

Auckland Unitary Plan Operative in Part Application for Private Plan Change

(Takapuna 2 Precinct)

Explanation, Assessment of Environmental
Effects and Section 32 Evaluation



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Date of Issue:
25 August 2022

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In association with:



PEERS BROWN MILLER LTD



Document Control Record

Project: 48 Esmonde Road Plan Change
Client: KBS Capital Limited
Project Location: 48 Esmonde Road, Takapuna
Project Reference: 1879ESM20

Revision	Date	Author	Reviewer	Approver	Status
A	1 October 2021	MC	PB	MC	Final
B (Clause 23 Update)	25 May 2022	MC	PB	MC	Final
C (Clause 23 Update)	31 July 2022	MC	PB	MC	Final
D (Clause 23 Update)	25 August 2022	MC	PB	MC	Final

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Proposed Private Plan Change – Takapuna 2

Application for Change to the Auckland Unitary Plan – Operative in Part by KBS Capital Limited

KBS Capital Limited hereby applies pursuant to clause 21 of Schedule 1 of the Resource Management Act 1991 (RMA) for changes to the provisions of the Auckland Unitary Plan – Operative in Part (“Unitary Plan”) in accordance with the details set out below.

The legal description and ownership of the land subject to this application is Lot 32 DP 536045 a copy of the relevant Certificate of Title is attached as **Appendix A**. The land subject to the application is known as “Takapuna 2” and is situated at 48 Esmonde Road, Takapuna.

The Site is marked on the Location Plan attached as **Figure 1 (page 9)**

The amendments sought by the applicant to the Unitary Plan provisions are as follows:

- i. The amendment of the Residential - Terrace and Apartment Building Zone to provide Open Space – Conservation Zone over part of the site as detailed in **Appendix B**.
- ii. The introduction of new provisions and precinct plans, in a new Takapuna 2 precinct as detailed in **Appendix C**.
- iii. Any other alterations to the Unitary Plan as required as a consequence of these changes;
- iv. Such further or other alterations to the Unitary Plan as the Council considers appropriate in order to give effect to enabling development of the Site as described in this application.

Appendix A – V is a list of the documents attached to this application being the documents required to address the relevant provisions of the Act.

Dated this 1st day of October 2021

KBS CAPITAL LIMITED
by its authorised agent **Campbell Brown Planning Limited**



Michael Campbell

The address for service of the applicant is:
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1.0 Executive Summary

This Private Plan Change application (the ‘**PPC**’) seeks to make changes to provisions in the Auckland Unitary Plan – Operative in part (the ‘**Unitary Plan**’ or ‘**AUP**’) affecting 48 Esmonde Road in Takapuna (‘**the Site**’).

The application seeks to maintain the Terrace Housing and Apartment Buildings (‘**THAB**’) Zone, with the future esplanade reserve to be rezoned as Open Space: Conservation Zone (‘**OSC**’). The PPC seeks to apply a new Takapuna Precinct 2 layer over the Site. The purpose of the proposal is to enable and facilitate the comprehensive and integrated development of a large strategically located site comprising a new residential community of approximately 553 homes including a small non-residential component, within a unique coastal and urban setting while protecting and enhancing the environmental, cultural, landscape and amenity values of the area.

This PPC is consistent with the higher order statutory plans and documents, including the Auckland Plan 2050, the Auckland Regional Policy Statement and the National Policy Statement on Urban Development 2020.

The section 32 analysis has confirmed that the proposed precinct plan approach is appropriate for the Site. Through that evaluation, it has been determined that enabling a high intensity residential development is more appropriate than the status quo or an alternative zoning.

The proposal is consistent with the objectives and policies of the THAB zone, the OSC zone, and the Natural Resources, Transportation, and Natural Hazards sections of the AUP.

The integration of land use and transport infrastructure facilitates the enablement of additional residential activity on the Site, and the co-location of commercial (small scale) and residential uses at a high intensity makes efficient use of the physical land resource and existing infrastructure, including transport infrastructure.

The Site is well located in relation to the transport network and the PPC will support and encourage the use of public transport services. Although additional travel demand will be generated by the anticipated development on the Site, increased public transport usage and other trends that have the potential to reduce work related travel at peak times will enable the intensive development of the Site to take place without having significant adverse effects on the operation of the surrounding road network.

Given the location of the site, this proposal can occur without generating significant adverse effects on the owners and occupiers of the surrounding properties, particularly in terms of shading, dominance and privacy effects. The Site is a large property in single ownership that is well removed from surrounding residential sites. This enables a high amenity urban development to be provided within the Site, with external effects able to be minimised to an acceptable level.

The proposal has been carefully designed to protect the coastal environment through the rezoning of the coastal edge of the site, and through high-quality stormwater management.

A comprehensive assessment of environmental effects potentially generated by development enabled by the PPC has been carried out. Any adverse effects generated by the proposed development will be minor and satisfactorily mitigated and there will be significant positive social, cultural and environmental effects from the form of development that would be enabled.

These assessments demonstrate that the proposed new objectives of the Takapuna 2 Precinct and the THAB and Open Space zones are the most appropriate way to achieve the purpose of the Act and to contribute to the achievement of the objectives in the RPS section of the Unitary Plan, and that the proposed new policies and rules of the Takapuna 2 Precinct efficiently and effectively achieve the objectives of the zone and the Precinct.

Overall, it is considered that the PPC is the most appropriate way of achieving the purpose of the RMA and it is therefore recommended for favourable consideration pursuant to the procedures set out in the Act.

2.0 Private Plan Change Applicant and Property Details

Applicant:	KBS Capital Limited
Address for Service:	C/- Campbell Brown Planning Limited P O Box 147001 Ponsonby AUCKLAND 1144 Attention: Michael Campbell Email: michael@campbellbrown.co.nz <i>(all written correspondence via email please)</i>
Site Location:	48 Esmonde Road, Takapuna
Legal Description:	Lot 32 DP 536045
Site Area:	21,566m ² (2.1566 hectares)
Current Unitary Plan Zoning:	Terrace Housing and Apartment Buildings zone
Current Unitary Plan Overlays:	Natural Resources: Significant Ecological Areas Overlay - SEA-M2-60a, Marine 2 (In part)
Controls:	Controls: Vehicle Access Restriction Control - Motorway Interchange Control Controls: Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise Controls: Macroinvertebrate Community Index - Native Controls: Macroinvertebrate Community Index - Urban
Existing Precinct:	Nil
Designations:	Designation – ID 4311, Defence purposes – protection of approach and departure paths – Whenuapai Air Base, Minister of Defence (part)
Unitary Plan Modifications:	None

3.0 Summary of Plan Change Request

It is proposed that the GIS mapping layer of the AUP be amended to rezone part of the identified land from THAB zone to Open Space – Conservation Zone ('OSC').

A new precinct plan, referenced as Takapuna 2 is sought to be included within Chapter I of the AUP ('Precinct'). This Precinct would rely on many of the existing provisions of the AUP but would also introduce a number of site-specific objectives, policies, activities, standards and assessment criteria that reflect the particular desired outcomes for the Site.

4.0 Site Location



Figure 1: Aerial Photos of the Site Location – (Auckland Council GIS circa 2017 aerial)

5.0 Description of the Site and Surrounding Environment

5.1 Application Site

The Site is located at 48 Esmonde Road, Takapuna (refer to **Figure 1**, above). Esmonde Road provides connections to State Highway 1 Northern Motorway. The site at 48 Esmonde Road is known traditionally as 'Te Patu', this being a reference to the strength, mana, and form of the land being likened to a patu.

The Site is comprised of one allotment totalling 2.1566 hectares in area. The site is currently owned by the Harbourside Church Property Trust Board, but at the end of 2018 the applicant for this proposal, KBS Capital Limited, entered into an unconditional agreement with the current owner to purchase the site. A copy of the certificate of title is provided at **Appendix A**.

The Masterplan (**Appendix E**) and the landscape and visual assessment contain a comprehensive description of the Site and surrounds (**Appendix I**).

By way of summary, the site is located within the estuary of Shoal Bay adjacent to the Esmonde Rd - Shoal Bay overpass just east of the Northern Motorway (State Highway 1). It is an irregular shaped site with a longer dimension (approximately 230m) along the Esmonde Road frontage, a shorter dimension (approximately 133m) along the coastal boundary to the south and an overall depth of approximately 130m along the site's north-south axis.

The site is surrounded on three sides by the coast and one side by Esmonde Road. The opposite side of Esmonde Road is occupied by a small reserve and vast area of mangroves. The site does not have any immediately adjacent private property owner. The nearest private properties are located at 44 and 45 Esmonde Road, to the north east, which are around 50-60m from the subject site, noting that the proposed 'development' area will be some 110 metres from these sites. The residential sites located to the south east (at Spencer Terrace and Francis Street) are located about 140 metres away. The site provides what is effectively an island setting.

The existing site is currently under construction to give effect to Stage 1 of an approved resource consent (refer to Section 6.0 of this report). The site previously featured a church, childcare centre and park and ride facility. Approximately 260 car parks are currently provided on-site. The large church building rises to three storeys and is clad in a mixture of cedar weatherboards (stained dark brown), brown concrete panels, dark tinted glazing and black aluminium flashings, with terracotta roofing and is located within the central portion of the site. A childcare centre was subsequently established within the church building. The childcare centre can accommodate 70 children and 15 staff members.

Stephen Brown¹ notes that:

“Neither the church nor its margins – dominated by car parking and scattered planting – have any real aesthetic appeal, although the three storey profile of the main building appears much larger and more visually imposing when viewed close-up, as opposed to from Esmonde Road and other off-site vantage points. In part, this is because of the ‘tonsure’ of pohutukawas and other vegetation that encloses the site. But, it also reflects the church’s set-back from Esmonde Road, with both its profile and the layering of outdoor steps leading up to its main entrance mimicking (to some degree at least) the crowned profile of the site.”

A park and ride facility is operating on the site with 102 on-site car parking spaces accessing the public transport system facility at the Akoranga Bus Station. A coffee retail shop received resource consent approval in May 2018 although the coffee shop is not presently in operation, it has historically been operational and as such is still considered a lawful use that forms part of the existing environment.

The existing western vehicle crossing (near Barrys Point Rd) was conditioned to be signed as a left turn exit only. Signs have been erected to prevent vehicles from entering the site at this location.

Please refer to **Appendix P** for a copy of the Topographic Plan of the site. The Esmonde Road frontage is bounded by a retaining wall, and the base of the retaining is at a 5 metre contour. The site then gradually slopes up towards the centre and forms a plateau at the 10 metre contour. This is the location of the current church. Otherwise, much of the land around the church building is relatively level (between the contours of 8 and 9 metres). This land is occupied by a large, sealed car park which surrounds the church building.

In the southwestern corner of the site there is a 220kV transmission tower and lines that cross this portion of the site. It is proposed that the tower will be removed, and the lines undergrounded.

The land located beyond the existing car park area towards the coastal boundary slopes steeply down to reach the water level and essentially creates a cliff edge. This cliff edge of the site is covered by dense vegetation and trees and creates a natural buffer for the site.

From the top edge of the cliff, there is a large drop of contours from 10/9 metres to 2/3 metres along the water edge boundary of the site. There are some small to medium-sized trees and shrubs scattered around the site, and some large trees are generally located along the coastal boundary, mainly comprising large pōhutukawa species. The ecological report provided by Wildlands (refer **Appendix J**) notes that most of the headland has been cleared of indigenous vegetation since at least 1963.

¹ Refer Landscape Assessment - Appendix I, Page 23

Wildlands note that the coastal forest is classified as ‘WF4-Pohutukawa, pūriri, broadleaved forest’ under the Auckland ecosystem classification (Singers et al. 2017). It is characterised by large emergent pōhutukawa lining the top and bottom banks of the site with frequent clumps of pampas (*Cortaderia jubata*), tree privet (*Ligustrum lucidum*) and bamboo (*Pseudosasa japonica*). A relatively high number of broadleaved indigenous species were recorded and occupy the mid sections of the forest, including karaka (*Corynocarpus laevigatus*), pūriri, tarata (*lemonwood*; *Pittosporum eugenioides*), and whauwhaupaku (five finger; *Pseudopanax arboreus*), although such associations did not form extensive or exclusive tracts. Some sections of the forest floor are covered exclusively by the pest plant species periwinkle (*Vinca major*).

The report notes that the top bank of the eastern forest is dominated by pampas and tree privet, while the area around the pylon in the southwestern corner of the site largely comprises bracken. There is some evidence of garden waste dumping along the top margins, while some overhanging bush along the coastal-fringe at the bottom of the bank has been cut back, possibly to facilitate access to trap lines set for pest animals by the Auckland Council. There is a section along the bottom of the forest which retains relatively high natural character formed by large mature pōhutukawa overhanging coastal cliff faces and cave features interposed with a number of indigenous species such as wharawhara (*Astelia banksii*) and leather-leaf fern (*Pyrrosia elaeagnifolia*).

Selected photos of the Site are provided below for context.



Photo 1: Aerial photo of site, 48 Esmonde Road, Takapuna (South Facing) (prior to construction)



Photo 2: Aerial photo of site, 48 Esmonde Road, Takapuna (Prior to construction)



Photo 3: Photo of existing Church, 48 Esmonde Road, Takapuna (recently Demolished)



Photo 4: Photo of existing Church, 48 Esmonde Road, Takapuna (prior to construction)

5.2 Surrounding Environment and Context

5.2.1 Introduction

The Site is strategically well-positioned in relation to the Takapuna Centre (zoned Metropolitan Centre). The site is located approximately 5km from the Auckland City Centre and just over 800m (direct line) from the metropolitan centre of Takapuna. In addition to the city centre and central Takapuna, a number of areas of high employment lie within 4km of the site including Wairau Valley, Smales Farm, North Shore Hospital, Barry’s Point Road, AUT North Shore campus and the Warehouse Way business, park providing the site with high accessibility to employment opportunities.

5.2.2 Cultural context

Please refer to the Cultural Design Narrative - Te Patu – by Reuben Kirkwood of Ngāi Tai ki Tāmaki (refer **Appendix U**).

The CVA notes that by its geographical location, the site at Pā-tuna-rua would have included the area at 48 Esmonde Rd and no doubt was referring directly to the inlet at either side of Te Patu, and the great opportunity for trapping fish and eel there.

The CVA also notes that:

“In considering these histories of the area alongside modern maps and images, the unique topography of Te Patu is apparent. 48 Esmonde Road is sited upon what was probably a sandspit that built up over time to create a low island at the mouth of Waipaoraora. Now fringed with mangrove and some neighbouring industrial zones, the waters surrounding Te Patu would have once been sandy and clearflowing. Despite its low-lying, podium nature, Te Patu, by its location at the head of Oneoneroa, holds commanding views toward the inner Waitematā. These views take in Te Onewa and beyond to Te Tō (Westhaven) and Te Matarae (Belmont) to the south-east. Te Patu is outlined by a border of pōhutukawa and karaka, some of notable size and age. As observed onsite, the larger karaka sheltering many karaka seedlings beneath their canopy can be viewed as a metaphor for the potential of Te Patu to support a kāinga ‘Uru-karaka’ (Karaka grove). The karaka tree was valued in the traditional Māori context as it provided, once processed, edible seasonal fruit or seed.”

5.2.2 Current zoning context

Under the Auckland Unitary Plan (Operative in Part), the Site is zoned Residential – Terrace Housing and Apartment Buildings Zone. A General Coastal Marine Zone is located to the south of the site, and across Esmonde Road, there is a Coastal - Coastal Transition Zone and General Coastal Marine Zone. To the east is a mixture of Coastal – Coastal Transition Zone, Residential – Single House Zone, Residential – Mixed Housing Urban Zone, and Residential Terrace Housing and Apartment Buildings Zone.

To the west is Open Space – Conservation Zone, and a Business – Mixed Use Zone. Due to the site being surrounded by roading or water, the nearest neighbours are generally a considerable distance away from the site. The nearest private properties are located at 44 and 45 Esmonde Road, to the north east, which are around 50-60m from the subject site, noting that the proposed ‘development’ area will be some 110 metres from these sites. The residential sites located to the south east (at Spencer Terrace and Francis Street) are located about 140 metres away. The site provides what is effectively an island setting. A copy of the existing zoning map is provided in Figure 2 below:

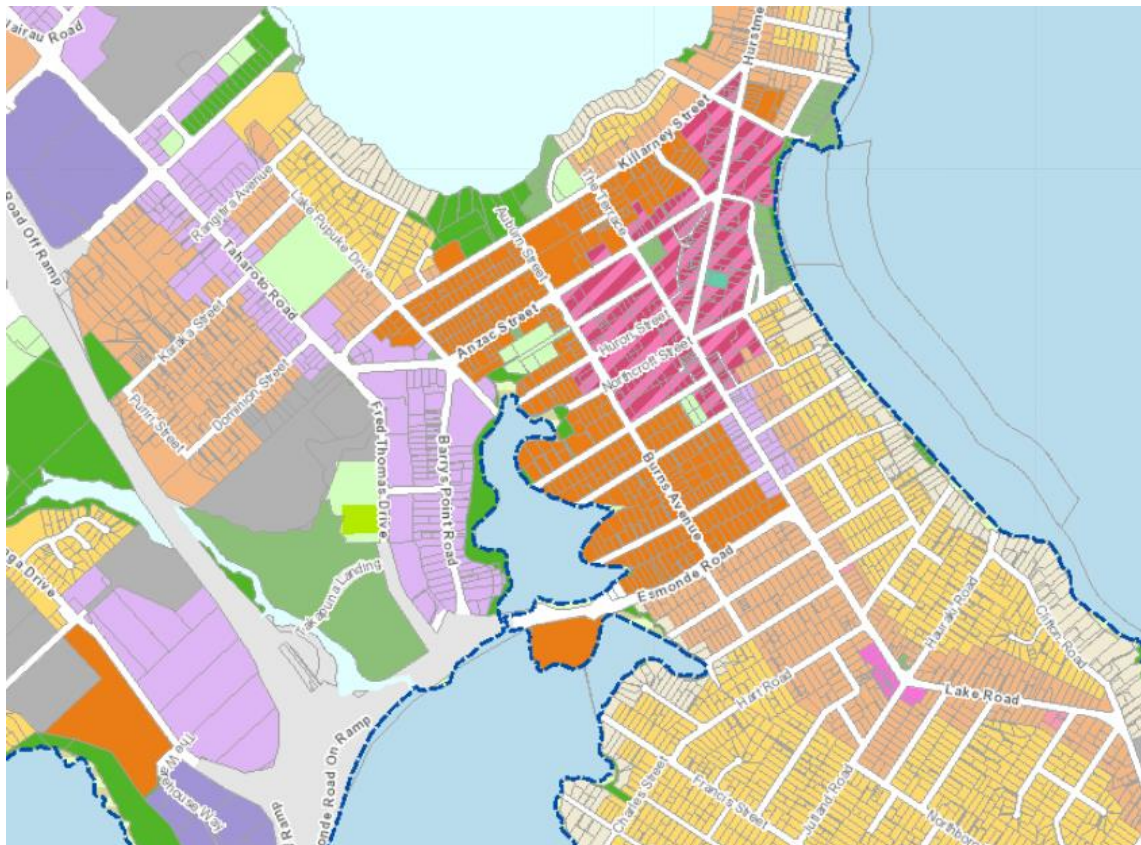


Figure 2: Current Zoning Map – (Source: Auckland Council)

5.2.3 Ecological context

The land surrounding the site which is part of Shoal Bay is a low-lying marshland primarily occupied by mangroves and a narrow waterway along the western edge of the site. Otherwise, Shoal Bay is open to the Waitemata Harbour between Northcote Point and Stanley Point. During high tide, some parts of the adjacent mangrove area are covered by seawater, and the water channel becomes more distinct in the vicinity, but during low tide, the low-lying mud surface becomes more prominent.

The Council AUP Viewer identifies all of Shoal Bay’s harbour / estuarine area as being subject to two Significant Ecological Area overlays: “Marine 1” wrapping around the subject site and extending further inland, and “Marine 2” in marginal areas around the margins of the outer estuary. Stephen Brown² notes that neither Shoal Bay nor its margins are subject to other overlays of more direct relevance to this assessment – no Outstanding Natural Landscapes or Features, or areas within the Coastal Environment (including the CMA) that have High or Outstanding Natural Character Values.

² Refer Landscape Assessment - Appendix I, Page 30 and 31

The ecological report (refer **Appendix J**) notes that 43 indigenous and 21 introduced bird species have been recorded in the eBird and iNaturalist databases within a radius of approximately one kilometre of the property.

Wildland notes that five indigenous bird species were seen or heard at the property during the field surveys undertaken:

- Tūī (Not Threatened)
- Pīwakawaka/fantail (Not Threatened)
- Tauhou/silvereye (Not Threatened)
- Kōtare/New Zealand kingfisher (*Todiramphus sanctus vagans*) (Not Threatened)
- Tarāpunga/red-billed gull (*Chroicocephalus novaehollandiae scopulinus*) (Threatened - Nationally Vulnerable)

Five indigenous bird species were observed on tidal flats and the shell bank accessed from Charles Street, Hauraki on 7 April 2021:

- Kuaka/eastern bar-tailed godwit (At Risk-Declining)
- Tūturiwhatu/Northern New Zealand dotterel (Threatened - Nationally Vulnerable)
- Tōrea/variable oystercatcher (*Haematopus unicolor*) (At Risk - Recovering)
- Poaka/pied stilt (Not Threatened)
- Karoro/southern black-backed gull (*Larus dominicanus dominicanus*) (Not Threatened)

During a separate survey undertaken by Wildland Consultants on 17 April 2019, moho pererū/banded rail (At Risk - Declining) footprints were observed c.35 metres to the south of the site in mangrove shrubland. Please refer to the Wildlands report for a full discussion on the ecological characteristics of the site and the surrounds.

5.3.4 Access and Public Transport

The site provides good walking access to nearby facilities including open space and a supermarket at the northern end of Barry's Point Road. Akoranga bus station, part of the high frequency Northern Busway is just over 10 mins walk from the site. In addition, there is also an express bus stop immediately adjacent to the site which travels directly to Auckland city centre with no further stops in between.

In terms of public transport, Auckland Transport operates a large number of services in the vicinity of the site with two services operating directly adjacent to the site, as shown in **Figure 3** below. The 82 and 82 services are a frequent service and peak hour service respectively. The 82 bus service operates at least every 15 minutes from 7.00am to 7.00pm, seven days a week, with less frequency in the early morning and night. Both these services also benefit from the existing westbound bus lane on Esmonde Road.

The closest stops for these routes are within 100m of the existing site access point. The bus stop for bus services in the westbound direction is bus stop 4111 and in the eastbound direction is 3708. All other bus stops and bus infrastructure within the vicinity of the site is shown in Figure 4.

Akoranga bus station which is part of the northern busway is a 900m walk from the existing site access. There are three services which run on the Northern Busway through Akoranga station, these are the NX1, NX2 and 866. Between these services there are buses arriving less than every two minutes at Akoranga bus station in the morning peak.

At present, approximately eight buses (Route 82) pass the site on Esmonde Road heading to Auckland Central between 8am and 9am on weekdays³. From the Northern Busway Station the frequency of peak period services is 30+ buses during the same period. Assuming a bus capacity of 50 passengers per bus (Route 82), the total capacity of buses passing the site in the peak hour on Esmonde Road is 400. Takapuna Metropolitan Centre, which has a high number of services running through is considered a key connection point on the network and is a 1.5 km walk from the existing site access.



Figure 3: Existing public transport network (figure base source: Auckland Transport)

³ Approximate peak period frequency sourced from AT's online Journey Planner.

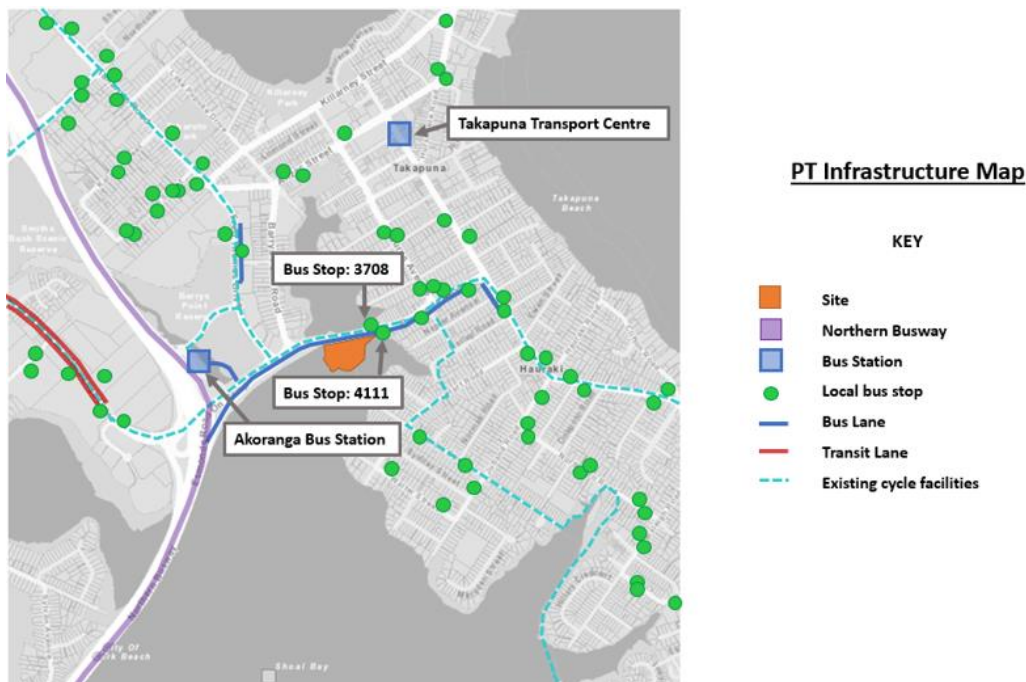


Figure 4: Existing public transport infrastructure, bus priority measures and cycle facilities (source ITA)

5.3.5 Open Spaces

A small reserve is located immediately opposite the site, while a much larger open space at Barry's Point Reserve is approximately 10 minutes' walk to the west. A new walkway/cycleway to the rear of Barry's Point Road along the coastal edge provides an alternative amenity space as well as a connection to the nearby supermarket and Takapuna centre. In summary, there are a number of amenities in the wider surrounding environment that enhance the appropriateness of the site as a suitable location for accommodating high-density residential development. The site is well located, being close to public transport, transport links, services, educational and recreational facilities. Key open space areas are identified in Figure 5 below:



Figure 5: Existing open space facilities (source Jasmax)

5.3.6 Land uses and Landscape context

In terms of the landscape context, Stephen Brown⁴ notes that:

“..the estuarine system both sides of the Esmonde Road causeway is dominated by a complex interweaving of large mangrove beds with narrow strips of water and inter-tidal banks that open out into a more expansive water channel, lined by intermittent shell banks closer to the Northern Motorway. The landforms enclosing this harbour estuary become increasingly complex and sinuous as the estuary progresses inland, before terminating near Auburn and Huron Streets close to the edge of Takapuna’s metropolitan centre. They are covered in an almost solid, swathe of both urban and suburban development, while the combined transport infrastructure of the Northern Motorway, the Esmonde Road interchange, and the Akoranga Bus Station, flanks it to the west.

The greater bulk of this current development comprises residential properties clinging to the shoreline and coastal margins of Takapuna, before stretching southwards to encompass the suburban residential environs of Hauraki, Belmont, Bayswater, Ngataranga Bay and Devonport. Most of this housing comprises one and two storey dwellings on individual sections, ranging in age and style from Transitional Villas, early California Bungalows and Moderne (quasi-Art Deco) dwellings or flats to 1960’s and ‘70’s bungalows, townhouses and infill development. A scattering of one and two storey ‘sausage flats’ is also evident within this area of mostly traditional, residential development straddling Lake Road, although multiple unit developments remain ‘few and far between’, even within the THAB and MHU Zones near Esmonde Road. Pockets of commercial development, such as the Countdown Supermarket, bars, restaurants, cafes, dairies, takeaways and even small car yards associated with the Hauraki Corner and Belmont shops are also scattered through this area, as nodes of business activity strung along Lake Road (see below and Attachment 8.

⁴ Refer Landscape Assessment - Appendix I, Page 25



Figure 6: Character areas (source Jasmax)

This sequence culminates in the historic settlement and commercial centre of Devonport to the south, while the newer and more blatantly commercial, metropolitan centre of Takapuna – anchored visually by the Sentinel Tower and Spencer on Byron – dominates the area north to north-east of the application site and its THAB Zone. Indeed, central Takapuna provides the fulcrum around which the mosaic of previously described, residential pivots – extending northwards towards both Milford and Smales Farm. However, there has been relatively little change in line with the AUP’s THAB and MHU provisions to date, with the cost of purchasing and amalgamating sections apparently thwarting significant redevelopment so far.

Meanwhile, the line of development following Barrys Point Road contrasts with all of these aforementioned areas. Traditionally dominated by car and motorcycle sales yards / premises and light industrial operations on a small scale – as an adjunct to the old tip and landfill – Barrys Point Road hasn’t greatly changed since the 1991 closure of that municipal facility. Today, the road corridor still starts next to Esmonde Road, with the Car Fe car cleaning operation, then progresses past a succession of car yards, motorcycle showrooms, tyre and vehicle repair premises, panel-beaters, surf and paddle board outlets, small yacht retailers, gyms, cafes, offices, and so on, until finally at the large Countdown Supermarket near ANZAC Street and Graydene Place.

Stephen Brown notes that the site remains framed by both Shoal Bay’s maritime area and a complex layering of urban structures and development, including:

- The Sentinel and Spencer on Byron above central Takapuna;

- The Bayswater Marina;
- The structural ‘jigsaw’ of the harbour bridge and its approaches through to the Onewa Road Interchange;
- The concourse and infrastructure of the Northern Motorway;
- The outline of The Warehouse offices perched above the motorway corridor;
- The Esmonde Road interchange and Akoranga Bus Station;
- The retail development and operations at the foot of Barrys Point Road; and,
- The 220kV transmission towers and lines just past the Barrys Point Road interchange.

Refer to the Context Analysis diagram (Figure 7) below.



Figure 7: Context Analysis – (Auckland Council)

5.3.6 Hydrology

Given the topography of the site, which rises steeply from the coastal edge, the site is clear of any flood plains or overlay flow paths. Please refer to Figure 8.

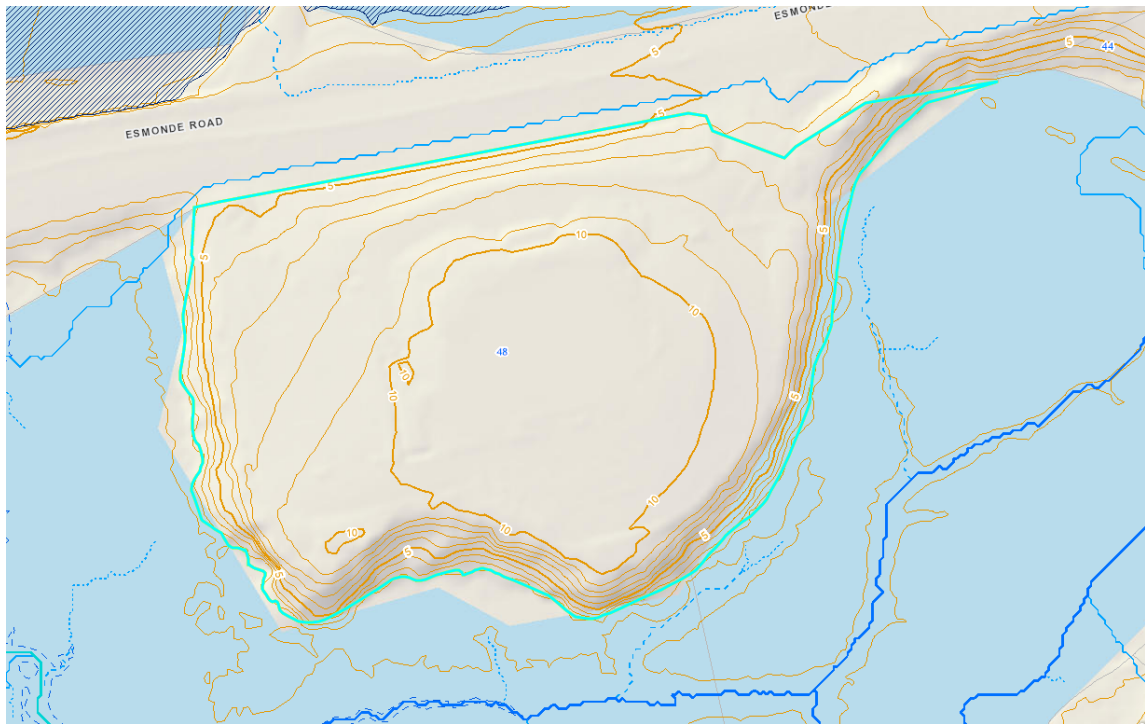


Figure 8: Aerial map illustrating the location of overland flow paths and flooding areas (Geomaps)

6.0 Background

The Auckland Council has recently granted a non-complying resource consent (Council Reference LUC60359471 (s9 land use consent)), to construct two new buildings, one along the eastern site boundary up to seven storeys in height and used as visitor accommodation providing approximately 164 studio units, 18 one-bedroom units, and four penthouses on the top level; the second building will also be up to seven storeys and be constructed along the Esmonde Road frontage and will be primarily residential including approximately 37 one-bedroom units, 32 two-bedroom units, and 17 three-bedroom units, as well as non-residential uses including a café, a health care facility, a childcare facility, a convenience store, a community facility, and a supporting business centre all of which are to be used primarily by people staying in the visitor accommodation and their guests. Stage two would include approximately 86 residential apartments.

Associated earthworks, communal space, comprehensive landscaping across the site and infrastructure servicing are also proposed. Please refer to **Appendix R** for a copy of the consent decision and approved drawings.

The nearby intersection will be fully upgraded realigned to provide for paired pedestrian and cyclists crossings, removal of the existing left-in slip lane and a new left-turn pocket to be incorporated in the signalised intersection. New public transport facilities are proposed, including a double bus stop, two bus shelters, and a shared path/boardwalk to be located within part of the subject site. A total of 81 car parking spaces are to be provided by vertical stackers and removal of the existing crossing at the western corner of the site will follow completion of earthworks.

This consent was granted on 3 March 2021, subject to conditions. A copy of the site layout plan is included in **Figure 9**. It is also note that the development area of the site has been granted consent for earthworks, meaning that all vegetation located outside the proposed esplanade reserve will be removed.

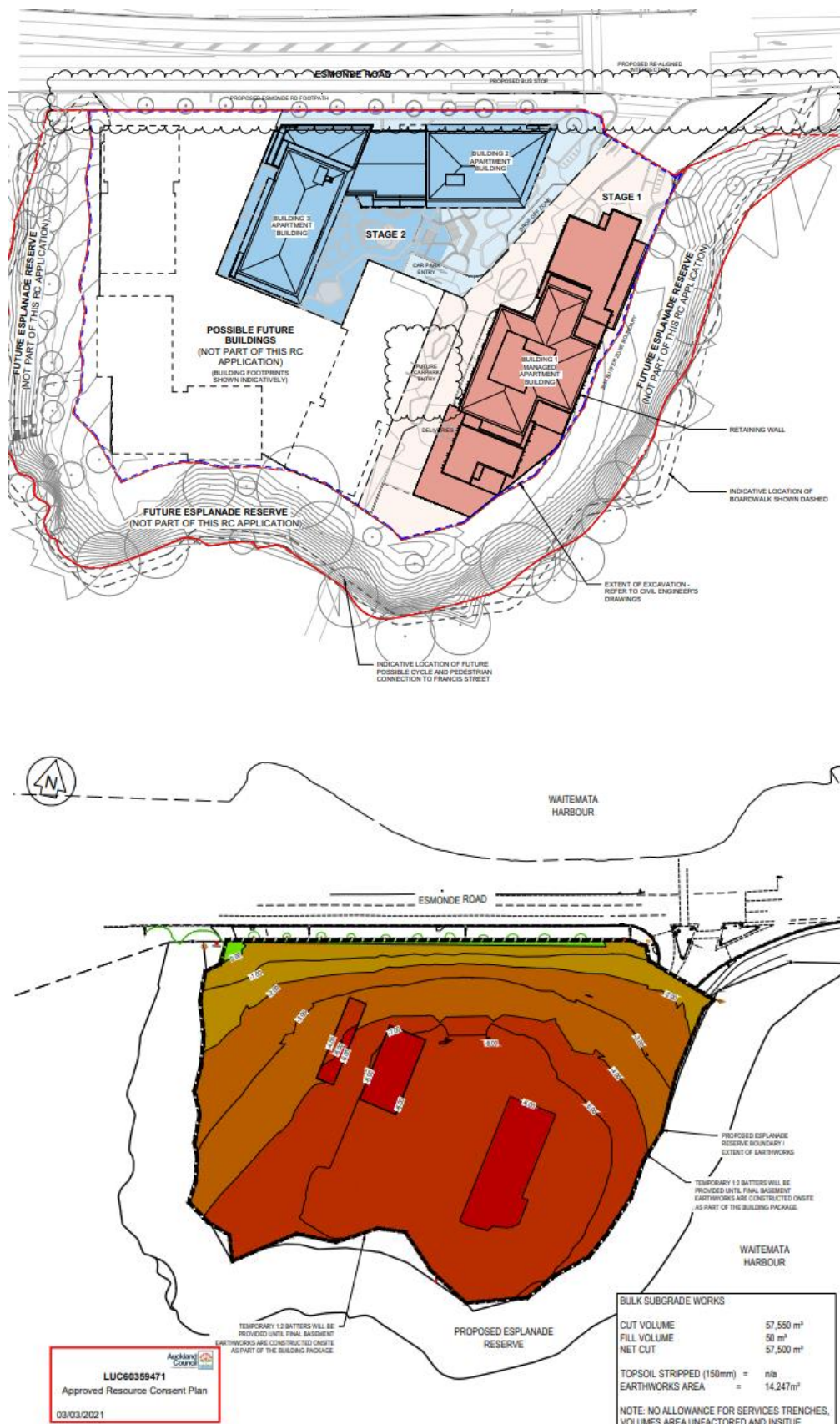


Figure 9: Approved site layout and earthworks plan



Figure 10: Approved buildings (Stages 1 and 2) view from Esmonde Road.



Figure 11: Approved buildings (Stages 1 and 2) internal plaza view

During the course of obtaining these resource consents KBS Capital decided to undertake a complete master planning review of the Site. This has resulted in the current plan change application and it is intended that the proposed plan change will build on this approved resource consent to enable completion of Stage 3 of the development in accordance with the Masterplan and Stages 1 and 2.

7.0 Private Plan Change Request

7.1 Introduction

KBS Capital Limited (the ‘**applicant**’) makes this request, seeking a private plan change to the AUP.

The private plan change is referred to as ‘Proposed Plan Change [*number to be assigned by Council*] (Private): Takapuna 2 Precinct’ (**‘PPC’**).

7.2 The vision for the Site

KBS Capital has formed a project master planning team that has undertaken a comprehensive review of the Site’s opportunities and constraints. The core project team includes: Jasmx - master planning / architecture; Stephen Brown - landscape architects; QBix Limited - urban designer; Wildlands ecologists; Campbell Brown - planning; Maven - engineering; Commute - traffic engineering; and CFG Heritage - archaeology. Consultation has also been undertaken with Auckland Council, Auckland Transport, Waka Kotahi, mana whenua, and other stakeholders as part of this process.

A full copy of the Masterplan and Design Statement is included at **Appendix E**.

During the review of the opportunities and constraints for future development of the Site, it was recognised that the current use of the Site did not make the most of its attributes and context, including its size and location, its proximity to transport infrastructure, separation from more sensitive land uses, and the ease of access to a wide range and number of other activities and facilities.

With clear demand for new housing in Auckland, the owners of the Site have revised their vision for the Site to take full advantage of those attributes.

An illustrative Masterplan has been prepared for the Site, to inform the development of the Precinct Plans and accompanying provisions. The Masterplan is intended to provide the framework for the creation of a high quality, desirable residential community with good connections to the surrounding neighbourhood and a high level of amenity. It will create an enjoyable place to live with new public open spaces and a variety of building typologies that will promote a diverse community of all ages and backgrounds.

The Key design drivers were derived as part of the engagement with Mana whenua and seek to strengthen the mana and form of ‘Te Patu’.

The key principles that underpin the Masterplan design are:

Island as nexus

- Maximise visual and physical connectivity with surrounding context and community.
- Draw the public through the site to engage with the commercial offerings and reinforce the development as part of the city's fabric and broader pedestrian and cycle network.
- Provide separated public and private amenity - urban plaza space for workers, visitors and the broader community and communal outdoor space for local residents.

Express local geo-morphology

- Integrate nature inspired forms, materiality and movement patterns that speak to and reflect the surrounding context - the meandering tributaries of the estuary, emergent mangrove plantings and sandbanks and the stratified bedrock of the remnant peninsula - the podium landscape and built form rises out of the geomorphology.
- Utilise level change and mounding to define public private separation and spatial programming and reflect the unique topography of the site.

Reinstate coastal forest

- Enhance contextual landscape rather than undermine it by encouraging coastal forest to penetrate the internal spaces of the development.
- Revegetate the site, integrate bio-filtration to maximise indigenous bio-diversity and habitat referencing the inlet at its healthiest.
- Maximise immersion and engagement with the natural environment in a human scale setting.

Maximise outlook

- Buildings float above canopy of trees maximising outlook and engagement with broader context of Takapuna, city and harbour.
- Provide opportunities for residents and the broader community to engage with both the immediate coastal reserve setting and the broader natural environment.

The above is realised through several Key Design Moves:

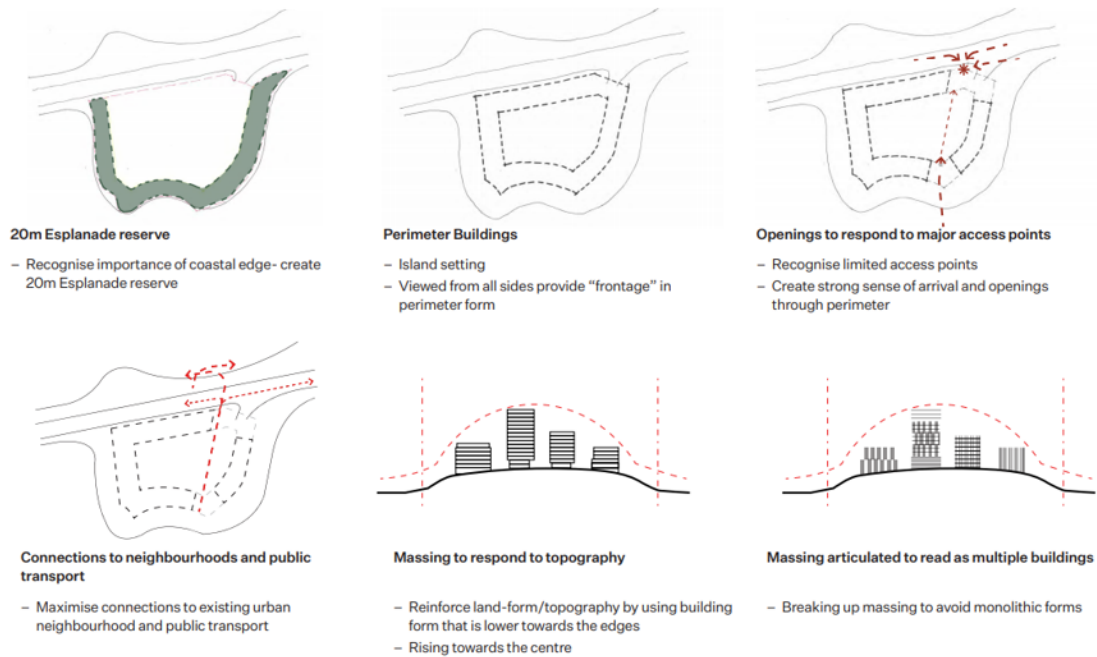


Figure 11: Key Design Moves

The principles of the Masterplan, and its benefits and effects have been considered in the Urban Design Assessment (**Appendix H**), Landscape and Visual Assessment (**Appendix I**), Ecology Report (**Appendix J**) Economic Assessment (**Appendix G**), Infrastructure Assessment (**Appendix L**) and the Integrated Transport Assessment (**Appendix F**).

In developing the Masterplan for the Site, a number of opportunities and constraints have been identified which have informed the design response and development of the Precinct provisions. These key aspects are summarised below. Full details are provided in the Masterplan (**Appendix E**).

7.3 The Proposed Masterplan

The nature of the surrounding uses, the size of the Site and the existence of roads and open space buffers on the two main boundaries, combined with the location and orientation of the Site, enable a significant scale of development to take place with minimal adverse effects on the owners and occupiers of neighbouring properties. The revised vision for the Site (the "Masterplan") is depicted graphically in **Figure 12** and comprises a number of buildings of varying scales. In order to make the most efficient use of the land, and to maximise landscaped and green spaces, it is proposed to increase the height limit applying to development within the Site.

The illustrative Masterplan sets out the key design principles and organisational structure of the Masterplan. It then provides detail on each of these elements and the public open spaces, street

networks and building typologies. The Masterplan was crucial to the development of the Precinct Plans; with its rules and parameters.

This Masterplan reflects a wide range of technical reviews, and it takes into account the context of the Site and the surrounding environment.

Intensifying the scale and form of development will enable a more concentrated mix and range of activities to coexist on the Site, leading to increased levels of pedestrian activity and vitality over an extended period of time. Increasing the diversity of activities will benefit those working and living on the Site, as well as visitors.

The revised vision for the Site is a long-term one, with development anticipated to take place over a period of 10 to 15 years.

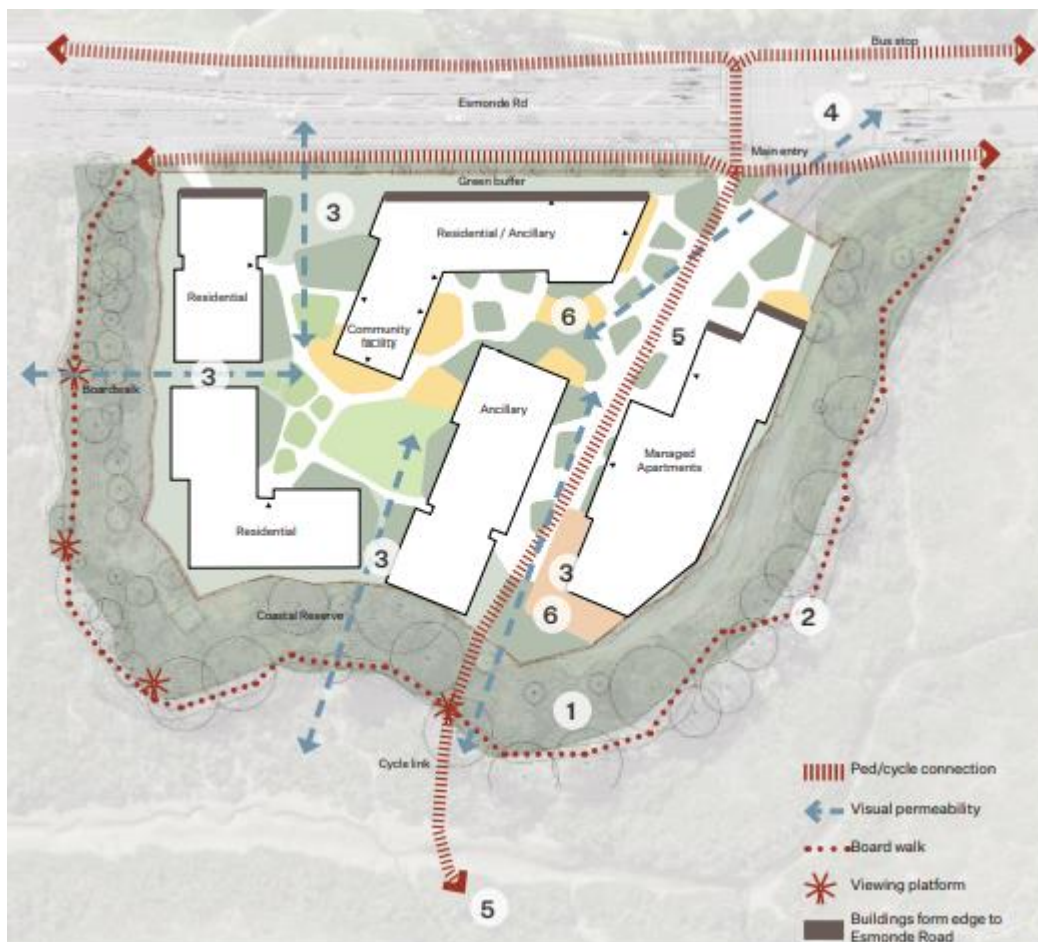


Figure 12: Proposed Masterplan

In terms of the Masterplan elements, the following is noted in the Design Statement⁵:

⁵ Refer Appendix G – Page 18.

“Responding to the client’s vision and objectives and the context and site analysis, the key design drivers and design moves result in the proposed masterplan. The main elements of this masterplan relate directly to the key design moves described earlier, but can be described as follows:

- 1. A 20m strip of land is provided around the coastal edge of the site, recognising the steepness of the bank and the presence of a number of mature coastal trees. This strip could become an esplanade reserve vested by Auckland Council. However, the land is steep containing exposed tree roots and so would not be suitable for public access.*
- 2. To provide access to the water’s edge, a boardwalk is proposed around the perimeter of the site at the lower level (allowing an appropriate distance above sea level). This would be publicly accessible providing both walking and cycling connectivity around the site as well as introducing previously unavailable access to the water’s edge.*
- 3. Buildings are arranged around the perimeter of the site to create an attractive frontage on all edges, recognising that the “island” site is seen from all directions. However, gaps are created between the buildings to avoid a “fortress” response, and to allow views both in and out of the development. Buildings along Esmonde Road in particular will be designed to provide a high degree of activation and visual interest, avoiding overly blank or solid elements, recognising the high number of people using this major arterial corridor. However, given the traffic speeds and volumes, it is not considered appropriate to create active frontage in the form of retail that would require and encourage vehicles stopping on the carriageway.*
- 4. The existing vehicle intersection with Esmonde Road is used to create the main entrance to the development. The current intersection is poor from a pedestrian and cycle perspective with multiple crossings required, no assistance to cross on some legs and fast sweeping slip turns for vehicles. It is proposed to reconfigure the intersection to provide much safer and accessible crossings for pedestrians and cyclists. This intersection will then provide easy access for residents and users of the new development to move towards/from Takapuna, the east-bound bus stop located on Esmonde Road, Barry’s Point Road and walkway and the Akoranga busway station.*
- 5. A walking and cycling connection across the mangroves to Francis Street (Hauraki peninsula) is indicated in line with Auckland Transport and the Local Board’s proposal to improve connectivity between the Francis Street area and Esmonde Road / Barry’s Point Road / Akoranga busway station. This would cut out a significant distance for residents of the Francis Street area and make cycling in particular more attractive, especially with the introduction of the Northern Pathway across the Auckland Harbour Bridge. Pedestrian and cyclists could either move through the centre of the new development or around the external edge of the site.*

6. *A series of high-quality open spaces are proposed within and around the development. The eastern portion of the site, highly visible from Esmonde Road, will be publicly accessible and will consist of a slow-speed shared space bordered by a small number of ancillary non-residential uses such as a café / restaurant, convenience store and medical facility (to be determined). The western portion will be raised on a podium above the level of Esmonde Road (with car parking under) to create communal open spaces for use by the residents.”*

The Masterplan provides an indication of the type of development that is likely to be undertaken and provides an opportunity to consider the issues and effects that might arise from such development. It does not represent a fixed vision for the Site that will necessarily be implemented. Accordingly, the PPC proposes provisions that would address the effects that are likely to be generated by the development but does not seek to constrain development to ensure exact implementation of, or compliance with, the Masterplan.

At the same time however, it is considered vital that the vision and the outcomes identified as part of the master planning review are captured and ‘locked in’ to ensure that future development scenarios achieve the vision for the Site. The PPC has therefore included very detailed Precinct Plans that provide a high degree of prescription on the environmental, cultural, social and design outcomes for the Site.

To enable the revised vision to be implemented, while ensuring that potential adverse effects are managed, a number of amendments will be required to the provisions currently applying to the Site under the AUP. To give effect to the Masterplan, the following key changes are required to be made to the AUP:

- Rezone part of the Site from THAB to OSC.
- Develop a new Precinct overlay for the Site to enable the following:
 - Provide for the comprehensive and integrated redevelopment of the Site.
 - Increase housing supply and choice by enabling apartments, retirement, and visitor accommodation.
 - Provide for a range of permitted heights to manage the effects of the more sensitive interfaces of the Site, while also maximising the efficient use of the Site in those areas that can accommodate a greater scale of buildings.
 - Control the traffic movements to and from the site to manage the traffic and infrastructure effects of the proposal.
 - Enable a small community /commercial offering on the site to support the residential community on the Site, while not undermining the role, function, and viability of existing centres nearby and noted in the AUP.
 - Provide increased opportunities for open space, passive recreation, protection of notable visual corridors and environmental enhancements beyond the current/standard zoning approach and the approved resource consent.

- Provide for the specific protection and enhancement of coastal areas and the provision of pedestrian connectivity through the Site for both residents and the surrounding community for recreation and amenity purposes.
- Maintain and enhance the ecological functions and water quality of the existing coastal environment, while also enhancing the landscape and open space amenity values of the area through the provision of publicly accessible open space that incorporates established trees, planting (including coastal planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.
- A range of urban design controls to ensure a high-quality urban form, particularly in relation to the increased scale of buildings.
- Site specific stormwater management techniques using Low Impact Design to enhance stormwater discharges from the Site.
- Controlling parking access and traffic to ensure that the proposal can be accommodated into the surrounding transport network with the Site strategically located adjacent to Esmonde Road which provides direct multi-modal transport connections to Takapuna and the City Centre.

7.4 Requirements of the Act

Part 2 of Schedule 1 to the RMA sets out the procedure to be followed when making a request to change a Plan. Key elements of the process, in the context of this proposal, are noted below:

- Any person may request a change to the AUP.⁶
- The request shall be in writing to the Council.⁷
- The request shall explain the purpose of the proposed plan change and the reasons for the change.⁸
- The request shall include an evaluation report prepared in accordance with s32 RMA.⁹
- The request shall include a description of the environmental effects anticipated from implementation of the plan change.¹⁰
- The Council can require the applicant to provide further information.¹¹
- The Council shall either adopt the request, accept the request, deal with the request as if it were an application for resource consent, or reject the request.¹²
- Notification of the plan change will occur if the Council decides to adopt or accept the request, and any submissions will be considered by the Council at a hearing.
- The Council may decline the plan change, approve it, or approve it with modifications.¹³

⁶ Clause 21(1), Schedule 1, RMA

⁷ Clause 22(1), Schedule 1, RMA

⁸ Clause 22(1), Schedule 1, RMA

⁹ Clause 22(1), Schedule 1, RMA

¹⁰ Clause 22(2), Schedule 1, RMA

¹¹ Clause 23, Schedule 1, RMA

¹² Clause 25, Schedule 1, RMA

¹³ Clause 29(4), Schedule 1, RMA

An important part of the plan change process is the s32 RMA requirement to undertake an evaluation of the costs and benefits of alternatives. The most relevant parts of s32 in terms of process are set out in clauses (1) - (3), which state as follows:

32 Requirements for preparing and publishing evaluation reports

- (1) *An evaluation report required under this Act must—*
- (a) *examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and*
 - (b) *examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by—*
 - (i) *identifying other reasonably practicable options for achieving the objectives; and*
 - (ii) *assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
 - (iii) *summarising the reasons for deciding on the provisions; and*
 - (c) *contain a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.*
- (2) *An assessment under subsection (1)(b)(ii) must—*
- (a) *identify and assess the benefits and costs of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the provisions, including the opportunities for—*
 - (i) *economic growth that are anticipated to be provided or reduced; and*
 - (ii) *employment that are anticipated to be provided or reduced; and*
 - (b) *if practicable, quantify the benefits and costs referred to in paragraph (a); and*
 - (c) *assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*
- (3) *If the proposal (an amending proposal) will amend a standard, statement, national planning standard, regulation, plan, or change that is already proposed or that already exists (an existing proposal), the examination under subsection (1)(b) must relate to—*
- (a) *the provisions and objectives of the amending proposal; and*
 - (b) *the objectives of the existing proposal to the extent that those objectives—*
 - (i) *are relevant to the objectives of the amending proposal; and*
 - (ii) *would remain if the amending proposal were to take effect.*

The recent Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (Enabling Housing Act) amends the RMA to require Tier 1 councils to change their plans

to incorporate the Medium Density Residential Standards¹⁴ ('MDRS'), and introduces a streamlined process for implementing these standards and the intensification policies of the NPS-UD. Auckland Council is required to notify a plan change to the AUP by 20 August 2022.¹⁵

It is noted that the site is presently zoned and THAB Zone. The proposed zoning of the site is not proposed to be amended as part of this Plan Change. It is noted that there may be consequential changes to the THAB zone standards arising from the need to incorporate the Medium Density Residential Standards into the AUP. For the most part, the THAB Zone provides for more generous standards than the current MDRS, with the following exceptions that are relevant to the Plan Change being; a resource consent requirement for all dwellings, the outlook control and the front yard setback. However taking a broad view of the Plan Change against the MDRS, it is clear that the Plan change will still ensure that the Plan change will give effect to the Enabling Housing Act and the NPS-UD.

As part of the Council recent consultation on the proposed Enabling Housing Act, the Council's Preliminary response viewer for NPS-UD and MDRS notes that this site is located within the Walkable Catchment of the Takapuna Metropolitan Centre. It is considered that the Proposed Plan Change will generally accord with the outcomes sought by the NPS-UD my enabling at least 6 storeys in the Precinct and in some areas of the Precinct, up to 16 Storeys.

The Enabling Housing Act also notes that 77H Requirements in Schedule 3A may be modified to enable greater development. A territorial authority may enable a greater level of development than provided for by the MDRS by— (a) omitting 1 or more of the density standards set out in Part 2 of Schedule 3A: (b) including rules that regulate the same effect as a density standard set out in Part 2 of Schedule 3A, but that are more lenient than provided for by the MDRS.

A review of Schedule 3A Density standard of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and the NPSUD are set out below:

Density standard	Comment
Number of residential units per site	The proposed precinct provisions enable three dwellings as a permitted activity, noting that a resource consent has already been granted for the site and construction is already underway.
Building height	The site is located within in the Takapuna walkable catchment and, under the NPS-UD, a minimum of 6 storeys should be enabled. The majority of the site enables in excess of 6 storeys. The Precinct requires a minimum of 4 storeys along the perimeter of the site (adjacent to the coastal edge) and enables a range of up to 5-7 storeys as a maximum height. While part of the

¹⁴ Part 2, Schedule 3A, RMA
¹⁵ Section 80F(1), RMA

	site would be required to be less than 6 storeys to create building height variation along the coastal edge, for the most part the majority of the site enables greater than 6 storeys. It is considered that the requirement of the Precinct for a more nuanced approach to height falls within a qualifying matter under Section 770(j).
Height in relation to boundary	N/A- HIRB is not proposed as part of the precinct.
Setbacks	The proposed precinct seeks to encourage a greater front yard setback. This reflects the approved resource consent that is presently under construction. However, the MDRS standard of 1.5 metres is required to be applied. Assessment criteria have been applied to encourage a greater setback of 4 metres along the Esmonde Road frontage.
Building coverage	The proposal meets this minimum requirements and enables greater building coverage in some parts of the site.
Outdoor living space (per unit)	The precinct defers to the THAB zone standards. These controls will be reviewed in a future plan change and the Precinct will be required to comply with these controls.
Outlook space (per unit)	The precinct defers to the THAB zone standards. These controls will be reviewed in a future plan change and the Precinct will be required to comply with these controls.
Windows to street	The precinct defers to the THAB zone standards. These controls will be reviewed in a future plan change and the Precinct will be required to comply with these controls.
Landscaped area	The proposal meets this minimum requirements

The PPC seeks to establish an alternative residential precinct, the only zone change would involve a change from the current THAB zoning of the esplanade portion of the site to OSC with the retention of THAB zoning on the balance of the land along with a number of precinct specific objectives, policies, activities, standards and assessment criteria.

To a large extent, the PPC seeks to protect and enhance a number of key features on the Site, while at the same time maximising the efficient use of the land for a range of high quality housing options. Intensity is to be accommodated in those areas of the Site where additional development can occur without significant adverse effects on the character and amenity of the surrounding area.

The changes relate to Chapter I of the AUP with the addition of a new precinct into this Chapter to be known as “Takapuna 2 Precinct” and to the GIS map layer of the AUP to incorporate the new precinct plan and zonings.

In this context the ‘*proposal*’ means the nature of the change, being to re-zone part of the land in question from THAB to OSC, and to apply the Takapuna 2 Precinct which envisages a range of building heights and site-specific provisions. The ‘*objectives*’ of the proposal refers to its purpose, which is to enable the comprehensive and integrated development of a new residential community of up to 553 homes, including a small non-residential provision, within a unique landscape setting while protecting and enhancing the ecological, landscape and amenity values of the area.

The ‘*provisions*’ refers to the introduction of the proposed Takapuna 2 Precinct provisions i.e. new precinct plans, zonings and site-specific provisions including new objectives, policies rules, standards and assessment criteria.

Based on this explanation of the PPC proposal and its objectives, s32 requires the following assessment:

- whether the proposed Takapuna 2 Precinct is the most appropriate way to achieve the purpose of the RMA;
- whether the PPC is the most appropriate means to provide for residential development in this location, considering other possible options and questions of efficiency and effectiveness;
- evaluation of the costs and benefits of the effects anticipated from the implementation of the PPC, including opportunities for economic growth and employment;
- quantification of benefits and costs if practicable; and
- assessment of the risks associated with proceeding or not proceeding with the PPC.

The s32 evaluation relating to the PPC is contained in section 8.0 of this report.

7.5 Nature and Purpose of the PPC

The PPC seeks to establish a new residential precinct across the Site involving a discrete change in zoning of part of the land along with a number of site-specific objectives, policies, activities, standards and assessment criteria.

The changes relate to Chapter I of the AUP with the addition of a new precinct into this Chapter to be known as “Takapuna 2 Precinct” and to the GIS map layer of the AUP to incorporate the new precinct plan and zonings.

The proposed changes to the provisions are attached in **Appendix C** and changes to the planning maps are outlined in the proposed precinct plan attached as **Appendix B**.

In summary the following would be enabled by the precinct and THAB and OSC zone provisions:

- All dwellings and development subject to a resource consent;
- The protection of a range of environmental features within the site (view corridors, vegetation, open space, coastal edge)
- Limited provision for non-residential activities - GFA and location controls;
- A range of building heights from 4 storeys (RL 30) metres height to 16 stories (RL 62m);
- Site specific building coverage controls
- Maximum building dimension and separation for the proposed taller buildings;
- Wind controls for taller buildings;
- Up to 60% building coverage, but with requirements for the protection of areas of open space outside the building platforms;
- Max 100% impervious, but with a requirement for the protection of large areas of open space outside the building platforms;
- **Min Landscaped area 0% Landscaping, but with requirement for the protection of areas of open space outside the building platforms;**
- A range of front side and rear yards;
- Outlook space requirements;
- Daylight requirements;
- Outdoor living space;
- City wide rules apply to transport and environmental protection, plus additional site-specific controls on parking, traffic generation and environment enhancements;
- Specific front, side and rear fences and walls;
- Minimum dwelling size;
- Stormwater controls;
- Specific coastal planting;
- Specific maximum parking standards;
- Transport thresholds; and
- Noise controls for sensitive spaces.

7.6 PPC Conclusion

Based on the evaluation contained in section 8.0 of this report, it is considered that the PPC is the most appropriate means to achieve the purpose of the RMA. It would be the best available option to enable and facilitate the use of the land for the comprehensive and integrated development of a new residential community, within a unique landscape setting while protecting and enhancing the ecological, landscape and amenity values of the area.

This zone and proposed precinct is appropriate given the implications of the Government's recently enacted Enabling Housing Act and its MDRS. In accordance with section 32(1)(a), the objectives of the proposal are considered to be the most appropriate way to achieve the purpose of the RMA.

8.0 Section 32 Evaluation

8.1 Scope and Purpose

This s32 evaluation report is prepared to fulfil the statutory requirements of s32 RMA in respect of the PPC.

The PPC seeks to enable and facilitate a significant new residential growth area with some supporting commercial activities. The PPC seeks to deliver a number of social, environmental and cultural benefits.

Section 32 RMA requires that before adopting any objective, policy, rule or other method, regard shall be had to the extent to which each objective is the most appropriate way to achieve the purpose of the RMA, and whether the policies and rules or other methods are the most appropriate way of achieving the objectives. A report must be prepared summarising the evaluation and giving reasons for the evaluation.

In accordance with s32(6) RMA and for the purposes of this report:

- the 'proposal' means the PPC;
- the 'objectives' means the purpose/objectives of the proposal/PPC; and
- the 'provisions' means the new precinct provisions and changes to the zoning of the land that implements, or gives effect to the objectives of the proposal.

The AUP uses the technique of zoning for achieving the purpose of the RMA, and contains a number of established zones to apply to land. The PPC seeks to largely rely on the existing policy framework of the AUP and use these existing zones and provisions as well the other relevant Auckland Wide and overlay provisions of the Plan. However, a precinct will be utilised which allows for the provision of additional specific place-based provisions that recognise the unique characteristics of the land and its surrounding environs.

Precincts are an appropriate tool provided in the AUP, Chapter I, to allow integrated planning and development of a discrete parcel of land within the context of the standard AUP methods and provisions but with the addition of specific place-based provisions where necessary to achieve the purpose of the RMA.

This s32 evaluation will continue to be refined in relation to any ongoing consultation that occurs, and in relation to any new information or changes that may arise, including through submissions and during the hearing. This approach of further evaluation is anticipated under the requirements of s32AA RMA.

8.2 Development of Options

In addition to the consideration of the extent to which the objectives of the PPC are the most appropriate way to achieve the purpose of the RMA, s32 requires an examination of whether the provisions in the PPC are the most appropriate way to achieve the objectives of the proposed plan change by identifying other reasonably practical options for achieving the objective. In the preparation of the PPC, the following overarching options have been identified:

- **Option 1** – do nothing/retain the status quo of a THAB zone with no overlay.
- **Option 2** – re-zone the land to a Mixed-Use zone
- **Option 3** – re-identify part of the land from THAB zone to OSC zone, but also introduce a new Precinct with a number of site-specific provisions that complement the existing AUP provisions.

8.3 Evaluation of Options

In accordance with s32(1)(b) and 32(2) of the RMA, the options have been assessed in respect of their appropriateness, efficiency, effectiveness, costs, benefits and risks. The results of this evaluation are discussed in this section and summarised in table form in **Appendix D**. There are no realistic non-regulatory methods that could deliver the outcome sought by the PPC.

Option 1 – Adopt a ‘do nothing’ approach/retain the status quo

The ‘do nothing’ option would mean that the zoning of the land would remain unchanged, such that the THAB zone remains on the land and all or any development would have to take place in accordance with the existing provisions. It is noted that the option has previously been reflected in a suite of resource consents that have been granted for the Site (refer Section 6).

The THAB zone is a high-intensity zone enabling a greater intensity of development than previously provided for. This zone provides for urban residential living in the form of terrace housing and apartments. The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification.

It is estimated that development of the Site under a standard THAB zone could deliver approximately 376 dwellings, although this is an estimate and depending on the particular typologies the site could deliver more than 376 units under the current THAB controls.

Option 2 – re-identify the land as Mixed Use zone This option involves rezoning the site from THAB zone to Mixed Use zone, in line with the anticipated requirements of the Enabling Housing Act. The Mixed Use zone would provide for residential development in a format that is general consistent with the owner’s aspirations, although not to the extent intended due to limitations on building height in accordance with the zone standards.

The Mixed Use zone also provides for commercial development and other non-residential activities, with few limitations. That raises the potential for significant commercial development to occur to an extent that dilutes the benefits of significant residential development on the site, and potentially undermines the function of nearby commercial centres.

Option 3 – re-identify part of the land from THAB zone to OSC zone, but also introduce a new Precinct with a number of site-specific provisions

This option involves retaining most of the land as THAB zone and rezoning the coastal edge to OSC zone and providing a new site-specific precinct overlay to manage the particular characteristics of the Site and the outcomes sought by this proposal.

The zone description for the THAB zone notes the following:

“The Residential – Terrace Housing and Apartment Buildings Zone is a high-intensity zone enabling a greater intensity of development than previously provided for. This zone provides for urban residential living in the form of terrace housing and apartments. The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification.

The purpose of the zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres.

The zone provides for the greatest density, height and scale of development of all the residential zones. Buildings are enabled up to five, six or seven storeys in identified Height Variation Control areas, depending on the scale of the adjoining centre, to achieve a transition in height from the centre to lower scale residential zones. This form of development will, over time, result in a change from a suburban to urban built character with a high degree of visual change.

Standards are applied to all buildings and resource consent is required for all dwellings and for other specified buildings and activities in order to:

- *achieve the planned urban built character of the zone;*
- *achieve attractive and safe streets and public open spaces;*
- *manage the effects of development on adjoining sites, including visual amenity, privacy and access to daylight and sunlight; and*
- *achieve high quality on-site living environments.*

The resource consent requirements enable the design and layout of the development to be assessed; recognising that the need to achieve a quality design is increasingly important as the scale of development increases.

This zone also provides for a range of non-residential activities so that residents have convenient access to these activities and services while maintaining the urban residential character of these areas.”

The zone description for the OSC zone notes the following:

“The Open Space – Conservation Zone applies to open spaces with natural, ecological, landscape, and cultural and historic heritage values. These areas include volcanic cones, bush reserves, headlands, natural wetlands and coastline and play an important role in protecting and increasing the populations of threatened and endangered species. They also include some of the most pristine beaches and coastlines that provide opportunities for informal recreation.

The Open Space – Conservation Zone also applies to cemeteries that are no longer operational to recognise their cultural heritage values.

To protect the values of the zone, recreation activities and development are limited in scale and intensity. Buildings and activities provided for relate to conservation, land management, recreation, education, park management and visitor information.

Activities in the zone need to be managed to ensure Mana Whenua values are maintained, and that adverse effects on scheduled Sites and Places of Significance to Mana Whenua are avoided.”

In addition to the zone, precincts are an appropriate tool provided in the AUP that recognise the unique characteristics of the land and seek to establish, as necessary, specific place-based provisions for the land in order to achieve the purpose of the RMA.

A precinct provides an additional resource management tool to reflect a more nuanced outcome for a particular site and to reduce the sometimes blunt outcomes that can be created by the total reliance on a blanket zoning technique. It provides an opportunity to apply particular controls or standards to reflect those outcomes sought by the proposal, and to reflect the characteristics of a site. It provides the ability to reduce development opportunity (i.e. building height) in some parts of the site and increase it in others, to reflect the characteristics of the site and its surrounds.

As previously noted, the proposed Precinct would seek to deliver the following outcomes:

- Provide for the comprehensive and integrated redevelopment of the Site.
- Increase housing supply and choice by enabling apartments, retirement, and visitor accommodation.
- Provide for a range of permitted heights to manage the effects of the more sensitive interfaces of the Site, while also maximising the efficient use of the Site in those areas that can accommodate a greater scale of buildings.

- Control the traffic movements to and from the site to manage the traffic and infrastructure effects of the proposal.
- Enable a small community /commercial offering on the site to support the residential community both on the Site, while not undermining the role, function, and viability of existing centres nearby and noted in the AUP.
- Provide increased opportunities for open space, passive recreation, protection of notable visual corridors and environmental enhancements beyond the current/standard zoning approach and the approved resource consent.
- Provide for the specific protection and enhancement of coastal areas and the provision of pedestrian connectivity through the Site for both residents and the surrounding community for recreation and amenity purposes.
- Maintain and enhance the ecological functions and water quality of existing coastal environment, while also enhancing the landscape and open space amenity values of the area through the provision of publicly accessible open space that incorporates established trees, planting (including coastal planting), visual corridors, shared pedestrian cycle paths, walkways and informal recreation and play areas.
- A range of urban design controls to ensure a high-quality urban form, particularly in relation to the increased scale of buildings.
- Site specific stormwater management techniques using Low Impact Design to enhance stormwater discharges from the Site.
- Controlling parking access and traffic to ensure that the proposal can be accommodated into the surrounding transport network with the Site strategically located adjacent to Esmonde Road which provides direct multi-modal transport connections to Takapuna and the City Centre.
- Managing potential noise amenity effects.

None of the existing Unitary Plan zones provide for the combination of activities with the restrictions identified, and it is not considered appropriate to create a new zone for one 2ha site. In order to enable the development concept to be implemented therefore, a precinct is considered necessary to modify the provisions of the underlying zone.

8.4 Risk of Acting or Not Acting

Section 32(2)(c) RMA requires this evaluation to assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. It is considered that there is sufficient information about the proposed Precinct and provisions to proceed with the PPC. The proposal to change from THAB zone to a mix of THAB and OSC zone, and to create a supporting precinct is neither unclear nor uncertain. This s32 evaluation will continue to be refined in relation to any new information that may arise following notification, including during hearings.

8.5 Reasons for the Preferred Option

A s32 evaluation is a two-part analysis, firstly of proposed objectives and, secondly, of policies, rules and any other methods proposed. A s32 evaluation will involve the consideration of alternatives in order to determine whether proposed objectives, policies and rules are the “most appropriate” response in terms of the RMA.

The fundamental decision to be made with the PPC is whether the AUP should be amended to enable the implementation of a precinct that provides for higher density residential development on the site than that enabled by the THAB zone alone.

It is considered that the PPC will promote sustainable development, will positively impact on the social and economic wellbeing of the people and communities of Auckland, and will have an acceptable effect on the environment. Accordingly, it is considered that the PPC as a whole will achieve the purpose of the RMA.

As noted in **Appendix D**, an evaluation is made under the s32 framework as to whether it is more appropriate for the status quo to remain, or for alternative options to be considered including the provision of new objectives to be added to enable the proposal.

The conclusion is that the latter is more appropriate. The objective of the proposal is to enable the comprehensive and integrated development of a new residential community of up to 553 homes including limited non-residential activities within a unique landscape setting, while protecting and enhancing the ecological, landscape and amenity values of both the site and the area. None of the existing Unitary Plan zones provides for the combination of proposed activities with the restrictions identified. It is not considered appropriate to create a new zone for one 2ha site.

Under all options, it is considered that the use of the Site for predominantly residential activities is the most appropriate response to the Site. While there is some provision for non-residential activities under the current THAB zone, these are generally limited in scale. When considering the context of the Site, it is considered that the objectives around the provision of substantial employment or business land are not appropriate for this Site, other than for a small-scale node to support residential activities that does not compete with existing identified centres nor create adverse transport effects.

The analysis in **Appendix D** demonstrates that the THAB and OSC zone with the precinct overlay is the most appropriate planning approach for the Site.

Development of the Site under Option 1 i.e. the status quo would provide additional housing which is an appropriate outcome in the constrained Auckland Housing market, but additional consents would be required for a small neighbourhood centre in the area. Residential development in the location without access to community and commercial facilities would

impact on the ability of the community to provide for its environmental, social, economic and cultural wellbeing. This option does not provide the range of outcomes identified in the proposal in terms of environmental, social and cultural enhancements to the Site and the protection and enhancement of a range of features.

The absence of a commercial node to serve this community would also require the use of motor vehicles for the majority of convenience shopping trips, which would contribute to unnecessary use of fossil fuels and pollution.

This option would not achieve the objectives of the proposal or the purpose of the RMA. It would not allow the Site to be developed to its fullest potential. In addition, there are efficiency costs associated with undertaking changes to the development to respond to market demands for the proposed housing.

Option 2 would rezone the site to Mixed Use zone. While it would provide additional housing, which is an appropriate outcome in the constrained Auckland Housing market, it would not be an efficient use of the Site because the residential use that is intended would potentially be replaced with commercial uses.

This option would also preclude a planning approach that takes into account the unique characteristics and amenity of the Site such as its location adjacent to the coast, and may undermine the functioning of other centres. This would not provide the best overall outcome for the Site or achieve the objective of a comprehensive and well planned development that protects and enhances the ecological, landscape and amenity values of the areas whilst realising the fullest development potential of the Site.

Option 3 would retain an appropriate residential zoning over most of the Site, thereby enabling residential development that would provide additional housing which is an appropriate outcome in the constrained Auckland Housing market.

The OSC zone to be applied to the coastal edge would protect the more sensitive characteristics of that part of the site and is the most appropriate zone given that this part of the site will (in time) be vested in the Council as esplanade reserve. This approach recognises the site characteristics and ensures that the Site would be able to be developed without inappropriate adverse effects on the environment whilst at the same time realising some additional potential of the land resource.

Option 3 also provides for a precinct over the land which is an appropriate tool provided in the AUP that enables the recognition of the unique characteristics of the land and seeks to establish, as necessary, specific place-based provisions for the land. A number of benefits of this option are set out in section 7.3 above.

New policies are proposed to enable the full range of residential activities on the Site, and to ensure that an appropriate level of amenity is provided for residents, neighbours and visitors.

A range of policies are also proposed to address transportation matters related to the Site.

The existing policies applying to the Site would not give effect to the objectives proposed to apply to the precinct and, having regard to efficiency and effectiveness, it is considered that the proposed policy framework for the Precinct proposed with this plan change application is necessary and appropriate to give effect to the proposed objectives.

With the changed outcomes sought provide for development on the Site, the creation of a new activity table and new and modified standards and assessment criteria applying to the Takapuna 2 Precinct are required to implement the policies and thereby give effect to the proposed objectives. These are considered in **Appendix D** and discussed below.

Activity Table

It is proposed to generally defer to the THAB zone, but at the same time provide for some site-specific activities that would enable the establishment of a small non-residential node. A detailed economic assessment has been undertaken to ensure that the scale of this node does not detract from the AUP centres hierarchy. The location of limited non-residential activities is considered a preferable urban outcome. The location of these activities reflects that it is primarily intended to service the new residential community to be established on the Site, rather than the wider residential area.

It is considered that the proposed changes to the activity status applying under the THAB zone are appropriate to efficiently and effectively achieve the proposed objectives.

Proposed Standards

For the most part the proposal seeks to utilise existing standards that are contained within the Unitary Plan in order to achieve the detailed outcomes sought by the Takapuna 2 objectives and policies. These are generally standards that have been tested and are currently used across both zones and a range of precincts.

Exceptions

The proposed exceptions to the application of the standards applying under the underlying THAB zone and the Transport section of the Unitary Plan are necessary to give effect to the relevant new standards of the Precinct set out below and to ultimately achieve the stated objectives of the proposal. These replaced standards include, height, height in relation to boundary, fencing, maximum impervious area, and building coverage.

It is noted that THAB standards H6.6.13. Outlook space, H6.6.15. Outdoor living space, and H6.6.16. Minimum dwelling size would apply to the Site.

Building height

Three alternatives have been considered for the height limit to apply to the proposal:

- The status quo – 16 metres.
- The height limit generally applying under a Height Variation Control (typically 19.5 metres to 27 metres).
- A range of heights in the Precinct Plan up to 16 storeys.

The range of heights reflects the character of the Site and the proposed heights have been informed by the site master planning together with a comprehensive landscape and visual assessment of the Site and the surrounding environment.

Maximum building dimension and tower separation

Standards have been proposed to limit the dimensions of towers and to specify a minimum separation distance between taller buildings. It is considered that these standards are necessary to ensure an appropriate level of visual amenity with the development of taller buildings on the Site.

Maximum building coverages, impervious area and landscaping

New standards have been proposed to manage site coverages. Because the proposal seeks to set aside large parts of the Precinct for open space and restoration, these areas will serve to provide stormwater permeability and a buffering to the remainder of the urban development. The proposal seeks to control coverages based on the global outcomes for the Site as a whole.

Building bulk at upper levels

Standards have been proposed to provide adequate daylight access and manage visual dominance effects on streets, residents and the wider landscape.

Wind

Standards have been proposed to manage potential wind effects of taller buildings. The proposal seeks to adopt the wind standards that are used throughout the AUP, which is considered to be the most efficient and effective approach to manage such effects.

Commercial GFA and location control

The provision of a small community hub to support the residential community on site and adjacent to the Site is seen as a positive addition to the Precinct with associated social benefits. A detailed economic assessment has determined a suitable scale for such activities to avoid adverse effects on any existing centres. While a dedicated Business Neighbourhood Centre zone was considered, the use of the Precinct is considered to be a more appropriate response because the urban form contemplated by the proposal will be at odds with the objectives and policies of the typical Neighbourhood Centre zone. The Precinct provisions will ensure better integration of the hub with the wider Precinct.

Front, side and rear fences and walls

Specific standards have been proposed to ensure fences do not prevent visual, landscape and ecological integration of open space in the Precinct. These standards seek to enable privacy for dwellings and outdoor living spaces, whilst maximising opportunities for passive surveillance of the open space, streets, rear lanes or adjoining public places.

Visual Corridors

Specific standards have been proposed to ensure that view out towards to coast and the proposed Open Space are incorporated into the development.

Stormwater

To ensure that stormwater in the Precinct is managed and, where appropriate, treated, and to ensure the health and ecological value of streams are maintained, a Stormwater Management Plan has been prepared to ensure that Low Impact design is incorporated into the development.

Coastal planting

Specific standards are proposed to ensure that the amenity, water quality and ecology of the coastal margin within the Precinct is maintained through planting. The proposed standards reflect the context of the Site, and the proposal also seeks to not preclude the provision of appropriate pedestrian and shared walkways and passive recreational spaces in accordance with Precinct Plan 1 – Takapuna features plan.

Parking

It is not proposed to amend the parking provisions that currently apply to development in the THAB zone, although a cap on the total number of parking spaces is proposed (as noted below). No minimum or maximum limit is proposed for parking associated with each dwelling. That is the case with the Metropolitan Centre, Town Centre, Local Centre, Mixed Use and THAB zones.

It is considered that the maximum parking requirement will facilitate residential development on the Site in a manner that manages effects on the adjacent transport network and is appropriate for achieving the objectives of the Precinct.

Transport infrastructure development thresholds

This standard will ensure that the Precinct responds to the anticipated growth of the Takapuna area, while also ensuring the safe and efficient operation of the local transport network. The site is controlled by one vehicle entry and will be updated as part of the Stage 1 and 2 development that has already been approved for the site. This intersection will be upgraded at the cost of the applicant, and it has been designed to meet the anticipated transport demands of the ultimate site development. The PPC includes controls to manage the effects on the intersection and to enable and encourage the use of alternative forms of transport rather than private vehicles.

Matters of Discretion and Assessment Criteria

Matters of discretion and assessment criteria are necessary for the assessment of restricted discretionary activities and it is considered that those proposed for the Takapuna 2 Precinct will contribute to the efficient and effective achievement of the Precinct objectives by ensuring a high quality urban form and the achievement of many of the social, environmental and cultural benefits of the proposal.

Overall, these options have been evaluated in **Appendix D** where it is concluded that these proposed standards are the most appropriate way of achieving the objectives of the proposal.

8.6 Section 32 Conclusions

The potential effects associated with the provisions proposed to be introduced to the Unitary Plan through the plan change application for the Site have been carefully assessed throughout this document and in the supporting technical reports.

An evaluation of the proposed objectives, policies, activity table, standards and assessment criteria has been undertaken. Having regard to that analysis, and the conclusions of the assessment in other sections of this report, it is considered that:

- (a) Retaining the THAB zone with a site-specific Precinct, and rezoning part of the site to OSC is more appropriate than limiting development on the Site to the current THAB zoning.
- (b) The proposed THAB and OSC zones are the most appropriate underlying zone for the Site.
- (c) The proposed new and modified objectives of the Takapuna 2 Precinct are the most appropriate way to achieve the purpose of the Act and to contribute to the achievement of the objectives in the RPS section of the AUP (refer section 9.9).

- (d) The policies applying to the THAB zone and the proposed new Takapuna 2 Precinct will efficiently and effectively achieve the objectives of the zone and the Precinct.
- (e) The proposed activity table, standards and assessment criteria applying to the Takapuna 2 Precinct will efficiently and effectively address the zone and Precinct policies.

Overall, it is considered that Option 3 is the most appropriate way to achieve the objectives of the proposal and the purpose of the RMA.

The evaluation of options undertaken in this report demonstrates that the preferred option for meeting the objectives of the PPC is a plan change to the AUP to provide for a THAB and OSC zone and a new precinct over the land. In accordance with section 32(1)(a), the objectives of the proposal are considered to be the most appropriate way to achieve the purpose of the RMA.

The proposed THAB and OSC zone together with the Takapuna 2 Precinct plan and provisions is the most efficient and effective means of achieving the objectives of the proposal.

9.0 Resource Management Framework

9.1 Introduction

The strategic framework for the assessment of a proposed plan change comprises both RMA and non-RMA documents. While the primary document to be considered is the AUP, The Auckland Plan (given effect to by the AUP) and the National Policy Statement on Urban Development (which is also to be given effect to by the AUP) are also relevant documents.

9.2 Part 2 of the RMA

The purpose of the RMA is to promote the sustainable management of natural and physical resources, as defined in section 5(2) of the Act.

The purpose of the Resource Management Act 1991 is set out in section 5 as follows:

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-*
 - (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

Part 2 matters relevant to the PPC include:

- enabling people and communities to provide for their social, economic, and cultural well-being (s5(2));
- avoiding, remedying, or mitigating any adverse effects of activities on the environment (s5(2)(c));
- the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers (s6(d));
- the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (s6(e));
- kaitiakitanga (s7(a));
- the efficient use and development of natural and physical resources (s7(b)); and
- the maintenance and enhancement of amenity values (s7(c)).

The PPC is considered to be aligned with Part 2 of the RMA as it seeks to provide for the social and economic well-being of the community in a way that mitigates adverse environmental effects, maintains and enhances ecological and amenity values, and uses this significant area of land efficiently.

It is considered that the PPC will promote sustainable management as it encourages the integration of land use and transport infrastructure, supports public transport services, enables residential activity to contribute to the supply of housing needed to meet demand from Auckland’s growing population and the current housing crisis, and avoids or mitigates adverse effects on the environment.

Section 6 lists a number of “Matters of National Importance”. In respect of these matters, the proposal will enhance public access along the coastal marine area s6(d)), and it will recognise the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (s6(e)). Changes have been made to the PPC to address feedback that was received as part of the consultation with Mana Whenua, including protection of key landscape and environmental features in the precinct plan and the endorsement of low impact stormwater management approaches. This consultation is ongoing and will be updated as dialogue progresses.

In terms of the “Other Matters” listed in section 7, it is considered that items (b), (ba), (c) and (f) are of particular relevance to this proposal. The PPC enables more intensive use of the Site, increasing the potential for the land resource to be efficiently used for development. The provisions applying to the Takapuna 2 Precinct will promote travel efficiency, and will encourage the use of public transport. This will have benefits in relation to the efficient use of energy and the maintenance and enhancement of the quality of the environment. The new and modified provisions introduced with the PPC, combined with the characteristics of the Site, will ensure that amenity values of the Site and the surrounding area will be maintained.

In relation to section 8, there are no known Treaty issues associated with the Site, although the role of mana whenua is acknowledged. The applicant has committed to an ongoing partnership with Mana Whenua beyond the plan change. This will include future opportunity for input into naming of streets, buildings and the land, mahi toi (art) and wayfinding and interpretation and input into the landscaping and environmental design of infrastructure and buildings.

Overall, the application will assist in achieving the purpose of the RMA. The PPC will promote sustainable development, will positively impact on the social and economic wellbeing of the people and communities of Auckland and effects on the environment will be appropriate. Accordingly, the PPC as a whole will achieve the purpose of the RMA.

9.3 Other Relevant Sections of the RMA

Section 31(1)(a) of the RMA states that a function of the Council is “*the establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district*”. The PPC will assist the Council to carry out its functions as set out in section 31.

Section 31(1)(aa) is of particular relevance to the PPC in that it states that a function of territorial authorities is also “*the establishment, implementation, and review of objectives, policies, and methods to ensure that there is sufficient development capacity in respect of housing and business land to meet the expected demands of the district*”. The PPC assists in fulfilling this function as it provides for additional residential land to meet the demands of the surrounding community, the closest parts of which are growing rapidly as a result of the AUP’s rezoning for more intensive residential development.

Section 75(3) of the RMA sets out the matters to be given effect to by a district plan:

- any national policy statement;
- any New Zealand coastal policy statement;
- a national planning standard; and
- any regional policy statement.

It is also noted that a territorial authority must not have regard to trade competition or the effects of trade competition in preparing or changing its district plan (s74(3)).

It is proposed that the PPC would have legal effect only once a decision on submissions is made, as is the default position under section 86B(1).

9.4 National Policy Statements

National policy statements (‘NPS’) are instruments issued under section 52(2) of the RMA and state objectives and policies for matters of national significance. There are currently five national policy statements in place:

- National Policy Statement for Freshwater Management.
- National Policy Statement for Renewable Electricity Generation.
- National Policy Statement on Electricity Transmission.
- New Zealand Coastal Policy Statement.
- National Policy Statement on Urban Development.

Of these, the NPS on Urban Development, Freshwater Management and the NZ Coastal Policy Statement are considered relevant to the PPC.

9.4.1 The National Policy Statement for Freshwater Management

The National Policy Statement for Freshwater Management 2020 ('NPSFM') provides direction as to how local authorities should carry out their responsibilities under the RMA for managing freshwater quality. It directs that councils set objectives, limits and methods to achieve the objectives/requirements that are set out in the NPSFM and includes objectives relating to water quality and the health and safety of people and communities, water quantity, integrated management of water and the use and development of land in whole catchments and the efficient use of water. In my opinion the proposal will not be contrary to the outcomes sought by the NPSFM.

9.4.2 The New Zealand Coastal Policy Statement

The purpose of the NZCPS is to state policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand. Objective 1 and Policy 23(4), Discharge of Contaminants of the NZCPS are particularly relevant to this application as in terms of stormwater management, all stormwater networks on the Site would discharge via raingardens that provide treatment into the coast.

Policy 23(4) requires that discharges of stormwater should be managed to reduce contaminant and sediment loading of stormwater at source through contaminant treatments and by controls on land use activities and promoting design options that reduce flows to stormwater reticulation systems at source.

The proposal is consistent with the NZCPS. The water sensitive design approach for stormwater management of the Site would ensure that stormwater is adequately treated and managed in terms of flow rates before being discharged to Shoal Bay, ensuring that water quality in the CMA is maintained and not degraded. I also concur with the assessment undertaken by Mr Stephen Brown in terms of an analysis of the PPC against the NZCPS¹⁶.

9.4.3 The National Policy Statement on Urban Development (2020)

The National Policy Statement on Urban Development 2020 ('NPS-UD') seeks to ensure that New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. It removes overly restrictive barriers to development to allow growth 'up' and 'out' in locations that have good access to existing services, public transport networks and infrastructure. The NPS-UD is also intended to improve the responsiveness and competitiveness of land and development markets. In particular, it requires Tier 1, 2 and 3 local authorities (Auckland is recognised as a 'Tier 1' authority) to provide sufficient development capacity within urban environments, so more homes can be built in response to demand. The NPS-UD provides direction to ensure capacity is provided in accessible places, helping New

¹⁶ Refer Appendix I Landscape and Visual Assessment - Pages 68-69.

Zealanders build homes in the places they want – close to jobs, community services, public transport, and other amenities our communities enjoy.

The NPS-UD replaces the National Policy Statement on Urban Development Capacity 2016 (NPS-UDC) but maintains and builds on some of its policies. Several policies are more directive than those in the NPS-UDC, particularly in New Zealand’s largest and fastest growing urban environments such as Auckland. Some of the key changes in the NPS-UD that are directly relevant to the PPC (in addition to the assessment of the NPS-UDC undertaken previously) are:

- a requirement for local authorities to enable greater intensification in areas of high demand and where there is the greatest evidence of benefit – city centres, metropolitan centres, town centres and near rapid transit stops;
- removal of minimum car parking rates from district plans; and
- a requirement for local authorities to be responsive to unexpected plan change requests where these would contribute to desirable outcomes.

It is noted that the implementation of the NPS-UD in relation to private plan changes has been the subject of a recent decision of the Environment Court.¹⁷ The Court held in that instance that “it is not required to and will not be giving effect in this case to Objectives and Policies in the NPS-UD that are not requiring “planning decisions” at this time.”¹⁸ The nature of the Court’s finding is such that it represents the current law on this issue and would reasonably be extended to apply to all private plan changes. Its effect is that only those NPS-UD objectives and policies that refer to ‘planning decisions’ are applicable at this time to the Council’s consideration of the PPC. That means that regard can only be had in respect of objectives 2, 5 and 7, and policies 1 and 6.

It is understood that the Government was concerned that private plan changes would be excluded from the scope of “planning decisions” in the manner interpreted by the Court in the Eden Epsom case. Therefore the Enabling Housing Act has granted power to the Minister for the Environment to amend the NPS-UD to amend or replace its definition of planning decisions.

77S Amendment of NPS-UD

“(2) The Minister for the Environment, after consulting the Minister of Housing, may amend the NPS-UD to make any changes that the Minister for the Environment is satisfied are required as a result of the enactment of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 to— “(a) remove an inconsistency or a potential inconsistency between the NPS-UD and that Act; or “(b) amend or replace the definition of planning decision in the NPS-UD; or “(c) otherwise clarify the interrelationship between the NPS-UD and that Act.

¹⁷ Eden-Epsom Residential Protection Society Incorporated v Auckland Council, 2021 NZEnvC 082

¹⁸ Ibid, at paragraph 29

It is understood that amendments, which have a faster process than usual, have not yet been actioned, so the current assessment has been undertaken according to the legal position based on the Eden Epsom case. However, a broader assessment of the PPC against the objectives and policies of the NPS-UD may be undertaken at a future time.

The PPC accords with many of the objectives and policies of the NPS-UD, as it seeks to provide for residential growth in a location that is identified as suitable for additional intensification based on the analysis undertaken as part of this plan change. Particular objectives and policies that support, or are relevant to, the PPC are noted below:

Objective 6: *Local authority decisions on urban development that affect urban environments are:*

- a) *integrated with infrastructure planning and funding decisions; and*
- b) *strategic over the medium term and long term; and*
- c) *responsive, particularly in relation to proposals that would supply significant development capacity.*

Policy 3: *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

- a) *in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and*
- b) *in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and*
- c) *building heights of least 6 storeys within at least a walkable catchment of the following:*
 - (i) *existing and planned rapid transit stops*
 - (ii) *the edge of city centre zones*
 - (iii) *the edge of metropolitan centre zones; and*
- d) *in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:*
 - (i) *the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or*
 - (ii) *relative demand for housing and business use in that location.*

Policy 6: *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- a) *the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- b) *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*

- (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
- (ii) are not, of themselves, an adverse effect*
- c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- e) the likely current and future effects of climate change.*

Policy 8: *Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:*

- a) unanticipated by RMA planning documents; or*
- b) out-of-sequence with planned land release.*

Overall, the PPC is consistent with the NPS-UD and gives effect to the aspirations and directive policies as follows:

- The PPC will enable the development of a significant number of dwellings (apartments) in the market attractive location of Takapuna in a way that will contribute to increasing the capacity of developable land to meet the demand for housing generated by a growing population in the medium to longer term.
- Within tier 1 urban environments the PPC enables a predominant form of development of at least 6 storeys within a walkable catchment of existing and planned rapid transit stops and the edge of city centre and metropolitan centre zones. The NPS-UD does not define what is a ‘walkable catchment’. Adopting the walkable catchment measure used in the ITA for the PPC (a journey time of around 20 minutes at a distance of 1.5km and at 15th percentile walking speed), both the Akoranga Bus Interchange and the edge of the metropolitan zone covering the Takapuna Centre are within that walking distance. It is also noted that there are significant frequent bus services directly outside the site. It is noted that the Council has determined a walkable catchment of 800 metres from the edge of the Metropolitan Centre Zone. The Council’s preliminary response to the NPS-UD and MDRS identifies the site as being located within the Walkable Catchment.
- In other tier 1 urban environments, the NPS-UD encourages building heights and density of urban form commensurate with the greater the level of accessibility to existing and planned public transport or relative demand for housing in that location. Height and density potentially greater than that anticipated in the AUP(OP) is likely to be enabled across Auckland in future to give effect to the outcomes of the NPS-UD.

- The planned urban built form enabled by the PPC will result in a change to the established (existing) character and amenity values of the surrounding environment. However, this change is anticipated to a degree by the existing THAB zoning under the AUP(OP), and is recognised within the ‘zone description’ of the THAB zone. While the additional heights therefore sought are greater than the proposed THAB zone; this enables (as assessed within the PPC materials) a greater provision of onsite amenity, open space and supporting non-residential activities that will *improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types*.
- The PPC provides for parking maximums, thereby giving effect to the NPS-UD direction of removing parking *minimum* requirements and actively promoting transport modes other than private vehicle ownership.
- The PPC is consistent with the policy direction to enable local authorities to be responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments.

9.5 National Environmental Standards

National environmental standards (‘NES’) are regulations that prescribe standards for environmental matters. There are currently six NES in force as regulations, but none of these are relevant to the PPC. In respect of contamination it is noted that no evidence of contamination was found during the consent process or through any engineering investigative process. On this basis, no further regard needs to be given to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health or matters of soil contamination in respect of the Site.

9.6 National Planning Standards

The purpose of the National Planning Standards is to improve consistency in plan and policy statement structure, format and content so they are easier to prepare, understand, compare and comply with. The Standards will also support implementation of national policy statements and help people observe the procedural principles of the RMA.

The first set of Standards have been introduced and were confirmed in April 2019.

There is a significant period of time after confirmation of the Standards (10 years) before Auckland Council is required to modify its planning documents. Furthermore, there will clearly be many other zoning situations in the AUP that are substantially similar to that enabled by the PPC and those would also be subject to any amendments that may arise as a result of implementing the Standards. For these reasons, it is considered that the Standards will have no effect on the development of the PPC at the current time.

9.7 Other Legislation

9.7.1 Hauraki Gulf Marine Park Act 2000

The Hauraki Gulf Marine Park Act 2000 (HGMPA) applies to the Site as it falls within the catchment for the Hauraki Gulf (as identified in Schedule 3 of that Act) and the ultimate receiving environment for all stormwater on the site would be the Hauraki Gulf. Sections 7 and 8 of HGMPA must be treated as a NZ Coastal Policy Statement.

Section 7 recognises the national significance of the Gulf, while section 8 outlines the objectives of the management of the Hauraki Gulf, its islands and catchments.

The objectives seek to protect, maintain and where appropriate enhance the life supporting capacity of the environment of the Hauraki Gulf and its islands.

In terms of stormwater management, all stormwater networks on the Site would discharge via raingardens that provide treatment into the adjacent coastal marine area.

The proposal is consistent with the purpose of the Hauraki Gulf Marine Park Act. The water sensitive design approach for stormwater management of the Site would ensure that stormwater is adequately treated before discharge to the coast. This would meet the requirement to protect, enhance and sustain the life supporting capacity of the environment and the natural and physical resources (soil, air, water and ecosystems) of the Hauraki Gulf.

9.8 The Auckland Plan 2050

The Auckland Plan 2050 (**'AP 2050'**) is a long-term spatial plan for Auckland for the next 30 years. The development strategy contained in the Auckland Plan addresses the supply of residential and business land and supporting infrastructure. Growth is to be managed to build strong urban centres and neighbourhoods. The Auckland Plan notes that centres are at the heart of neighbourhoods and are focal points for the surrounding community.

Centres are supported by a surrounding (typically residential) area that is within easy walking distance, usually thought of as 10 minutes. The proposed precinct area will reside within a 10-minute walk of the existing Takapuna centre that will provide a range of convenient commercial services as well as act as a focal and entry point for the community, particularly when combined with the adjoining open space to the north of the centre. Precinct provisions also provide a range of residential types ensuring housing choice from apartments to terraced houses. A small non-residential node can also provide for convenience needs without undermining the surrounding centres.

A connected open space network that is accessible and visible from residential development on the Site is also a defining and unique feature of the Precinct. The open space network is also complemented by the proposed roading network in terms of providing walking and cycling

opportunities (in separated cycle-paths) that connect to the community. The plan change will facilitate access both to the site and through the site particularly in relation to the coastal edge.

The proposed precinct provisions also recognise the environmental qualities of the Site and environs including the coastal edge. The provisions seek to ensure that the ecological, landscape and natural amenity values of the land are protected and enhanced through the use of a development buffer on sites adjoining the reserve along with replanting requirements as well as extensive replanting of the coastal margins.

Overall the proposed precinct provisions support the ‘Homes and Places Outcome’ Directions 1, 2 and 4 which seek to develop a quality compact urban form to accommodate Auckland’s growth, accelerate the construction of homes to meet Aucklanders’ changing needs and preferences and provide sufficient public places and spaces that are inclusive, accessible and contribute to urban living. It also supports the ‘Transport and Access Outcome’ Direction 1 to better connect people, places, goods and services, Direction 2 to increase genuine travel choices for a healthy, vibrant and equitable Auckland and Direction 3 to maximise safety and environmental protection. Direction 3 of the ‘Environmental and Cultural Heritage Outcome’ is also supported as that seeks to use Auckland’s growth and development to protect and enhance the natural environment.

The Auckland 2050 plan notes that:

Takapuna is a centre located next to one of Auckland’s most popular beaches. Its high amenity, good connections to the city centre via bus, and high development potential have resulted in a number of recent medium density developments. To support this growth, Auckland Council has invested in open space upgrades in the area and identified it for its urban regeneration programme, concentrating on the redevelopment of a few key sites.

Takapuna has a significant strategic role as the node for the north and has been identified for significant growth and intensification over the next 30 years. Motorway access and the northern busway provide good transport connections to and from the area. The Takapuna area will provide a diverse range of employment, housing, education facilities, community and civic services, as well as retail and commercial opportunities.

The benefits of a quality compact form include:

- efficient use of existing infrastructure;
- a more efficient transport network;
- increased economic productivity as a result of businesses, workers and consumers being more closely located; and
- enhanced social and cultural vitality from the concentration of activity into urban centres and neighbourhoods.

Overall, the PPC is consistent with the AP 2050 because it enables development within close proximity to Takapuna on a site with substantial capacity for residential development, and with the North Shore strategic public transport network on its doorstep. The proposal will contribute to a quality compact urban form. Furthermore, it provides for additional housing on the Site, and the Site is served by sufficient existing or planned infrastructure to meet demand.

9.9 The Auckland Unitary Plan – Regional Policy Statement

When preparing or changing a district plan, Council must give effect to any Regional Policy Statement ('RPS'). The Auckland RPS seeks to achieve the purpose of the RMA by providing an overview of the resource management issues for the region and establishing policies and methods to achieve integrated management of the region's natural and physical resources.

In terms of issues pertaining to B2 urban form and growth, the AUP states that such growth needs to be provided in a way that:

- (1) enhances the quality of life for individuals and communities;*
- (2) supports integrated planning of land use, infrastructure and development;*
- (3) optimises the efficient use of the existing urban area;*
- (4) encourages the efficient use of existing social facilities and provides for new social facilities;*
- (5) enables provision and use of infrastructure in a way that is efficient, effective and timely;*
- (6) maintains and enhances the quality of the environment, both natural and built;*
- (7) maintains opportunities for rural production; and*
- (8) enables Mana Whenua to participate and their culture and values to be recognised and provided for.*

With respect to B3 (Infrastructure, transport and energy), the following matters are also pertinent:

- (1) integrating the provision of infrastructure with urban growth; and*
- (4) traffic management*

The RPS contains a number of higher order objectives and policies that are relevant to the assignment of zoning to land, particularly in relation to Urban Growth and form which are set out below. These, along with other relevant objectives and policies in relation to Commercial and Industrial Growth, Open Space and Recreation, Transport, Infrastructure and Freshwater management, historic heritage and special character are discussed in detail below.

B2.2. Urban growth and form

B2.2.1. Objectives

- (1) A quality compact urban form that enables all of the following:*
 - (a) a higher-quality urban environment;*
 - (b) greater productivity and economic growth;*

- (c) *better use of existing infrastructure and efficient provision of new infrastructure;*
 - (d) *improved and more effective public transport;*
 - (e) *greater social and cultural vitality;*
 - (f) *better maintenance of rural character and rural productivity; and*
 - (g) *reduced adverse environmental effects.*
- (2) *Urban growth is primarily accommodated within the urban area 2016 (as identified in Appendix 1A).*
- (3) *Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.*

B2.2.2. Policies

Quality compact urban form

- (4) *Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, and avoid urbanisation outside these areas.*
- (5) *Enable higher residential intensification:*
- (a) *in and around centres;*
 - (b) *along identified corridors; and*
 - (c) *close to public transport, social facilities (including open space) and employment opportunities.*
- (6) *Identify a hierarchy of centres that supports a quality compact urban form:*
- (a) *at a regional level through the city centre, metropolitan centres and town centres which function as commercial, cultural and social focal points for the region or sub-regions; and*
 - (b) *at a local level through local and neighbourhood centres that provide for a range of activities to support and serve as focal points for their local communities.*
- (7) *Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following:*
- (a) *support a quality compact urban form;*
 - (b) *provide for a range of housing types and employment choices for the area;*
 - (c) *integrate with the provision of infrastructure; and*
 - (d) *follow the structure plan guidelines as set out in Appendix 1.*

B2.4. Residential growth

B2.4.1. Objectives

- (1) *Residential intensification supports a quality compact urban form.*

- (2) *Residential areas are attractive, healthy and safe with quality development that is in keeping with the planned built character of the area.*
- (3) *Land within and adjacent to centres and corridors or in close proximity to public transport and social facilities (including open space) or employment opportunities is the primary focus for residential intensification.*
- (4) *An increase in housing capacity and the range of housing choice which meets the varied needs and lifestyles of Auckland’s diverse and growing population.*
- (5) *Non-residential activities are provided in residential areas to support the needs of people and communities.*

B2.4.2. Policies

Residential intensification

- (1) *Provide a range of residential zones that enable different housing types and intensity that are appropriate to the residential character of the area.*
- (2) *Enable higher residential intensities in areas closest to centres, the public transport network, large social facilities, education facilities, tertiary education facilities, healthcare facilities and existing or proposed open space.*

B3.2. Infrastructure B3.2.1.

Objectives

- (1) *Infrastructure is resilient, efficient and effective.*
- (2) *The benefits of infrastructure are recognised, including:*
 - (a) *providing essential services for the functioning of communities, businesses and industries within and beyond Auckland;*
 - (b) *enabling economic growth;*
 - (c) *contributing to the economy of Auckland and New Zealand;*
 - (d) *providing for public health, safety and the well-being of people and communities;*
 - (e) *protecting the quality of the natural environment; and*
 - (f) *enabling interaction and communication, including national and international links for trade and tourism.*
- (3) *Development, operation, maintenance, and upgrading of infrastructure is enabled, while managing adverse effects on:*
 - (a) *the quality of the environment and, in particular, natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character;*
 - (b) *the health and safety of communities and amenity values.*
- (4) *The functional and operational needs of infrastructure are recognised.*
- (5) *Infrastructure planning and land use planning are integrated to service growth efficiently.*
- (6) *Infrastructure is protected from reverse sensitivity effects caused by incompatible subdivision, use and development.*

...

- (8) *The adverse effects of infrastructure are avoided, remedied or mitigated.*

B3.3. Transport

B3.3.1. Objectives

- (1) *Effective, efficient and safe transport that:*
- (a) *supports the movement of people, goods and services;*
 - (b) *integrates with and supports a quality compact urban form;*
 - (c) *enables growth;*
 - (d) *avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and*
 - (e) *facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.*

B5.2. Historic heritage

B5.2.1. Objectives

- (1) *Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.*
- (2) *Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.*

B5.2.2. Policies

Identification and evaluation of historic heritage places

- (1) *Identify and evaluate a place with historic heritage value considering the following criteria:*
- (a) *historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;*
 - (b) *social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;*
 - (c) *Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value;*
 - (d) *knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an*

- understanding of the cultural or natural history of New Zealand, the region, or locality;*
- (e) *technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;*
- (f) *physical attributes: the place is a notable or representative example of:*
- (i) *a type, design or style;*
 - (ii) *a method of construction, craftsmanship or use of materials; or*
 - (iii) *the work of a notable architect, designer, engineer or builder;*
- (g) *aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;*
- (h) *context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.*
- (2) *Define the location and physical extent of a significant historic heritage place, having considered the criteria in Policy B5.2.2 (1) to identify:*
- (a) *the area that contains the historic heritage values of the place; and*
 - (b) *where appropriate, any area that is relevant to an understanding of the function, meaning and relationships of the historic heritage values.*
- (3) *Include a place with historic heritage value in Schedule 14.1 Schedule of Historic Heritage if:*
- (a) *the place has considerable or outstanding value in relation to one or more of the evaluation criteria in Policy B5.2.2 (1); and*
 - (b) *the place has considerable or outstanding overall significance to the locality or greater geographic area.*
- (4) *Classify significant historic heritage places in Schedule 14.1 Schedule of Historic Heritage in one of the following categories:*
- (a) *Category A: historic heritage places that are of outstanding significance well beyond their immediate environs;*
 - (b) *Category A*: historic heritage places identified in previous district plans which are yet to be evaluated and assessed for their significance;*
 - (c) *Category B: historic heritage places that are of considerable significance to a locality or beyond;*
 - (d) *Historic heritage areas: groupings of interrelated but not necessarily contiguous historic heritage places or features that collectively meet the criteria for inclusion in Schedule 14.1 Schedule of Historic Heritage in Category A or B and may include both contributing and non-contributing*

places or features, places individually scheduled as Category A or B, and notable trees.

- (5) *Identify the known heritage values, the primary feature or features of historic heritage value and the exclusions from protection of each historic heritage place in the Schedule 14.1 Schedule of Historic Heritage.*

Protection of scheduled significant historic heritage places

- (6) *Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including:*
- (a) *the total or substantial demolition or destruction of any of the primary features of such places;*
 - (b) *the relocation or removal of any of the primary features of such places away from their original site and context.*
- (7) *Avoid where practicable significant adverse effects on significant historic heritage places. Where significant adverse effects cannot be avoided, they should be remedied or mitigated so that they no longer constitute a significant adverse effect.*
- (8) *Encourage new development to have regard to the protection and conservation of the historic heritage values of any adjacent significant historic heritage places.*

Use of significant historic heritage places

- (9) *Provide for the occupation, use, seismic strengthening, development, restoration and adaptation of significant historic heritage places, where this will support the retention of, and will not detract from, the historic heritage values of the place.*

In summary, the PPC will give effect to the RPS in that:

- It provides for rezoning of land within the Rural Urban Boundary that supports a quality compact urban form, through the provision of a range of transport modes, a small non-residential node, a well-connected open space network and local roading network and is integrated with the provision of infrastructure (B2.2.2(7) and B3.2.1).
- The increased height of buildings enabled is consistent with a compact urban form and provides for a significantly increased efficiency in the utilisation of the land resource, promoting urban growth and intensification within the urban area B2.2.1(1) and B2.2.2(4) and (5).
- It provides for small scale non-residential activities to support the needs of the surrounding residential community (B2.4.1(5)).

- It will not undermine the sustainable distribution of existing retail centres in the wider surrounding area because the proposed non-residential node, responds to a new area of intensive residential growth (B2.5.2(4)(b)).
- It enables the effective, efficient and safe development of multiples modes of transport that enables the movement of people, goods and services and accessibility of the Site (B3.3.2 (2) and B3.352 (1)).
- It not only maintains but enhances indigenous biodiversity through restoration and enhancement of the existing coastal edge within the site through the identification and integration into the overall precinct and development layout and by applying an OSC zoning to the extent of esplanade which will protect significant existing trees within existing coastal edge, which contribute to biodiversity and native habitats.
- It integrates the management of development by ensuring the availability of infrastructure and managing the discharge of stormwater to ensure that adverse effects on the coastal environment are minimised through a water sensitive design approach that provides for treatment and appropriate hydrological recharge of the streams (B7.4.2(9) and B7.4.2 (1)).
- It avoids adverse effects on the coastal environment by making these areas part of the open space network and subject to ongoing use and maintenance as open space covenants and not subject to potential future development (B7.2.2(5)).
- It provides a well-connected open space network, utilising coastal areas with areas for informal recreation and community events (B2.7.2 (1), B2.7.2 (2) and B2.7.2 (9)).
- With respect to cultural and heritage matters, as noted in the archaeological report the site has been largely destroyed by landscape modification for the construction of an Assembly of God church in the 1980s. There is a small chance that there may be some surviving subsurface evidence of the house and Patuone’s occupation of the property, but the majority of the site has been compromised. It is also noted that the site has been granted a resource consent for earthworks over the development area of the site. These works are underway in accordance with that approved resource consent. Cultural Monitoring has been undertaken during the earthworks, and specific accidental discovery procedures are included to ensure that in the event that any unrecorded archaeological features or artefacts are exposed as a result of consented works on the site and appropriate protocols will be followed to ensure they are preserved. These areas that are located outside the development area (the future esplanade reserve) and will be protected by the development restrictions that would apply to this Open Space: Conservation Zone. Overall, given the consent background and the existing zone, and the absence of any current identified controls in the AUP, it is considered that the proposal plans change will not be contrary to the outcomes sought by B5 Ngā rawa tuku iho me te āhua - Historic heritage and special character.
- It assists with addressing the current shortfall in the supply of housing in Auckland.

9.10 The Auckland Unitary Plan – Objectives and Policies

9.10.1 Zones

The PPC proposes to retain a THAB Zone for most of the site and add new area of OSC zone and a proposed new Takapuna 2 Precinct. How the PPC will give effect to the relevant AUP objectives and policies in relation to the THAB and OSC zones and the relevant city-wide objectives and policies is discussed below.

9.10.2 H6 Residential – Terrace Housing and Apartment Buildings Zone (THAB)

The objectives and policies of the THAB zone are set out below:

H6.2. Objectives

- (1) *Land adjacent to centres and near the public transport network is efficiently used to provide high-density urban living that increases housing capacity and choice and access to centres and public transport.*
- (2) *Development is in keeping with the areas planned urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms.*
- (3) *Development provides quality on-site residential amenity for residents and the street.*
- (4) *Non-residential activities provide for the community's social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the neighbourhood.*

H6.3. Policies

- (1) *Enable a variety of housing types at high densities including terrace housing and apartments and integrated residential development such as retirement villages.*
- (2) *Require the height, bulk, form and appearance of development and the provision of setbacks and landscaped areas to achieve a high-density urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms.*
- (3) *Encourage development to achieve attractive and safe streets and public open spaces including by:*
 - (a) *providing for passive surveillance*
 - (b) *optimising front yard landscaping*

- (c) minimising visual dominance of garage doors.*
- (4) In identified locations adjacent to centres, enable greater building height through the application of the Height Variation Control where the additional development potential enabled:*
- (a) provides an appropriate transition in building scale from the adjoining higher density business zone to neighbouring lower intensity residential zones, and;*
 - (b) supports public transport, social infrastructure and the vitality of the adjoining centre.*
- (5) Manage the height and bulk of development to maintain daylight access and a reasonable standard of privacy, and to minimise visual dominance effects to adjoining sites and developments.*
- (6) Require accommodation to be designed to meet the day to day needs of residents by:*
- (a) providing privacy and outlook; and*
 - (b) providing access to daylight and sunlight, and providing the amenities necessary for those residents.*
- (10) Recognise the functional and operational requirements of activities and development.*
- (7) Encourage accommodation to have useable and accessible outdoor living space.*
- (8) Restrict the maximum impervious area on a site in order to manage the amount of stormwater runoff generated by a development and ensure that adverse effects on water quality, quantity and amenity values are avoided or mitigated.*
- (9) Provide for non-residential activities that:*
- (a) support the social and economic well-being of the community;*
 - (b) are in keeping with the with the scale and intensity of development anticipated within the zone;*
 - (c) avoid, remedy or mitigate adverse effects on residential amenity; and*
 - (d) will not detract from the vitality of the Business – City Centre Zone, Business – Metropolitan Centre Zone and Business – Town Centre Zone.*

The THAB zone is the highest intensity residential zone that provides for urban living in the form of apartments and terrace housing. The zone is predominantly located around centres and the public transport network to support the highest levels of intensification. Objectives and policies of the THAB zone seek to make efficient use of the land resource, increase housing choice and

ensure that residents have access to services, open space and high frequency public transport in order to promote walkable neighbourhoods and increase the vitality of centres.

The THAB zoning of the Site (together with the provisions in the Precinct) would be consistent with these objectives and policies. The Site is proximate to a wide range of amenities, including commercial activities, community facilities, employment areas and open space that will support the future residents of the Site. This proposal would also be supported by the provision of a small range of non-residential activities that will provide for the social needs of residents. The assessment undertaken by Urban Economics has confirmed that the proposal will not detract from the vitality of the Business – City Centre zone, Business – Metropolitan Centre zone and Business – Town Centre zone.

In terms of Objective H6.2(1) the proposal will make efficient use of land that is located near the public transport network, and it will provide for high-density urban living that increases housing capacity and choice and access to centres. The proposal will support public transport use.

In terms of Objective H6.2(2), the proposal is generally in keeping with the area's *'planned urban built character'*. The Takapuna Area provides for a wide array of heights from unlimited height in the Metropolitan Centre Takapuna 1 Sub-precinct C, 36.5m in Sub-precinct B, 24.5m in Sub-precinct A and 12.5m in Sub-precinct D. The surrounding THAB zone has a range of heights between 16 metres and 22.5 metres, while the Mixed Use zone has a height of 18 metres at Barrys Point Road. Within reasonable proximity of the site is Smales 1 Precinct which provides for a height of up to 100 metres.

The approach of the Precinct has been to provide for a range of heights, to ensure that the proposal respects the scale of existing built form at the coastal edges of the Site, while providing for additional height within the central part of the Site to reduce dominance, privacy, shading and amenity effects on adjacent sites.

The location of the site away from sensitive residential properties located to the east provides a buffer to the Site. Height restrictions will manage the effects of height.

The landscape and visual assessment undertaken by Stephen Brown has confirmed that the proposed height can be visually accommodated into the environment without any significant adverse effects on the character or amenity of the area.

While Objective H6.2(2) of the THAB zone seeks to provide for *"... predominantly five, six or seven storey buildings in identified areas, in a variety of forms"* [Emphasis added], the objective and associated policies do not preclude additional height being provided above seven levels within the THAB zone using other existing tools.

A review of the AUP reveals a number of examples within the THAB zone where the policy framework provides for greater than seven storeys using the additional height overlay or through precinct plans. In the Northcote area, there is an area within the THAB zone that provides an

additional height overlay of 27 metres, or 8 storeys. In the New Lynn Precinct (I607 New Lynn Precinct), sub precincts A and D, which cover the THAB zone, provide an additional height of 41 metres or 12 storeys. In the Three Kings Precinct (I333. Three Kings) the precinct enables up to 9 storeys using Reduced Level (RL) datum. In the Westgate Precinct (I615 Westgate Precinct), Sub precinct D, which covers the THAB zone, provides an additional height of 32.5 metres or around 8 storeys.

It is considered that the proposal would not be contrary to Objective H6.2(2) or associated Policies H6.3(2) (4) and (5).

Objective H6.2(3) and Policies H6.3(3), (6) and (7) seek to ensure that future development provides high quality on-site residential amenity for both residents and the street. The proposal for the THAB zoning will require an assessment of all new buildings and development against a range of assessment criteria that seek to ensure that a high-quality urban form is achieved on the Site. In addition, the proposal includes a suite of specific performance standards from both the THAB zone and the Precinct that will support the outcomes sought by these objectives and policies and reflect the particular characteristics and outcomes sought for the site. The proposal is considered to be consistent with these objectives and policies.

Overall, the PPC will give effect to the relevant AUP THAB objectives and policies as:

- It will beneficially enable small scale commercial activity which primarily services the local convenience needs of the Site without undermining the function, role or amenity of any town centre, metropolitan centre or the city centre.
- The proposed height limits are considered to be appropriate and the proposal will not result in significant adverse effects on the character or amenity of the area.
- The proposal will ensure that development provides quality on-site residential amenity for residents and the street.
- The proposal recognises the functional and operational requirements of activities and development.
- The proposal will effectively manage any adverse effects from impervious areas by managing the amount and quality of stormwater runoff generated by a development and ensuring that adverse effects on water quality, quantity and amenity values are avoided or mitigated.

9.10.3 Open Space – Conservation Zone (OSC)

H7.2. Objectives – All Zones

In addition to the specific objectives that apply to each open space zone, the following objectives apply generally to open space areas.

- (1) *Recreational needs are met through the provision of a range of quality open space areas that provide for both passive and active activities.*
- (2) *The adverse effects of use and development of open space areas on residents, communities and the environment are avoided, remedied or mitigated.*

H7.3. Policies – General

In addition to the specific policies that apply to each open space zone, the following policies apply generally to open space areas.

- (1) *Design, develop, manage, and maintain open spaces to:*
 - (a) *provide for the needs of the wider community as well as the needs of the community in which they are located;*
 - (b) *achieve the objectives for the open space zone;*
 - (c) *use resources efficiently and where appropriate be adaptable and multifunctional;*
 - (d) *provide for people of differing ages and abilities;*
 - (e) *be safe and attractive to users; and*
 - (f) *where appropriate for the zone, reflect the natural, heritage and landscape values of the area.*
- (2) *Develop open spaces which reflect Mana Whenua values where appropriate, including through:*
 - (a) *restoring and enhancing ecosystems and indigenous biodiversity, particularly taonga species;*
 - (b) *providing natural resources for customary use; and*
 - (c) *providing opportunities for residents and visitors to experience Māori cultural heritage, while protecting Māori cultural heritage and sites and features of significance to Mana Whenua.*
- (3) *Enable the provision of infrastructure necessary to service open spaces and recreation facilities.*
- (4) *Enable the construction operation, maintenance, repair and minor upgrading of infrastructure located on open spaces.*

H7.4. Open Space – Conservation Zone

H7.4.2. Objectives

- (1) *The natural, ecological, landscape, Mana Whenua and historic heritage values of the zone are enhanced and protected from adverse effects of use and development.*

- (2) *Use and development complements and protects the conservation values and natural qualities of the zone.*

H7.4.3. Policies

- (1) *Enable appropriate use and development that conserves, protects and enhances the natural, landscape, and historic heritage values of the zone.*
- (2) *Protect and enhance ecological values, including habitats, significant ecological areas and any unique features present within the zone.*
- (3) *Manage the use of the open space to protect and enhance Mana Whenua values, and enable appropriate activities which support and re-establish the relationship of Mana Whenua and their culture and traditions to their ancestral lands, water, sites, wāhi tapu and other taonga.*
- (4) *Limit activities, buildings and structures to those necessary to maintain or enhance the use or values of the zone.*
- (5) *Locate and design new buildings, structures and additions to:*
 - (a) *complement the context, character and values of the zone; and*
 - (b) *ensure that there is minimal disturbance to existing landform, vegetation and vulnerable habitats.*
- (6) *Locate and design vehicle access and parking to have minimal impact on the values of the zone through all of the following:*
 - (a) *ensuring there is minimal disturbance to the existing landform and vegetation;*
 - (b) *locating parking areas in proximity to public streets and/or internal roads to avoid intrusion into the open space and encourage shared parking;*
 - (c) *using unformed and unsealed areas for parking, particularly for peak periods during summer months;*
 - (d) *using smaller, conveniently located parking areas in preference to large expanses of parking; and*
 - (e) *locating parking areas so that the character of the zone and adjoining properties are not adversely affected by noise or visual effects.*
- (7) *Require areas surrounding buildings, structures and parking areas to be landscaped to mitigate visual impacts.*

It is considered that the natural, ecological, landscape, Mana Whenua and historic heritage values of the zone will be enhanced and protected from adverse effects of use and development. It is noted that the proposed coastal walkway will provide for access to the coastal edge. Any future application to construct the walkway structures will be subject to a resource consent

application, particularly in relation to the coastal plan provision which would remain in place. At the time of any resource consent the detailed design of any proposal will be able to be scrutinised closely to ensure that there is minimal disturbance to existing landform, vegetation, and vulnerable habitats. The proposed rezoning of the coastal edge will also assist to manage the use of the open space to protect and enhance Mana Whenua values.

Overall, the PPC will give effect to the relevant AUP OSC objectives and policies.

9.10.4 Chapter E - Auckland- Wide Provisions

9.10.4.1 E1- Water quality and Integrated Management, E8. Stormwater- Diversion and Discharge

Objectives E1.2 (1) – (3) and Policies E1.3 (2) -(8), (10) – (14)

Chapter E1 contains objectives and policies that seek to ensure that freshwater quality is maintained and enhanced, the mauri of freshwater is progressively improved and stormwater networks are managed to prevent or minimise adverse effects of contaminants on freshwater and coastal water quality. The objectives and policies of Chapter E1 are also relevant in relation to Chapter E8 Stormwater - Diversion and Discharge.

As set out in section 9.4.2, the PPC will be generally consistent with the NPSFM.

Other policies require that contamination that would have an adverse effect on the life supporting capacity of freshwater and its ecosystems should be avoided (Policy 4). Stormwater management for development in existing urban areas is specifically addressed in Policy E1.3 (9), which seeks to minimise or mitigate new adverse effects of stormwater runoff, and where practicable progressively reduce existing adverse effects of stormwater runoff, on freshwater systems, freshwater and coastal waters during intensification and redevelopment of existing urban areas by:

- (a) requiring measures to reduce contaminants, particularly from high contaminant-generating car parks and high-use roads;*
- (b) requiring measures to reduce the discharge of gross stormwater pollutants;*
- (c) requiring measures to be adopted to reduce the peak flow rate and the volume of stormwater flows:*
 - (i) within sites identified in the Stormwater Management Area – Flow 1 and Flow 2 Control (as shown on the planning maps);*
 - (ii) where development exceeds the maximum impervious area for the relevant zone; or*

(iii) from areas of impervious surface where discharges may give rise to flooding or adversely affect rivers and streams;

(d) taking an integrated stormwater management approach for large-scale and comprehensive redevelopment and intensification (refer to Policy E1.3.10 below) and encourage the restoration of freshwater systems where practicable; and

(e) ensuring intensification is supported by appropriate stormwater infrastructure, including natural assets that are utilised for stormwater conveyance and overland flow paths.

The applicant has prepared a comprehensive Stormwater Management Plan (SMP) that will manage the water quality effects of future development. The requirement for compliance with the plan is incorporated into the Takapuna 2 Precinct to ensure that the outcomes of Policy 9 are achieved.

Policy E1.3(10) describes what must be taken regard of in an integrated stormwater management approach and includes the use and enhancement of natural hydrological features and green infrastructure for stormwater management where practicable.

The proposed precinct provisions in relation to water quality, quantity and integrated catchment management are consistent with the policies and objectives of Chapter E1. The PPC utilises the natural hydrological features on the Site as part of stormwater management, ensuring that only clean roof runoff or treated stormwater is discharged into the coastal environment. Water quality in the coast would be further enhanced through the treatment of all private and public roads and through the minimisation of at-grade parking. Proposed vegetation retention (including mature exotic vegetation) and extensive replanting with indigenous vegetation along the coastal margin will also enhance the quality of coastal environment.

9.10.4.2 E11 and E12- Land Disturbance- Regional and District

The PPC would be consistent with the intended outcomes of the objectives and policies of Chapters E11 and E12. Earthworks and land disturbance is recognised as an essential prerequisite of the development of urban land and that the major contaminant of the CMA is sediment generated during land development.

The objectives and policies of Chapters E11 and E12 outline the need to manage land disturbance so that the safety of people is protected, adverse effects on the environment are mitigated, sediment generation is minimised and soil conservation achieved. Development of the Site in accordance with the proposed precinct plan and provisions would be in accordance with the provisions of Chapters E11 and E12 and would thus be consistent with these policies and objectives.

The PPC is consistent with these policies and objectives.

9.10.4.3 E15 – Vegetation Management and Biodiversity

The relevant Vegetation management and biodiversity objectives and policies are Objectives E15.2 (1) - (2) and Policies E15.3 (1) - (4).

The objective and policies seek to ensure that vegetation contributes to a range of ecosystem services such as erosion and sediment control, reducing stormwater flows, protecting or enhancing water quality, amenity and natural character values, and mitigating natural hazards. Vegetation is a vital part of terrestrial and coastal ecosystems and helps maintain indigenous biodiversity. It is noted that as tree 23 is within 20m of MHWS, its removal would require consent under the provisions in E15.4.1(A21) and (A22). This aspect would be addressed at the resource consent stage.

Overall, the PPC is consistent with the relevant objectives. It not only maintains but enhances indigenous biodiversity through restoration and enhancement of existing coastal planting within the esplanade which will protect significant existing trees within existing coastal edge, which contribute to biodiversity and native habitats.

9.10.4.4 E36- Natural Hazards and Flooding

The relevant Natural Hazards and Flooding objectives and policies are Objectives E36.2 (1)-(6) and Policies E36.3 (17)- (30).

The PPC is consistent with the policies and objectives of E36. The SMP also confirms that the additional stormwater flows generated by the proposed development will have a negligible effect on the flood plain given proximity to the coast and the typology of the site.

Overall, the PPC is consistent with the objectives and policies of E36 as an assessment of the flood and coastal inundation risk has been undertaken that demonstrates that the flood risk and coastal inundation can be managed and minimised, subject to the normal assessment required by the standards of E36 at the time of subdivision. Given the conclusions in that assessment, no specific precinct provisions in relation to flooding are required.

9.10.4.5 E38. Subdivision Urban

The relevant subdivision objectives and policies are Objectives E38.2 (1) – (10) and Policies E38.3 (1).

Objectives and policies in E38 seek to ensure that subdivision is undertaken in a manner that achieves the objectives of the underlying zones, any applicable precincts and the Auckland wide provisions. Subdivision should provide for the long-term needs of the community and minimise adverse effects of development on the environment. Infrastructure should be provided in an integrated manner and be in place at the time of subdivision or development. Subdivision must

have a layout that is safe, efficient, convenient and accessible and that supports the concepts of a liveable, walkable and connected neighbourhood.

Natural features and landscapes, including indigenous vegetation, that contributes to the character and amenity values of the area should be maintained and enhanced. The provision of adequate and accessible open space and pedestrian/cycle linkages is important to provide for the recreation and amenity needs of residents. An integrated stormwater approach should be used, including the integration with open space networks where possible. Where appropriate, land should be vested to provide for esplanade reserves, stormwater infrastructure and other purposes.

The PPC is consistent with the relevant objectives and policies found in Chapter E38. Development cannot proceed unless infrastructure is in place and the precinct incorporates a safe and efficient and well-connected movement network. Extensive areas of open space that are highly visible, accessible and connected are a feature of the Precinct and the natural landscape and ecological qualities provided by the coast and existing mature native vegetation (including retention of existing mature trees and the proposed native restoration planting and revegetation) are protected and enhanced.

All coastal margins will be incorporated into the open space network that is publicly accessible but protected in perpetuity from development by way of covenant. Stormwater management is integrated with the open space features on the site.

9.10.4.6 E27. Transport

The relevant transport objectives and policies are Objectives E27.2 (1) – (5) and Policies E27.3 (1).

Objectives and policies in E27 seek to support and manage the effects on the operation and development of an integrated transport network. The Unitary Plan seeks to ensure that:

- (1) *land use and all modes of transport are integrated in a manner that enables:*
 - (a) *the benefits of an integrated transport network to be realised; and*
 - (b) *the adverse effects of traffic generation on the transport network to be managed.*
- (2) *An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.*
- (3) *Parking and loading supports urban growth and the quality compact urban form.*
- (4) *The provision of safe and efficient parking, loading and access is commensurate with the character, scale and intensity of the zone.*

(5) Pedestrian safety and amenity along public footpaths is prioritised.

The proposed approach to parking, access and the traffic effects of the proposal have been considered by Tonkin and Taylor Transport (Refer **Appendix F**). Specific Precinct provisions have been developed to ensure that the Precinct responds to the anticipated growth of the Takapuna area, while also ensuring the safe and efficient operation of the local transport network.

As noted by Tonkin and Taylor, the proposed precinct provisions include thresholds for development that require the following transport outcomes to be achieved prior in advance of identified dwelling densities being provided on the Site:

- increased public transport frequency on Esmonde Road;
- upgraded signalised intersections on Esmonde Road;
- improved external cycling facilities between the Site and the surrounding land; and
- improved pedestrian connection between the Site and the surrounding land.

These improvements will enable journeys that are safe, accessible and reliable. The PPC therefore supports the use of public transport and active modes and is considered to offer suitable alternatives to the private car. This encouragement away from private vehicles is considered to align directly with the objectives and policies of the AUP. The proposed zoning and precinct provisions are considered to be appropriate for the Site location. Accordingly, the PPC is consistent with the policies and objectives of E27.

9.11 Conclusions regarding the Statutory Framework

The PPC is consistent with the AP 2050. That plan places a strong focus on housing supply and choice and the integration of land use and transport infrastructure. The enablement of additional residential activities in the Takapuna 2 Precinct is consistent with the NPS-UD because it will contribute, over the medium to longer term, to the supply of housing required to meet demand from a growing population.

Regarding the AUP, the PPC directly and positively addresses major themes of the RPS, particularly in relation to achieving a compact urban form and the integration of land use and transport infrastructure as the increased development at Takapuna will provide support to public transport services.

The PPC is consistent with the general objectives and policies applying to centres and the THAB zone and, in relation to the proposed increased height limit, meets outcomes sought by Policies H6.3 (2), (4) and (5). The PPC will ensure that quality on-site residential amenity for residents and the street is provided. The proposed scale of non-residential activities will provide for the community's social, economic and cultural well-being, while being compatible with the scale and intensity of development anticipated by the zone so as to contribute to the amenity of the

neighbourhood, without detracting from the vitality of the Business – City Centre zone, Business – Metropolitan Centre zone and Business – Town Centre zone. The PPC will also give effect to the relevant AUP OSC objectives and policies.

The PPC is also consistent with the relevant objectives and policies of the Natural Resources, Hazards and Flooding, Subdivision and Transport sections of the AUP.

9.12 Other Relevant Planning Documents

9.12.1 Devonport-Takapuna Local Board Plan 2020

The Devonport-Takapuna Local Board Plan 2020 and Auckland Council’s Long Term Plan (10-year Budget 2018-2028) have been reviewed. The Devonport-Takapuna Local Board has a focus on six outcomes:

- *Outcome 1: Environment and Heritage*
- *Outcome 2: Parks, facilities and open spaces*
- *Outcome 3: Community wellbeing*
- *Outcome 4: Transport and Access*
- *Outcome 5: Opportunity prosperity and growth*
- *Outcome 6: Māori values Ngā tikanga a te Māori*

One of the objectives of the Local Board is establishing a network of well placed, accessible, and attractive walking and cycleways encourage use of active transport modes and get people where they need to be. One of the key initiatives of this objective is to deliver the Francis Street to Esmonde Road connection¹⁹. The proposed Precinct Plan will facilitate this outcome by enabling public access through the site to provide a connection from Francis Street to Esmonde Road.

Overall, it is considered that the PPC will not be contrary to the Devonport-Takapuna Local Board Plan 2020 and will assist in delivering one of its key initiatives.

9.12.2 Transport Policies

The Council’s 10-year transport programme seeks to complete much of Auckland’s rapid transit network and continue the targeted development of the strategic roading network. Further improvements to these networks are identified in Auckland Transport Alignment Project as future priorities and are shown indicatively in the 30-year investment scenario of this strategy.

Transport-related policies of relevance to the PPC are addressed in Part 9 of the Integrated Transportation Assessment. The documents reviewed by Tonkin and Taylor include:

¹⁹ Refer to Page 27 of the Devonport-Takapuna Local Board Plan 2020.

- Auckland Plan 2050.
- Auckland Regional Land Transport Plan.
- Auckland Regional Public Transport Plan 2013.
- Auckland Unitary Plan Operative in Part Version.
- Auckland Transport Code of Practice.
- Auckland Design Manual 2014.

Tonkin and Taylor has concluded that the development enabled by the PPC will align with these transport-related policy documents.

10.0 Environmental Effects

A number of specialist reports and plans have been obtained to understand the likely effects of the PPC, having regard to clauses 6 and 7 of Schedule 4 of the RMA. Those reports are as follows:

- A plan change zoning map prepared by Campbell Brown Planning (**Appendix B**).
- The Takapuna 2 Precinct Provisions and Plans (1-2) (**Appendix C**).
- A Masterplan and Design Report prepared by Jasmax (**Appendix E**).
- An Integrated Transport Assessment, prepared by Tonkin and Taylor (**Appendix F**).
- An Economic Impact Assessment, prepared by Urban Economics (**Appendix G**).
- An Urban Design Assessment, prepared by QBIX Limited (**Appendix H**).
- A Landscape and Visual Assessment prepared by Stephen Brown (**Appendix I**).
- An Ecological Assessment, prepared by Wildlands (**Appendix J**).
- An Infrastructure and Engineering Report prepared by Maven (**Appendix L**).
- A Stormwater Management Plan, prepared by Maven (**Appendix M**).
- A Geotechnical Report, prepared by Tonkin and Taylor (**Appendix N**).
- Coastal Hazards Assessment prepared by Tonkin and Taylor (**Appendix O**).
- An Archaeological Report, prepared by CFG Heritage (**Appendix Q**); and,
- A Cultural Impact Assessment, prepared by Ngai Tai Ki Tamaki (**Appendix U**).

The reports have comprehensively considered the potential environmental effects of the PPC and demonstrate that the proposed new precinct and associated zoning changes can be accommodated on the existing land at 48 Esmonde Road in a manner that will ensure effects on the surrounding environment and existing land uses are appropriate.

10.1 Urban Design

QBIX has been commissioned by KBS Capital Ltd to prepare an Urban Design assessment of the PPC, a copy of which is contained in **Appendix H**. The report provides an assessment of the potential urban design related effects for the Site under the PPC provisions and is a companion report to the Landscape and Visual Assessment report also prepared by Stephen Brown (attached in **Appendix I**).

The urban design report explores the proposal for rezoning the Site from THAB to THAB and OSC, the effect of the proposed precinct provisions and precinct plans, as well as the additional height proposed through the centre of the Precinct, and what effect these changes may have on the existing urban fabric as well how the Precinct will function as a community. The following assessment is therefore a summary of what are considered to be the key findings of the Urban Design report.

10.1.1 Location and integration

A description of the surrounding strategic and local context of the area is contained in the urban design report and is described in earlier sections of this PPC report. QBIX notes a number of contributing factors in terms of the location of the Precinct and its overall layout which supports the appropriateness of the proposed THAB zoning and subsequent intensity of development. The urban design report notes the following:

“The Plan Change proposed for the site at 48 Esmonde Road, Takapuna, seeks to provide more excellent movement connectivity, housing density, building scale, diversity of activity as part of a vibrant, comprehensively designed and integrated urban village-type community. To assess this Proposed Plan Change about urban design quality, a broad urban design theme for the site has been considered based on the overall development vision and the envisaged master plan. In this respect, the following critical site-specific urban design aspects incorporated in the envisaged master plan provide a framework to evaluate the appropriateness of the proposed plan change provisions.

- *Protection of a 20m Esplanade reserve highlighting the site's coastal edge.*
- *Establishment of perimeter buildings recognising the site's island setting.*
- *Creation of openings through perimeter buildings offering site access points and view corridor.*
- *Connections to neighbourhoods maximising connections to surrounding the area and public transport.*
- *Massing to respond to topography using building form that is lower towards the edges and rising towards the centre.*
- *Massing articulated to read as multiple buildings by breaking up buildings to avoid monolithic forms.”*

QBix concludes that the Site is an appropriate location to provide quality, more intensive living opportunities within the Takapuna area. We adopt these findings and note that the strategic location of the Precinct in relation to wider transport and pedestrian connections is also supported by the Integrated Transport Assessment (refer **Appendix F**). The surrounding environmental context provides a high degree of physical connectivity through the transport network (including integration with the existing walking and cycling network) and supports the provision of intensity within the Site through separation from the majority of sensitive receivers as a result of the presence of the coastal marine area.

The strategic policy implications of the proposal in reference to the nearby Metropolitan Centre and public transport are noted in earlier sections of this report.

10.1.2 Built form and amenity

QBIX has noted that the combination of development standards and the assessment of proposed development against the suitable criteria proposed with the plan change establishes a strong framework of open space, important visual connections and a well-connected walking and cycling network to support the requested increase in residential density (circa 553 dwellings enabled).

The report by QBix notes the following:

“The site is open to all sides and surrounded by mangroves. This geographical location gives the site almost an island-like landform. Again, this setting offers visual exposure to the site even from a long distance. Therefore, it was necessary to address the possible adverse effect of any visual prominence of the future development through an appropriate design.

Accordingly, the envisaged master plan intended to arrange future buildings around the site's perimeter to create an attractive frontage on all edges, recognising that the "island" site is seen from all directions. The design also considered that the island-like form of the site needs to be reinforced by limiting the height of development around the perimeter and to concentrate the massing in the centre. The design has considered that lower height buildings around the site will mitigate the visual prominence of any taller building in the centre.

This building arrangement will complement the convex-shaped landform of the site and the forestry canopy formation, which is part of the natural environment of the site. Currently, tree species such as Pūriri, Taraire and Pohutukawa occupy the periphery of the site. Here the tree arrangement is distinct, with shorter species along the coastline and larger trees inside. It is assumed that much taller trees, including Kauri grew on the more elevated central part of the site in the pre-European period.

The design intention is to recognise the unique landform and its natural environment through any future built form on the site. From a good urban design perspective, it was an appropriate design decision in a coastal setting.”

In relation to the key urban design matters addressed in the Urban Design Assessment, the appropriateness of the provisions proposed to apply to development within the Takapuna 2 Precinct can be summarised as follows:

- The PPC seeks to ensure quality built form is achieved in addition to managing the potential effects resulting from the introduction of high-rise building development into the Site. This includes the built form of all buildings and how they relate to each other and the open spaces within and adjoining the Site.

- The scale of buildings enabled within the Precinct responds to the different edge-conditions present surrounding the Site, to ensure a sensitive transition to the street and the natural environment present along the coastal edge.
- The potential visual dominance and residential amenity effects of the maximum building heights are managed through controls relating to building bulk, massing and separation. These standards include:
 - Building Height and Building Length to ensure development is consistent with the planned outcomes identified on Precinct Plan 2.
 - A maximum diagonal plan dimension of 55m for a building (consistent with the AUP provisions for metropolitan centres and mixed-use zones).
 - Minimum building heights, to ensure an appropriate buffer to the taller central buildings.
 - Upper building coverage controls to achieve the planned urban character of buildings surrounded by open space and ensure a varied and visually interesting skyline of built forms.
- These measures, in addition to the underlying THAB standards regarding daylight (H6.6.14) and outlook (H6.6.13), restrict the overall bulk and mass that each building can achieve with the upper level floor plates allowing for sunlight access, outlook from apartments, avoidance of overlooking between towers and reduction of the shading across the open spaces and neighbouring buildings throughout the year. In addition, the provisions anticipate these buildings framing Esmonde Road and major public spaces from within the Site while remaining sensitive to the neighbouring surrounds. Increased density overlooking key open spaces and streets contributes to a feeling of safety and ‘eyes’ over the space as well as concentrating the majority of people closer to the amenities for maximum use and enjoyment.
- The removal of the H6.6.6 Height in relation to boundary and H6.6.7 Alternative height in relation to boundary standards from the Precinct will not compromise the amenity of future residents.
- The development standards and restricted discretionary criteria for all new buildings and alterations to buildings are considered to provide an appropriate framework balancing the flexibility of design / development / market responses over time with the discretion of Council to consider building bulk and mass, visual dominance, architectural quality, residential and public amenity in both the private and public realm.
- Commercial and healthcare activities are provided for up to a total of 1,257m² GFA within the Precinct through a commercial control that is specifically located around the non-residential node. The purpose of this is to support and service the needs of the future community without undermining the existing centres.

- All development is required to be in accordance with the Precinct Plans, so as to deliver a layout and open space network that supports building scale, form and the community therein. This is also reflected in the restricted discretionary criteria for development, which includes assessment criteria for transport to ensure well-connected, attractive and safe transport routes with appropriate provision for pedestrian, cycle movements with the express purpose of encouraging a walkable neighbourhood.
- The natural and landscape features of the Site are incorporated into the open space areas identified on Precinct Plan 1 – Takapuna features plan. All development is directed to ensure these areas are accessible and provide a level of amenity and landscape quality to support passive recreation and residential amenity within the Precinct, while also ensuring ecological values in respect of the coastal edge are supported through esplanade planting. This contributes to the active use and enjoyment of open space areas throughout the Precinct.
- The esplanade reserve will provide important connections, interaction with soft landscapes and social spaces for community socialisation, play, exercise and passive recreation. The well-connected and distributed open spaces will provide a high level of amenity for residents and visitors alike.

I adopt the conclusions of QBIX and consider that any adverse amenity effects associated with the design of buildings and layout of development within the Precinct, can be appropriately mitigated through the application of the standards and assessment criteria proposed for the Takapuna 2 Precinct.

10.1.3 Shading

Of particular relevance to the PPC and the proposed height of development sought, is the potential for adverse shading effects. We note that the site is located some 130 metres from the closest residential zoned sites.

The proposal, by virtue of its 'Island' location will not result in any adverse shading on the surrounding sites.

Overall the QBix report concludes the following:

"The proposal has followed a design-led process and identified a well-designed and most appropriate design and development framework for the site. It is considered that the design process was comprehensive and of a depth that is commensurate to the scale and potential environmental effects that the Proposed Plan Change could give rise to.

The proposed zone provisions and Precinct Plan will ensure future development maintains and enhances the planned character and other qualities of Takapuna. The concept master plan gives

the confidence that the proposed Precinct Plan will be of sufficient size and design that the 'downstream' resource consent provisions triggered in AUP: OP can be comfortably met.

The proposed Plan Change will also achieve the design principles and aspirations set out in the relevant statutory and non-statutory documents. The proposal does not require the change of the current underlying zone of the site, ie. Residential – Terrace Housing and Apartment Buildings (THAB) zone. Therefore, the current AUP THAB zone provisions and other Auckland-wide provisions would also be able to manage other potential urban design effects of the application.

The proposed Plan Change will increase housing supply and choice, while at the same time, the proposed precinct provisions will ensure that any actual or potential adverse effects can be managed to an acceptable level.

Based on the above assessment of urban design effects, it is concluded that the proposed Plan Change will have positive effects on the environment in terms of good urban design for a compact and integrated urban development in an appropriate location of Auckland.”

Overall, we agree with and adopt the findings of the QBix Urban Design assessment, and the conclusion that the combination of the above standards and assessment criteria (both within the operative THAB zone provisions that apply and the proposed precinct provisions) are considered to appropriately address the bulk and massing, visual dominance, privacy, outlook and sunlight requirements for future residents within the precinct ensuring an appropriate level of residential amenity can be enjoyed.

10.1.4 Landscape and Visual Effects

The landscape and visual effects of the proposed precinct layout and provisions have been considered in the report prepared by Stephen Brown and attached as **Appendix I**. The report provides an overview of the existing environment, provides a description of the changes proposed to the landscape and visual aspects of the site and surrounds, and identifies how such changes could affect the landscape or visual amenity values of the site and surrounding area. The following assessment is therefore a summary of what are considered to be the key findings of the Landscape and Visual Assessment (LVA) report.

The report notes that:

“The proposed development is structured so that a series of concentric circles controlling building height step up from Esmonde Road and the edge of Shoal Bay to the application site’s centre. It is anticipated that up to 8 buildings would act as the main development hub, creating the feeling of an intensive ‘hub’ or cluster of buildings that starts at 4-5 levels on the site periphery, then progress up through 6, 7 and 10 storeys, before culminating in a single central apartment tower of 16 storeys. Conceptually, the resulting built form would be analogous to an intensive ‘village’ or community of buildings that revolve around a central apex – the 16 storey tower.”

The Landscape report notes²⁰ that:

“The AUP Viewer identifies all of Shoal Bay’s harbour / estuarine area as being subject to two Significant Ecological Area overlays: “Marine 1” wrapping around the subject site and extending further inland, and “Marine 2” in marginal areas around the margins of the outer estuary (as shown overleaf). However, neither Shoal Bay nor its margins are subject to other overlays of more direct relevance to this assessment – no Outstanding Natural Landscapes or Features, or areas within the Coastal Environment (including the CMA) that have High or Outstanding Natural Character Values. The level of existing development and modification around the harbour’s shoreline and within its coastal hinterland is simply too great for these ratings to apply to the area around Esmonde Road and suburban Hauraki / Takapuna.”

In term of landscape and visual effects relevant to the PPC, Mr Brown notes that:

“The scope of effects that are relevant to the KBS proposal is narrowed by the provisions of the AUP (also taking into account Auckland Council’s grant of consent for Kingstone Property’s “Stages 1 and 2” proposals for the subject site). For example, even though development under the PPC on the subject site would be likely to affect the natural character values of the coastal environment near Esmonde Road to some degree, a significant level of change and further development / modification is already contemplated for that environment via the site’s THAB zoning. Moreover, it is not identified as having any significant natural character values that might be degraded or disturbed by such development. Similarly, neither the site nor area around Esmonde Road and its estuary, is identified as having any significant Landscape values. As a result, it is considered that the changes associated with the proposed PPC development should be addressed in terms of their:

- 1) Effects in relation to neighbouring residential catchments and their amenity values;*
- 2) Effects on the landscape and amenity values of the environment generally around the application site – including those who travel past it and experience it as part of the wider environs of the North Shore; and*
- 3) Effects in respect of the identity and sense of place associated with the area around the application site, together with Takapuna and Hauraki.*

These effects largely fall under the umbrella of Amenity Effects, although there is also some overlap with Landscape Effects, as described above. Natural Character Effects are not considered to be relevant to this assessment, given the already highly modified state of the application site, its zoning and the identified values (or absence thereof) within and around Shoal Bay.”

The PPC seeks to enable a greater intensity of development that recognises the strategic benefits of the area to support the intensity of residential development sought. The LVA report demonstrates that scale and extent of built form enabled by the PPC provisions can be

²⁰ Refer to Page 31-31 of Appendix I - Landscape and Visual Assessment

accommodated within the wider visual catchment, and that the graduated approach to building heights across the Precinct will appropriately mitigate visual effects associated with bulk and scale that are not out of character with the scale of development enabled in nearby Centres.

Mr Brown has assessed the effects of the PPC from a number of locations surrounding the site. Full details of the assessment of each viewpoint is contained within the landscaper report. By way of a summary, these are detailed as follows:

	VIEWPOINT:	EXISTING VALUES:	LEGIBILITY / PROMINENCE:	PERCEIVED & ASSOCIATIVE CHANGE:	SHORT TERM EFFECTS RATING:	LONG TERM EFFECTS RATING:
1.	FRANCIS ST	Moderate-High	High	Moderate	Moderate	Moderate
2.	NAPIER AVENUE	Moderate	Low	Very Low	Very Low	Very Low
3.	ESMONDE ROAD EAST	Low	High to Very High	Low-Moderate	Low-Moderate	Low
4.	BRACKEN AVENUE	Moderate	High	Low-Moderate	Low- Moderate	Low- Moderate
5.	TENNYSON AVENUE	Low-Moderate	High	Low-Moderate	Low- Moderate	Low
6.	PATUONE WALKWAY	Moderate - High	High	Moderate	Moderate	Moderate
7.	BARRYS POINT ROAD	Low	Very High	Low	Low	Low
8.	ESMONDE ROAD WEST	Low-Moderate	High to Very High	Low	Low	Low
9.	NORTHERN MOTORWAY	Moderate	Low	Very Low	Very Low	Very Low

Mr Brown goes on to state that:

“These findings reflect a number of key factors:

- 1. The subject site’s low elevation and ‘centre of gravity’ relative to viewpoints to the east – around Esmonde Road and Burns Avenue. This helps to offset some of the effects of the low to mid (4-7 storey) building envelopes proposed and limit the level of visual presence and dominance associated with the more elevated 10 and 16 storey blocks proposed.*
- 2. The site’s physical separation from residential and recreational receiving environments nearby – notably around Francis Street, Tennyson and Bracken Avenues, and the Patuone Walkway. This would help to reduce the proposal’s visual prominence to dominance, its visual presence and any effects in relation to privacy. It would also limit, though not entirely obviate, such effects in relation to those living down Esmonde Road, west of the Burns Avenue intersection (and Viewpoint 3).*
- 3. Viewing distance also plays a significant role in diminishing the effects of the proposal on the Northern Motorway and its Esmonde Road Interchange.*

4. *The avoidance of any encroachment on Shoal Bay and its margins near Francis Street and Spencer Terrace, as well as on the lagoon immediately north of Esmonde Road. Both would act as physical / spatial buffers between the subject site and development on it, and key receiving environments in its more immediate vicinity. Retention of the integrity of both Shoal Bay and its lagoon is also fundamental to maintaining and enhancing the dramatic interplay between Takapuna’s urban environs and the more natural qualities of the Waitemata Harbour – a factor that is discussed in relation to Viewpoints 1 and 4-6.*
5. *The receiving environments around the subject site have a highly variable nature. Thus, the residential areas at the end of Francis Street and Bracken Avenue, together with the Patuone Walkway and even the lower end of Tennyson Avenue, are more sensitive to change and susceptible to the effects of the proposed PPC development than most other receiving environments. By contrast, both ends of Esmonde Road are already heavily impacted by that arterial road corridor, its interface with the Northern Motorway and the high volumes of traffic using both. The Northern Motorway corridor is similarly ‘blighted’, while Barrys Point Road is additionally impacted by its matrix of commercial premises. These receiving environments are inherently much less sensitive to modification and could well benefit from the sort of signature development proposed by KBS.*
6. *The proposed development would not affect any significant views towards Shoal Bay and the Waitemata Harbour, or even towards Rangitoto from the Northern Motorway and its Esmonde Road interchange.*
7. *Although the proposed buildings would be large and of both an intensity and scale that is more akin to central Takapuna than the margins of Hauraki – at least as it now stands – the proposed modulation of their facades and rooflines, combined with the architectural detailing foreshadowed by the PPC, would help to emphasise their residential character and role. In turn, this would translate the blocky images shown in the photomontages for each viewpoint (**Attachments 18-35**) into more realistic apartment buildings that – for the most part – reflect the greater degrees of sophistication and urbanity anticipated in respect of the proposed complex. These factors would help to offset some of the effects derived from the scale and mass of the proposed blocks, both individually and cumulatively. As implied above (Point 4, above), the resulting collection of apartment buildings would also generate a frisson of positive tension and counterpoint between Shoal Bay and the emerging urban (as opposed to suburban) environs emerging around its lagoon / estuary, in particular.”*

Mr Brown also notes that:

“...the emergence of ‘5-7 storey’ THAB development down the northern side of Esmonde Road and around the shoreline of the Shoal Bay lagoon would help to forge links between that quite intensive, matrix and the 4-7 storey components of the subject site. Under such a regime, the

more elevated 10 and 16 storey components would still generate a degree of incongruity that is very marked, but this incongruity would be less stark than is depicted in JASMAX's photo simulations – which emphasise the low level, suburban qualities of that current setting.

In the context of just those images, the very idea of maintaining a 'pleasant' and (more particularly) an 'aesthetically coherent' residential environment at Hauraki and Takapuna is clearly challenged by the proposed PPC.

Yet, the AUP is clear in setting a new course for residential development within the THAB Zone, especially. It anticipates redevelopment to "predominantly five, six or seven storey buildings in identified areas, in a variety of forms" within the zone, and such outcomes deviate very substantially from the 'existing environment' found near Esmonde Road. Stages 1 and 2, already consented, will reach as high as 7 storeys, and much as the entire PPC complex would stand largely alone at present, this is less likely to be the case in the foreseeable future when visually associated with other THAB development. In turn, this transition would progressively erode the sense of difference and isolation currently associated with proposed PPC development. Given the magnitude of change foreshadowed by the AUP, and the absence of such redevelopment near the subject site to date, it has not been easy to assess the proposed buildings in such a context; nevertheless, it has been crucial to evaluation of the proposed development's longer term effects.

All of these considerations have contributed meaningfully to the low to moderate scale of effects identified for the proposed complex; however, the situation foreshadowed by the THAB and MHU provisions has been particularly important in assessing the proposed development's effects on those residential environs that more closely ring the application site including those of the fringe of Shoal Bay and its lagoon.

Looking at KBS's proposal as whole, it is also important to recognise that Viewpoints 1, 2, 4 and 5 capture true 'worst case' views from their respective streets towards the application site. These vantage points capture views that maximise the views towards, and level of exposure to, 48 Esmonde Road. Moving back up Francis Street, Bracken Avenue and Tennyson soon changes this situation, reducing both the extent of views towards the application site and the level of interaction with other key landscape features, such as Shoal Bay and its coastal edge. Indeed, most public views from further along these road corridors towards the Esmonde Road site are quite restricted, much as described for Viewpoint 2 in Napier Avenue.

Although Patuone Walkway would be affected to a slightly greater degree than most of the other viewpoints employed (the exception being Viewpoint 1), it is currently subject to quite limited use, and the proposed PPC complex would ultimately be viewed in conjunction with development within the large THAB Zone that flanks the lagoon, as well as – more sporadically – existing development at the rear of Barrys Point Road. Consequently, while the view chosen for Viewpoint 6 focuses very strongly on the application site, and the proposed development's effects are

addressed accordingly, this does not tell the ‘whole story’ in relation to the variety of experiences that the walkway exposes its users to.

*Taking all of the above factors into account, it is considered that the proposed buildings’ amenity and landscape effects would be of a Low to Moderate order, overall, with most ratings equating to a ‘Less Than Minor’ to ‘Minor’ level of effect, with reference to **Table 1**. Just those ratings for Viewpoint 1 (Francis Street) and Viewpoint 6 (the Patuone Walkway) would remain slightly more elevated, with a moderate (‘greater than minor’) level of effect identified for them in both the short and long terms.*

Other vantage points, away from the 9 employed in this assessment, would either be affected to much the same degree as outlined above or – more typically – to a lesser degree.”

Overall, Mr Brown concludes the following:

“Based on this assessment, it is my opinion that proposed PPC would give rise to development:

- That is not contrary to the Urban built character and neighbourhood character anticipated in the AUP for the coastal and residential areas around the subject site, even if it contrasts quite markedly with the current character of that landscape / environment. In my opinion the proposal will not be contrary to the NZ Coastal Policy Statement.*
- That would have a moderate-high level of effect on the ‘aesthetic coherence’ and ‘pleasantness’ of the mainly residential, environments presently found near the application site, but this would frequently reduce to a Low or Low-Moderate level as THAB development emerges across the Shoal Bay lagoon margins and near Esmonde Road as is anticipated by the AUP.*
- That has no impact in relation to other amenity values, including those associated with visual over-dominance, privacy and the spatial qualities of both neighbouring properties and Shoal Bay’s coastal margins.*
- That has little impact on the landscape and natural character values of Shoal Bay and its lagoon.*

The proposed development would clearly become a recognisable landmark at a key point of entry to Takapuna and the string of suburbs reaching down to Devonport. Currently, the area around the motorway interchange, Barrys Point Road and much of Esmonde Road is dominated by the infrastructure and use of both the Northern Motorway and a major arterial route. The area is further blighted by commercial development at the foot of Barrys Point Road, together with the adjoining 220kV transmission corridor. The proposed buildings would help to counterbalance this by introducing a form of development to the road corridor margins that has a residential character and that strongly articulates the interplay between a burgeoning city and its harbour

waters. The stepped form of the proposed apartment complex, together with its architectural modulation and detailing, would create a positive feature at this key juncture, helping to express the qualities of a more compact and intensive, coastal / harbour city.

These factors, together with the 'island' characteristics of the subject site, would help to counterbalance many of the effects associated with the apparent intensity, 'blocky' mass and height of the proposed apartment complex – as shown in JASMAX's photo simulations.

The proposal would be consistent with the Outcomes sought by the NPS Urban Development.

The Proposed Precinct Plan and THAB Zone provisions will provide an appropriate framework in which to direct and assess future development on the site.

As a result, the PPC provisions are considered to be appropriate in terms of their landscape and amenity effects, overall, notwithstanding the greater levels of effects that would be generated by the proposed apartment complex in the short term."

The nature of the proposed land use enables a wide range of environmental benefits to integrate the existing and surrounding natural landscape features of the area into the Precinct, while also providing greater opportunities for amenity and connectivity through the Precinct to support residential and landscape amenity values. In particular, the Visual Corridors identified on the Takapuna Features Plan seek to preserve views through the site to the coast, while also integrating these with the planned movement network and open spaces throughout the Precinct.

The application of objectives, policies, standards and criteria to achieve these outcomes will enhance the landscape and amenity values of the site above what the existing AUP regulatory framework would otherwise anticipate. I note the particular emphasis of the precinct in ensuring a high quality urban form that manages effects associated with the bulk of the building.

Overall, the report concludes that any adverse visual effects on the amenity of the area resulting from the proposed Takapuna 2 Precinct would range from low to moderate while also enhancing the existing landscape amenity within the surrounding development context. We adopt the findings of the LVA report and conclude that any adverse effects in terms of landscape and visual amenity would be able to be avoided, remedied or mitigated to a suitable level.

10.1.5 Conclusion

It is therefore considered that any adverse amenity effects associated with the design of buildings and layout of development and open spaces within the Precinct can be appropriately mitigated through the application of the standards and assessment criteria proposed for the Takapuna 2 Precinct.

The overall precinct provisions seek to deliver a development that is integrated with and connected to its surrounding context by providing for a built form that locates the greatest height of development through the centre of the Precinct, along with built development on the edges of the Precinct that is sensitive to context and nearby lower-intensity land uses.

A high degree of visual amenity and urban design is promoted through a range of development standards and assessment criteria that seek to ensure the planned outcomes of the Precinct are realised, while also ensuring that the effects of additional height are managed. The application of specific development standards and corresponding assessment criteria in relation to the form, scale, design and quality of buildings and open space areas ensures that development will support pedestrianisation within the Precinct and discourage reliance on private vehicle use.

A large and generous network of publicly-accessible open spaces through the Precinct ensures that pedestrian (and alternative transport) movement and connection is enabled. These spaces will provide for extensive landscaping, and where applicable deliver added ecological and biodiversity benefits through native and coastal planting, while also delivering a high degree of amenity to shared spaces throughout the Precinct to support the intensity of living anticipated. The overall built form enabled within the Precinct will have positive effects in terms of character, amenity and urban design as a result of the context-specific objectives, policies, standards and assessment criteria under the PPC.

10.2 Ecological Effects

An ecological assessment of the PPC has been undertaken by Wildlands and is attached as **Appendix J**. The ecological report outlines the existing ecological values of the Precinct and whether and how the proposed plan provisions could maintain and enhance the ecological values of the Precinct. The key themes assessed in the context of ecological values are:

- Effects on indigenous avifauna
 - Effects of construction and ongoing use of site
 - Bird strike and disorientation
 - Effects of increased lighting
 - Construction of possible boardwalk
- Effects on indigenous herpetofauna
- Stormwater and sediment effects
- Effects on the Coastal Environment

The ecological report notes that the Plan Change enables more built form on the site and thus construction activity might be anticipated to occur over a longer duration by comparison to the existing position – however, construction will remain a temporary effect and it would not cover a greater area than the current zoning, and arguably less area given the rezoning of the esplanade reserve.

Wildlands consider that for terrestrial birds, these effects are likely to be minimal, as the species present are all common and mobile and are likely to move back to the area following the completion of works. The report also notes that the shell bank (approximately 400 metres southeast of the site) provides valuable habitat for wading birds, both as nesting habitat for tūturiwhatu and a high tide refuge for tōrea, kuaka, and tūturiwhatu. The shell bank is far enough away from the site that it is considered highly unlikely that construction will have any negative impacts on this habitat.

In terms of the potential for bird strike and disorientation, several mitigation measures can be implemented to reduce bird strikes. Many bird species can see ultraviolet (UV) light, and the use of nano UV-reflective coatings or patterns on windows can greatly help to prevent bird strikes without detracting from human vision (Dey 2021). By dip-coating or heat-treating glass panels, the UV reflectance of glass can be as high as 27.8%, significantly affecting a bird's vision and potentially reducing bird-strike incidences. Alternatively, reducing the area of glass and or installing awnings, screens, grilles, shutters, and sunshades will break up the large areas with visual cues for birds to identify a hazard (Bird-Friendly Best Practise: Glass 2016). The proposal includes criteria that seek to provide breaking up of the built form.

The possible pedestrian connection to Francis Street has the potential to cause disturbance to moho-pererū if it passes through mangroves. The design of this connection has not been finalised and a full assessment of potential ecological impacts and mitigation measures will be prepared when resource consent for the connection is applied for. Wildlands has concluded that by carefully designing the boardwalk to avoid the higher diversity of vegetation and habitat types along the coastline, such as saltmarsh vegetation and brackish watercourses, the adverse ecological effects of the proposed pathway are likely to be no more than minor.

The ecological report also notes that further development will be subject to a resource consent which will ensure that the proposal provide suitable stormwater mitigation to ensure that the actual or potential effects on stormwater can be suitably managed. In my view stormwater quality will actually be enhanced as a result of the proposals for the site by removing the current at grade parking and replacing it with basement parking and non-contaminant roofing for all buildings.

In terms of the potential works in the coastal environment, Wildlands note the following:

“Any works below Mean High Water Springs Tide Mark would be subject to the requirements of the Coastal Plan. The Unitary Plan is considered to include sufficient controls to manage the actual or potential effects of the proposed walkway. A full assessment of the potential adverse ecological impacts of the boardwalk and pedestrian connection will be undertaken when consent applications are submitted. With appropriate mitigation, it is anticipated that the adverse ecological impacts of these structures will be less than minor.”

Overall, the ecological report observes that:

“The potential adverse effects on all avifauna species are considered to be temporary in duration and less than minor in magnitude and therefore no mitigation is proposed. No effects on indigenous herpetofauna or on the coastal environment are expected as a result of stormwater flows and sedimentation. The Precinct Plan facilitates the provision of a coastal walkway and potential pedestrian crossing to Francis Street, and with appropriate mitigation it is anticipated that the potential adverse effects of these structures will be less than minor.”

Overall, implementation of the proposed precinct is considered to have less than minor potential adverse ecological effects. Establishing and restoring the proposed esplanade reserve (Section 11) will increase the ecological values of the site. As such, implementing the proposed plan change is likely to result in a net ecological benefit to the site.”

In light of the baseline existing ecological values of the site and approved resource consents, we accept the findings and conclusions of the Wildlands ecological report and conclude that PPC and Takapuna 2 Precinct provisions will bring about positive ecological effects overall through the maintenance and enhancement of the coastal edge within the Precinct, and enhanced stormwater quality treatment.

Overall, it is my opinion that any ecological effects arising from the proposal present plans will be acceptable and can be suitably addressed during future resource consent applications.

10.3 Economic Effects

Economic matters are addressed in detail in the Economic and Retail Impact Assessment prepared by Urban Economics, attached as **Appendix G**.

The report considers the potential economic effects of the PPC which provides for an increase in the intensity of residential development as result of enabling additional building height through the proposed precinct. As the PPC also provides for a very small area of non-residential activities located centrally within the Precinct, the report also considers the potential retail and distributional effects of intensity located around such activities, and the extent to which these land uses may or may not undermine the role and function of existing centres. These are noted as being primarily the Takapuna Metropolitan Centre. The report also considers the economic effects of increased dwelling supply outside of the established nearby centres, and other related economic effects as a result.

The proposed precinct provisions would allow a limited amount of commercial activity on the ground floor of sites subject to the I552.6.12 Commercial GFA and location control as-identified on Precinct Plan 1 – Takapuna features plan. These standards limit the total GFA of commercial and healthcare activities to 1,257m², with retail activities limited to 1,200m², in accordance with the assumptions of the economic report, while also limiting the location of such non-residential

uses to enable a small non-residential node that will support residents. This is also in accordance with the approved resource consent that has been granted for the site (Stage 1) The GFA of individual tenancies are also provided for up to 200m² to encourage uptake, but also ensure that individual tenancies are not of a scale that might compete with large commercial offerings outside of the Precinct, and therefore reduce the potential for trips into the Precinct (in essence, providing for convenience amenities to service residential occupation within the Precinct).

As a result, any adverse effects on the viability of the centres arising from this additional flexibility is mitigated by the specific precinct provisions that discourage the establishment of commercial activities elsewhere in the Precinct. The intention is to concentrate all commercial and healthcare services within the centre of the Precinct to deliver a coherent, focal and viable community hub.

Overall, the Economic report notes that proposal would have the following key **economic benefits**.

- 1. The site has access to the Northern Busway and State Highway 1 providing efficient transportation links.*
- 2. The site has island characteristics that would create an exclusive market perception and increase demand.*
- 3. The proposal increases the direct GDP impact of the construction of 48 Esmonde Road by \$118.5 million above the baseline development.*
- 4. The proposal increases the flow-on GDP impact of the construction of 48 Esmonde Road by \$295.8 million above the baseline development.*
- 5. The proposal increases the direct employment impact of the construction of 48 Esmonde Road by 300 FTE jobs above the baseline development.*
- 6. The proposal increases the flow-on employment impact of the construction of 48 Esmonde Road by 330 FTE jobs above the baseline development.*
- 7. The proposal would enable an additional 187 dwellings. This would result in an infrastructure cost saving of \$31 million as there would be 187 fewer dwellings required on Future Urban Zone (“FUZ”) greenfield land would be required to accommodate future population growth.*
- 8. The site is in close proximity to schools, community facilities, medical facilities, entertainment facilities, parks and recreation facilities.*
- 9. The proposal enables a masterplanned commercial mixed-use development in an established urban location. This will support the compact city objective of the AUP.*

10. The proposal reduces transportation costs by providing on-site access to goods/services and employment.

Overall, the proposal is expected to have a range of economic benefits and no notable economic costs. The proposal is therefore recommended for approval.

I agree with and adopt the conclusions of Urban Economics and conclude that the proposed Precinct would not generate adverse retail distributional effects on nearby centres. The proposed Precinct would generate positive economic effects as a result of greater intensity of residential development in proximity to existing centres, and the associated servicing and retail spend delivered to those centres.

10.4 Transport Effects

Traffic and transportation effects have been considered in the Integrated Transport Assessment (ITA) prepared by Tonkin and Taylor, attached in **Appendix F**.

Key transportation considerations assessed include the compatibility of the PPC with the AUP provisions, the accessibility of the Site using various modes of transport, the ability of the internal and surrounding transport network to safely and efficiently accommodate trips generated by potential development, and the effectiveness to the transport-related provisions within the proposed precinct.

Auckland Transport operate a number of services in the vicinity of the site with two services operating directly adjacent to the site. Akoranga bus station which is part of the northern busway is a 900 m walk from the existing site access. There are three services which run on the Northern Busway through Akoranga station, these are the NX1, NX2 and 866. Between these services there are buses arriving less than every two minutes at Akoranga bus station in the morning peak.

The specific provisions included within the Precinct have been designed and based upon the findings of the Tonkin and Taylor assessment and seek to ensure the necessary upgrades to the overall transport network are in place to support the level of development enabled by the PPC. These are outlined and assessed in the ITA, and are summarised as follows:

- The site is controlled by one vehicle entry and will be updated as part of the Stage 1 and 2 development that has already been approved for the site. This intersection will be upgraded at the cost of the applicant, and it has been designed to meet the anticipated transport demands of the ultimate site development. The PPC includes controls to manage the effects on the intersection and to enable and encourage the use of alternative forms of transport rather than private vehicles.

- The development will control the number of car parking spaces that are available with a maximum of 324 for the Precinct proposed. This is based on a car park ratio of 0.55 for all residential activities and 553 dwellings.
- A parking management plan has been prepared for Stage 1 and Stage 2 which provides information on the mechanisms in place limiting the trips generated by the site. It is intended this parking management plan will be applicable to the wider Precinct. This can be found in Appendix D of the ITA.
- Suggested measures as set out in section 8.5 of the ITA, including:
 - Provision of a private shuttle bus between the site and Takapuna is provided for residents, to encourage behaviour change away from private vehicle and towards public transport.
 - Provision of the publicly-accessible shared cycle/pedestrian path along the extent of Esmonde Road identified on Precinct Plan 1.
 - Provision of a Parking and Traffic Management Plan (as noted above).
 - Provision of intersection upgrades (as noted above).

Proposed provisions also include the requirement to locate the site access in accordance with Precinct Plan 1, which has specifically located the access requirements, and connectivity with the green open space pedestrian and cycling network. The other existing access to the site will be closed off.

On-site parking, manoeuvring and ingress and egress to the Site will depend on the design of future development, and would be addressed at the resource consent stage in accordance with the requirements under Chapter E27 of the AUP.

Overall, and based on the assessment of Tonkin and Taylor conclude the following:

“Based on the above assessment of transport effects the site for the proposed development at 48 Esmonde Road as per the proposed Precinct Plan, it can be concluded that:

- *The signalised intersection, subject to mitigation details, can accommodate trip generation thresholds detailed in Section 4;*
- *The site is strategically located and has good accessibility to walking, cycling and public transport infrastructure;*
- *Parking on-site will be restricted and controlled, with various travel demand management plans for the site; and*
- *The proposed development encourages key regional and district transport policies, supported by Precinct provisions.”*

10.5 Geotechnical and Coastal Effects

A geotechnical investigation report for the PPC was prepared by Tonkin and Taylor in relation to the Site and is attached as **Appendix N**. A coastal hazards assessment is also attached as **Appendix O**.

The reports assess the feasibility of the Site for future development in regard to stability, based on the underlying characteristics and location of the Site.

Overall, we adopt the findings of the geotechnical and coastal reports and consider that any adverse geotechnical effects as a result of development of the Site via the PPC could be avoided, remedied or mitigated through the application of appropriate engineering design, techniques and construction methods. Furthermore, the AUP provides an existing framework for the management of future land disturbance activities such that any potential future-effects arising as a result of groundwater can be avoided, remedied and/or mitigated.

10.6 Acoustic Effects

Urban development has the potential to result in noise effects on future occupants of buildings. The main effects that may potentially arise from the proposed plan change relate to effects between uses (inter-tenancy effects) and health and amenity effect on residential dwellings arising from road noise.

The applicant proposes that the precinct provisions would include a provision relating to the need to provide a specific acoustic assessment to address acoustic effects arising from inter-tenancy effects and road noise.

In my opinion, the AUP provides an existing framework for the management of noise effects such that any potential future-effects arising as a result of noise relating to road and inter-tenancies noise can be avoided, remedied and/or mitigated.

10.7 Stormwater, Flooding, Water Supply and Wastewater Capacity Effects

Information and assessments relating to stormwater, flooding, water supply, wastewater capacity and other services has been provided by Maven in the Engineering and Infrastructure Report attached as **Appendix L**. The following assessment is therefore a summary of what are considered to be the key findings of the infrastructure assessment.

10.7.1 Stormwater

Development of the Site in accordance with the proposed Precinct would result in an increase in impervious area on the Site. However, I note that the site is currently held in one title and under the current THAB zone impervious provisions of a maximum 70%, the site could provide

impervious areas in the order of 1.5096 hectares (70% of 2.1566 hectares). The vesting and protection of the proposed Esplanade Reserve will have an area of approximately 7,500m², which means that the actual impervious area within the site as a whole would remain less than that enabled by the current THAB zone provisions (21,566m² – 7,500m² = 14,066m²).

Maven has prepared a Stormwater Management Plan (refer to **Appendix M**) to accompany the PPC and have recommended a water sensitive design approach for stormwater management in order to address those effects.

Maven notes the following:

“The high-risk receiving environment emphasises the importance of how stormwater runoff from development areas is managed, high stormwater quality of discharge is required to protect the downstream receiving environment.

The proposed development incorporates a Water Sensitive Design approach focusing on reducing or eliminating stormwater contaminants through source control (inert materials) and utilising natural systems and processes to manage stormwater quality effects. (biofiltration)

Trafficable surfaces require treatment as per Auckland Council requirements – TP10 Stormwater Management Devices: Design guidelines manual. The primary water quality objective of the treatment is to remove 75% of total suspended sediment on a long-term average basis.

Stormwater runoff from future development of Accessways, manoeuvring and carparking areas, will include stormwater quality treatment by utilising proprietary devices to achieve the best practical stormwater management outcome. The use of such devices will be subject to future consultation with Healthy Waters.

Buildings will be roofed with inert roofing materials (e.g. Green roofs) which will not generate contaminants and therefore will not require quality treatment., the design and construction of which will be subject to future building consents from Auckland Council.

The stormwater management strategy proposed in the SMP is consistent with the guidelines of Auckland Council’s GD04 Water Sensitive Design for Stormwater and the AUP – OP.

The proposed development will achieve the AUP – OP and Precinct objectives by utilising approved devices outlined above.”

To capture the above, the Takapuna 2 Precinct requires that all development be undertaken in accordance with either the Auckland Regional Network Discharge Consent or an SMP certified by the network utility operator (Auckland Council – Healthy Waters). This is reflected in Standard I552.6.8 – Stormwater.

In regard to the impervious coverages proposed under I552.6.2, the infrastructure report and SMP both demonstrate that a comprehensive precinct-wide approach to coverages can be accommodated through the provisions, based on the confined catchment within the Site and the proposed protection of the Esplanade reserve. As such, the overall impervious coverage of across the Precinct can be accommodated within the receiving environment, subject to compliance with the standard requiring development in accordance with the SMP, and the mitigation measures and management approach outlined therein.

Overall, provided stormwater management is undertaken in line with the recommendations of the report and the SMP, any adverse effect on the environment as a result of stormwater runoff from new impervious surfaces in the proposed precinct would be able to be avoided, remedied or mitigated.

10.7.2 Flooding and Coastal Inundation

The existing site is free from flooding and coastal inundation due to topography and the ability to drain stormwater flows into the Harbour. While the site adjoins the coast, the Mean High Water Springs (MHWS) level surrounding the site is 1.57m and proposed finished floor level of the proposed buildings is 5.20m.

Compliance with the existing AUP standards regarding flooding and overland flow is managed through Chapter E36 and would be subject to detailed assessment as part of any future resource consent application. As a result, any adverse effects on the environment arising from potential flooding on the Site will be able to be avoided, remedied or mitigated.

10.7.3 Wastewater

All development in the proposed precinct would be able to connect to the existing reticulated network. Maven has advised that the proposed 225mmØ public wastewater line will have sufficient capacity to service the subject development.

Maven has also investigated downstream capacity of the transmission line and pump station with Watercare. It is considered that the recent upgrade of the pump station will allow for maximum probable development of the upstream catchment area (including the subject site). However, information regarding the modelled network capacity downstream is to be confirmed with Watercare. This typically takes place at the resource consent stage.

Overall, we conclude that any adverse effects resulting from the disposal of wastewater in the Precinct would be able to be avoided, remedied or mitigated.

10.7.4 Water Supply

The Site can be serviced by extending the public water supply network. Watercare has assessed a potential development scenario of 553 apartments, including a 182 unit hotel, and several non-residential uses. This gives a demand greater than 15l/s. The assessment confirms that there is sufficient local network capacity based on the proposed upgrades by the developer, (a new 250mm OD (200mm ID) watermain). It is proposed the development will be serviced by 3 new fire hydrants installed on the proposed 250mmØ watermain within the berm fronting the subject site.

Overall, we conclude that any adverse effects resulting from the supply of potable water in the Precinct would be able to be avoided, remedied or mitigated.

10.7.5 Other utilities

The infrastructure report outlines the servicing from other utilities available within the PPC Site in section 8 of the report. Communication with network utility providers confirms that extension of the existing power, gas and telecommunication networks is achievable, subject to further details regarding the future development of the Precinct.

Overall, we therefore conclude that servicing is available from other utilities to support the Precinct, the details of which would be assessed and required as part of future resource consents.

10.7.6 Infrastructure Conclusion

Overall, the Engineering and Infrastructure Report concludes the following:

Future resource consents will require resource consent in accordance with the Auckland wide controls. These consents will require that erosion and sediment control measures are implemented and maintained in accordance with the Engineering Plans.

“Proposed site wide earthworks include excavations for formation of building platforms.

Tonkin and Taylor have provided a geotechnical assessment to be submitted with this report as part of the plan change application. The report identified a number of geotechnical considerations and concluded that the site is considered to be geotechnically suitable for the extent of development enabled by the proposed plan change.

Auckland Council’s GeoMaps does not identify any flood sensitive, flood prone or flood plain areas within or directly surrounding the site. The coastal margins of the site are, however, subject to the 1% AEP and 1m sea level rise control. The Mean High Water Springs (MHWS) level surrounding the site is 1.57m and the proposed finished floor level of the buildings are 5.20m.

Stormwater drainage can be provided for the proposed residential development. Final stormwater details will require building consent further approvals and will be in accordance with the NZ Building Code for private drainage. The proposed SMP will manage the effects of stormwater, in particular, stormwater quality discharges in the Hauraki Gulf Harbour.

Wastewater drainage can be provided for the proposed residential development. Final wastewater details will require building consent further approvals and will be in accordance with the NZ Building Code for private drainage.

Water supply infrastructure surrounding the site is considered sufficient for potable water supply and firefighting demand required for the proposed residential development. However, final potable water demand of the proposed development is to be confirmed by the Hydraulic Engineer. Watercare will need to be confirm that this demand can be met by existing supply. Telecommunications, power and gas networks are present in the surrounding area and service is to be confirmed by the utility providers.

The information gathered to-date confirms that the site is suitable for the proposed Plan Change.”

Overall, I therefore conclude that servicing is available to support the Precinct, the details of which would be assessed and required as part of future resource consents.

10.8 Effects on Mana Whenua

A complete outline of Mana Whenua engagement is provided within section 11 below.

A Cultural Values Assessment ('CVA') has been provided by Ngāi Tai ki Tāmaki for the Site (refer to **Appendix U**). The applicant has engaged in ongoing dialogue with Ngāi Tai ki Tāmaki in formulating the Precinct provisions and in ongoing engagement through the design and implementation phases of the project. The PPC has incorporated the following aspects into the proposed Precinct Plan:

- An expectations for high quality stormwater treatment to maintain water quality and preserve the mauri of the Waitemata Harbour;
- Protection of the coastal esplanade reserve;
- The coastal margin is supported through landscaping comprising predominantly native species, to contribute to the amenity of the precinct and to support ecological function; and,
- Development that integrates mātauranga and tikanga into the design of new buildings and public open spaces.

An archaeological assessment has also been undertaken by CFG Heritage. This report is attached in **Appendix U**. The report concludes that:

“Although Patuone’s house was located on Part Allotment 32 Section 1, Takapuna Parish, there is no remaining evidence of the house itself and there will be no adverse effects on this site resulting from the proposed plan change. As a result, no heritage constraints on the proposed plan change have been identified by this assessment. It should be noted that this assessment is of historic heritage significance using the RPS criteria under the AUP, and an archaeological assessment may determine if an archaeological authority from HNZPT is required for future subdivision or development.”

Notwithstanding the above, I note that archaeological surveys do not always detect sites of traditional significance to Māori, and that tangata whenua should always be consulted regarding the possible existence of such sites on the property. Given the investigations undertaken to-date, it is anticipated that accidental discovery would require engagement with Mana Whenua.

10.9 Social Effects

A well designed intensive urban community can generate a range of social benefits particularly if high quality amenity and public transport services is available.

The compact nature of the proposed development will encourage walking which is beneficial in terms of fitness and health. The proposal will create more opportunities for interaction with neighbours and other residents of the area than is the case in typical low-density suburban situations. In addition, the increased diversity and density of activities increases the vitality of the development and incorporating residential activity, in particular, increases the hours of activity on a site.

The proposal will maximise accessibility to the Site and the surrounds to enable people explore and experience the environmental qualities of the site through the enhanced, walkways and proposed open spaces. The proposed non-residential node will provide for the wellbeing of the community.

Ready access to safe and convenient public transport services, and to walking and cycling networks, enables residents, workers and visitors to be less car dependent. The active modes have beneficial effects on community health, and there is often more social interaction with walking and public transport.

Overall, it is considered that the development enabled by the PPC will be beneficial in terms of social effects.

10.10 Overall Environmental Effects Conclusion

Overall, it is considered that any adverse effects generated by development enabled by the PPC will be minor and satisfactorily mitigated through the proposed precinct provisions. In addition, it is considered that there will be significant positive effects from the form of development enabled and the facilitation of greater access through the site for residents and the surrounding community.

11.0 Consultation

In preparing the PPC, the applicant has commenced consultation and engagement with a number of parties, including Auckland Council, Mana Whenua, Watercare Services Limited, Auckland Transport, Waka Kotahi, and the Devonport - Takapuna Local Board.

Mana Whenua iwi of this site area were invited to join an engagement process for the development of the masterplan in December 2019. One Mana Whenua iwi confirmed their interest in engaging with this project.

- Ngāi Tai ki Tāmaki.

A summary of consultation undertaken to date is included within **Appendix S**. That appendix will be updated as additional responses are received.

At this stage, no significant concerns have been raised, although consultation is ongoing and some parties have not yet had an opportunity to respond. Council will be advised of all responses received as the PPC process moves forward.

12.0 Conclusion

The establishment of the proposed Takapuna 2 Precinct on the Site is considered to be the most appropriate means to achieve the purpose of the RMA. It would be the best available option to enable and facilitate the comprehensive and integrated development of a large strategically located site comprising a new residential community of up to 553 homes including a small non-residential node within a unique coastal setting while protecting and enhancing the environmental, cultural, landscape and amenity values of the area.

The PPC is considered to be consistent with the higher order statutory plans and documents of the AP 2050 and the RPS and the section 32 analysis has confirmed that the proposed precinct plan approach is appropriate for the Site. Through that evaluation it has been determined that enabling a high intensity residential development is more appropriate than the status quo or a Mixed Use zoning.

The proposal is consistent with the objective and policies of the THAB zone, the Open Space Conservation Zone, and the Natural Resources, Transportation, Natural Hazards and Subdivision sections of the AUP.

The integration of land use and transport infrastructure facilitates the enablement of additional residential activity on the Site, and the co-location of commercial and residential uses at a high intensity makes efficient use of the physical land resource and existing infrastructure, including transport infrastructure.

The Site is well located in relation to the transport network and the PPC will support and encourage the use of public transport services. Although additional travel demand will be generated by the anticipated development on the Site, increased public transport usage and other trends that have the potential to reduce work related travel at peak times will enable the intensive development of the Site to take place without having significant adverse effects on the operation of the surrounding road network.

The proposal is able to occur without generating significant adverse effects on the owners and occupiers of the surrounding properties, particularly in terms of shading, dominance and privacy effects. The Site is a large property within which development is unconstrained by an existing public street network. This enables a high amenity urban development to be provided within the Site, with external effects able to be minimised to an acceptable level.

A comprehensive assessment of environmental effects potentially generated by development enabled by the PPC has been carried out. Any adverse effects generated by the proposed development will be minor and satisfactorily mitigated, and there will be significant positive social, cultural and environmental effects from the form of development that would be enabled.

The assessments demonstrate that the proposed new objectives of the Takapuna 2 Precinct are the most appropriate way to achieve the purpose of the Act and to contribute to the achievement of the objectives in the RPS section of the Unitary Plan, and that the proposed new policies and rules of the Takapuna 2 Precinct will efficiently and effectively achieve the objectives of the zone and the Precinct.

Overall, it is considered that the PPC is the most appropriate way of achieving the purpose of the RMA and it is therefore recommended for favourable consideration pursuant to the procedures set out in the Act. The PPC will enable the efficient use of the site, while at the same time providing appropriate controls to ensure that the particular characteristics and outcomes sought for the site are recognised and provided for.

PPC assessment undertaken by:



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