1	Jo Garth	Decline the plan change	Decline plan change due to lack of infrastructure specifically on transportation roading. A single carriageway in and out of Beachlands is already in a persistent state of disrepair with current traffic levels. There will be heavy traffic with large trucks going to and from the site and then increased residential traffic.	Accept
378.1	Craig Anthony Russell Carter	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to construct a larger ferry terminal, as it is not large enough or in a safe location to handle predicted increase in numbers.	Accept in part
378.2	Craig Anthony Russell Carter	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade the existing road to 3 or 4 lanes to increase road capacity. New development generates too much extra traffic without improvement to road capacity	Accept in part
379.1	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade medical facilities as they are at or over capacity and population increase will exacerbate the problem.	Accept
379.2	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade the existing road to 3 or 4 lanes to increase road capacity. New development generates too much extra traffic without improvement to road capacity	Accept in part
379.3	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to construct a larger ferry terminal, as it is not large enough or in a safe location to handle predicted increase in numbers.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
380.1	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that the applicant's analysis of the objectives and policies of the AUP are insufficiently nuanced and appear to follow a more binary 'rural vs urban' approach. To suggest everything outside the RUB is "coastal town expansion" or somehow otherwise ticking the box for provision of rural housing supply so has 'little relevance' to urban growth is in our view incorrect. The land is quite clearly being changed from rural to urban (and Future Urban Zone).	Accept
380.2	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	<p>Require that the urbanisation of the PPC88 Area requires full consideration of the associated changes to the surrounding environment. For example, the photo montages in Attachment 14A to the application to not illustrate the extent of effects that urbanisation will have on light pollution at night time, which will be visible from quite some distance.</p> <p>While the National Policy Statement for Urban Development requires that Council be responsive to private plan changes where they would add significant development capacity and contribute to well-functioning urban environments, this is predicated on functionality, serviceability, and proximity.</p>	Accept
380.3	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that it is not clear from the information provided how the PPC is consistent with the Auckland Plan 2050's "quality compact approach" that requires integration of land use and infrastructure. In our view whether something has a 'compact form' largely depends upon which 'parts' are arranged together, and at what scale. Notwithstanding how 'compact' the PPC88 area is considered to be relative to its own boundaries, it most certainly does have a functional relationship with Whitford Village.	Accept
380.4	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the impacts that PPC88 will have on Whitford Village has been insufficiently considered throughout the application. We anticipate that the increased traffic associated with the development and construction of the new urban area will have a significant and lasting impact on the Village. This scale of growth at Beachlands has not been planned for within the next 30 years. There is no basis for the extent of FUZ proposed and makes significant assumptions regarding the travel and work habits of the future 4000+ households.	Accept

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
380.5	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that there have been many plans in place over recent history to provide transport, three waters, social and recreational infrastructure in a coordinated and comprehensive manner. The objective and policy assessment set out in the application omits some of those that seek to ensure that development does not have a detrimental effect on existing infrastructure. We remain of the view that these have not been properly considered.	Accept in part
380.6	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that it can be reasonably anticipated (and given the roading and transport requirements set out in the s32 evaluation and supporting technical reports) that the proposal will certainly have a 'spill over' effect on the existing infrastructure that services the locality	Accept in part
380.7	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the assumptions made throughout the application are predicated on increased mode shift, reduced vehicle movements, and increased patronage of ferry and bus services. The application also recognises that the applicant has no ability to control the provision of these services. There is a significant level of uncertainty as to how these levels of service can be achieved, and how the AUP provisions can manage development in the face of such uncertainty.	Accept in part
380.8	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Request a peer review of the ITA. [It appears that there are] some inconsistencies with the traffic information provided in the application and information that has previously been made available by the Council.	Accept in part
380.9	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Request further assessment to better understand how provision, operation and maintenance would ensure infrastructure is resilient, efficient and effective. It is not clear whether the proposed water and wastewater infrastructure will achieve the required levels of service.	Accept in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Accept / Accept in Part / Reject
380.10	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the application anticipates that a new secondary school will be built, but there is no guarantee that this will eventuate. The existing Whitford Precinct contains numerous provisions requiring ecological and recreational assets be established, and we can find no equivalent in the new Precinct Provisions.	Accept in part
381.1	Bruce and Doreen Wakefield	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless there is a total rebuild of roads. 3000 homes would seem to equate to a small town. Family frequently travel from Somerville to Whitford, and then out to Maraetai or Papakura. This can be a difficult trip, even at off-peak times. School buses can make driving around these roads a nightmare plus a increasing number of heavy trucks.	Accept in part
382.1	Mrs Angela Gwenda Reilly	Decline the plan change, but if approved, make the amendments I requested	Require that the Whitford-Maraetai Road road and infrastructure must be improved to cope with future increase in population. I am concerned about the ability of the Whitford-Maraetai Road & infrastructure to cope with the resulting increase in population and resulting traffic congestion from the proposed urban residential development in Beachland	Accept in part
382.2	Mrs Angela Gwenda Reilly	Decline the plan change, but if approved, make the amendments I requested	Require conclusive technical evidence to confirm that the water supply, waste water and storm water systems are sustainable with minimal environmental impact such as higher demand on groundwater supply and flooding.	Accept in part
383.1	Margaret Mary Robertson	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as the population is currently is a problem on the roads now, so how can it work with another 3000? Leave the golf course as it is, it is an asset to the area.	Accept in part