

Beachlands South Limited Partnership
Section 32 Assessment Report
Beachlands South Precinct



Private Plan Change Request

30 September 2022

1.0 CONTENTS

1.0	CONTENTS	1
2.0	THE APPLICANT AND PROPERTY DETAILS	1
3.0	EXECUTIVE SUMMARY	2
4.0	INTRODUCTION	4
4.1	Statutory Considerations	4
4.2	Plan Change Overview	9
4.3	The Partnership	13
5.0	SITE LOCATION AND DESCRIPTION	13
5.1	Site Description	13
5.2	Existing Planning Context	16
5.3	Transport Environment	19
5.4	Employment and Community Activities	20
5.5	Urban Growth Context	22
6.0	PLAN CHANGE REQUEST.....	29
6.1	Detail of the Plan Change Request	29
6.2	Objectives and Policies	31
6.3	Mana Whenua and Cultural Landscape	32
6.4	Ecology and Sustainability	33
6.5	Natural Environment	34
6.6	Housing.....	34
6.7	Business and Employment.....	35
6.8	Community and Amenities	36
6.9	Transport and Movement	36
6.10	Infrastructure	38
6.11	Proposed Zoning and Precinct Plans.....	39
6.12	Summary	40
7.0	BEACHLANDS SOUTH STRUCTURE PLAN	40
7.1	Structure Planning	40
7.2	Vision and Key Outcomes	43
7.3	Design Principles and Key Spatial Design Moves	44
8.0	STRATEGIC PLANNING FRAMEWORK	46
8.1	Auckland Regional Policy Statement	46
8.2	Auckland Plan 2050	78
8.3	Future Urban Land Supply Strategy	81
8.4	New Zealand Coastal Policy Statement	82
8.5	Hauraki Gulf Marine Park Act	83
8.6	National Policy Statement – Urban Development	85
8.7	National Policy Statement for Freshwater Management 2020	88
8.8	National Policy Statement on Electricity Transmission 2008.....	89
8.9	Proposed National Policy Statement – Indigenous Biodiversity	89

8.10	Proposed National Policy Statement – Highly Productive Land.....	89
8.11	National Environmental Standards – Freshwater Management.....	90
8.12	National Environmental Standard – Contaminated Land	90
8.13	National Environmental Standard – Sources of Human Drinking Water	91
8.14	National Environmental Standard – Air Quality.....	91
8.15	National Environmental Standard – Renewable Electricity Transmission	91
8.16	Auckland Unitary Plan – Operative In Part	91
8.17	Treaty Settlement Legislation.....	99
8.18	Iwi Management Plans	99
8.19	Low Carbon Auckland 2014	100
8.20	Auckland Urban Ngahere (Forest) Strategy 2018.....	100
8.21	Local Board Plans.....	100
8.22	Auckland Regional Land Transport Plan	103
8.23	Catchment Management Plans, Network Discharge Consent	104
8.24	Watercare Asset Management Plan 2016 -2036.....	104
9.0	ASSESSMENT OF EFFECTS.....	104
9.1	Landscape and Visual Amenity	104
9.2	Economics and Centres Hierarchy	106
9.3	Sustainability	108
9.4	Cultural Values.....	109
9.5	Heritage and Archaeology	110
9.6	Soils	112
9.7	Contamination.....	113
9.8	Geotechnical Hazards.....	114
9.9	Coastal Hazards	115
9.10	Flooding and Stormwater Management.....	116
9.11	Servicing – Water Supply and Wastewater.....	119
9.12	Ecology	122
9.13	Coastal Water Quality and Sedimentation	129
9.14	Urban Form and Quality Built Environment	131
9.15	Transport.....	132
9.16	Summary of effects	137
10.0	SECTION 32 ANALYSIS.....	138
10.1	Appropriateness of the Proposal to Achieve the Purpose of the Act	138
10.2	Objectives of the Plan Change.....	139
10.3	Appropriateness Of The Provisions To Achieve The Objectives.....	144
10.4	Other Reasonably Practicable Options For Achieving The Objectives	147
10.5	Risk of Acting or Not Acting.....	174
10.6	SECTION 32 ANALYSIS CONCLUSION	174
11.0	CONSULTATION	174
11.1	Auckland Council and Council COntrolled Organisations	175
11.2	Ministry of Education	176
11.3	Iwi.....	176

11.4 Public Consultation.....	177
12.0 CONCLUSION	178

List of Appendices:

- Appendix 1: Plan Change Zoning Map
- Appendix 2: List of Properties included in Plan Change Area
- Appendix 3: Beachlands South Precinct Provisions
- Appendix 4: Beachlands South Structure Plan
- Appendix 5: Masterplan Design Report
- Appendix 6: Urban Design Assessment
- Appendix 7: Beachlands South Sustainability Strategy
- Appendix 8: Landscape and Visual Assessment
- Appendix 9: Visual Simulations (S Brown Attachments 1-22)
- Appendix 10: Economic Assessment
- Appendix 11: Integrated Transport Assessment
- Appendix 12: Water Supply Concept Report
- Appendix 13: Wastewater Assessment
- Appendix 14: Draft Stormwater Management Plan
- Appendix 15: Overall Ecology Summary
- Appendix 16: Freshwater Ecology Assessment
- Appendix 17: Terrestrial Ecology Assessment
- Appendix 18: Wetland Ecology Assessment
- Appendix 19: Marine Ecology Assessment
- Appendix 20: Ecological Effects Assessment Volume 2: Appendices
- Appendix 21: Coastal Water Quality and Sedimentation Assessment
- Appendix 22: Coastal Hazards Assessment
- Appendix 23: Earthworks Assessment
- Appendix 24: Geotechnical Assessment
- Appendix 25: Detailed Site Investigation

Appendix 26: Soil and Land Use Capability Assessment

Appendix 27: Archaeological Assessment

Appendix 28: Cultural Values Assessment

Appendix 29: Consultation Summary Report

Appendix 30: New Zealand Coastal Policy Statement Assessment

2.0 THE APPLICANT AND PROPERTY DETAILS

To:	Auckland Council
Site Address:	110 Jack Lachlan Drive; and 620, 680, 682, 702, 712, 722, 732, 740, 746 758 and 770 Whitford-Maraetai Road, Beachlands.
Applicant Name:	Beachlands South Limited Partnership (BSLP)
Address for Service:	Unio Environmental Ltd Private Bag 92518 Auckland 1141 Attention: Vijay Lala/ Nick Roberts
Legal Description:	Refer to list of properties in Appendix 2
Site Area:	307.1161 hectares
AUP Zoning:	Rural – Countryside Living
AUP Precinct:	Whitford Precinct
Locality Diagram:	Refer to Figure 1
Brief Description of Proposal:	Private Plan Change request to rezone approximately 307 hectares of land in Beachlands from Rural – Countryside Living to a mix of business, residential, open space and Future Urban zones.

3.0 EXECUTIVE SUMMARY

The Beachlands South PPC proposes to rezone approximately 307 hectares of Rural – Countryside Living zoned land with a contiguous boundary to existing coastal town of Beachlands to a variety of urban zones. The PPC proposes to “live” zone the northern portion of the land (159.54 hectares) a mixture of residential, business and open space zones. The southern portion of the land (147.5761 hectares) is to be zoned Future Urban. The PPC will result in an expansion of existing Beachlands coastal town as provided for under Policy B2.6.2(3) of the Auckland Regional Policy Statement (RPS). Policy 3 provides for the following:

Enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines.

The PPC also proposes to replace the existing Whitford precinct (and sub-precinct) provisions with the proposed Beachlands South precinct provisions. The PPC includes a large number of significant positive and unique elements that support and justify the expansion of the Beachlands coastal town in this location. These include the following:

- Mana Whenua Values are recognised and given effect to over the PPC land by the inclusion of the Cultural Landscape Plan and Mana Whenua standards/provisions within the PPC.
- The identification, protection, restoration and enhancement of approximately 80 hectares of land which will become an Ecologically Protected Area Network (EPAN) within the PPC area.
- The inclusion of a detailed Sustainability Strategy that outlines initiatives reducing the effects of climate change and biodiversity loss. This includes forest sequestration within the site, water sensitive design and the requirement for resource consents to be assessed against the Sustainability Strategy.
- The existing Pine Harbour ferry service supports higher intensity development in proximity to the ferry and strong connections to it. The proposed transit adjacent development will support public transport use and less reliance on private vehicle trips.
- The transport and infrastructure requirements for the PPC will be fully funded and does not rely on Council funding. Specific details of proposed funding are provided in section 7.1 of this report.
- The development partnership includes the Guardians of the New Zealand Superfund and the Ngāi Tai Hapai Development Limited Partnership. The PPC has been developed in consultation with Mana Whenua and includes a number

of initiatives that have been developed through a series of hui and engagement with Ngāi Tai ki Tāmaki. This forms a strong affiliation with Mana Whenua of the land and New Zealand Superfund who are long term investors with a very strong financial backing.

- The provision of significant housing, employment, open space/community and education opportunities within a single plan change.
- Comprehensive consultation has been undertaken in the preparation of the PPC and is reflected in the PPC provisions.

The Auckland Plan has a goal of 6% of Auckland’s minimum dwelling target to be accommodated in rural areas. This equates to a total of 24,498 dwellings. The PPC for Beachlands South has a potential residential yield of 3,000 dwellings over the live zoned area which represents a significant opportunity to deliver approximately 12.2% of Auckland’s dwelling target in existing rural areas. This is considered to be valuable housing stock in one of the fastest growing local board areas within the Auckland Region (2.1% - Franklin, second only to Rodney at 2.3%).

With regard to the Section 75 and Section 32 requirements of the Resource Management Act 1991, the PPC:

- A detailed suite of objectives, policies and rules for Beachlands South;
- A detailed assessment of national policy statements (including the National Policy Statement on Urban Development) and confirmation that the PPC gives effect to these statements.
- A detailed assessment of the New Zealand Coastal Policy Statement (and Hauraki Gulf Marine Park Act) and confirmation that the PPC gives effect to the documents;
- An assessment of the Medium Density Residential Standards and confirmation that the PPC gives effect to these;
- A detailed assessment of the Auckland Regional Policy Statement and confirmation that the PPC gives effect to this statement;
- A detailed Section 32 evaluation that examines the PPC objectives give effect to purpose of the Act and the PPC provisions are the most appropriate way to achieve the objectives by undertaking an assessment of options, efficiency and effectiveness and costs and benefits. The assessment concludes that the PPC provisions are the most appropriate and as the technical analysis has provided sufficient certainty there is no risk of acting on uncertain information.

As a result, it is considered that the environmental effects resulting from the implementation of the PPC are able to be appropriately managed and that the PPC

accords with the sustainable management principles outlined in Part 2 of the Act and satisfies section 32 of the Act.

4.0 INTRODUCTION

This report has been prepared to support the Beachlands South Proposed Private Plan Change (“PPC”) which is requested under Clause 21 of Schedule 1 of the Resource Management Act 1991 (RMA), submitted by Beachlands South Limited Partnership (“BSLP”). The PPC is in accordance with Clause 21 as BSLP seeks a change to the district plan provisions of the Auckland Unitary Plan (AUP).

4.1 STATUTORY CONSIDERATIONS

This plan change request has been prepared in accordance with the requirements of Clause 22 of Schedule 1 of the Resource Management Act 1991 (RMA) which states:

Clause 22 Form or request

- (1) *A request made under clause 21 shall be made to the appropriate local authority and shall explain the purpose of, and reasons for, the proposed plan or change to a policy statement or plan and contain an evaluation report prepared in accordance with section 32 for the proposed plan or change. (emphasis added)*
- (2) *Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.*

Section 32 of the RMA sets out the requirements for an evaluation report as follows:

Section 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-*

- (c) identifying other reasonably practicable options for achieving the objectives; and*
- (d) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and*
- (e) summarising the reasons for deciding on the provisions; and*
- (f) 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.*

The PPC also satisfies the Clause 25 requirements of Schedule 1 (RMA) including the requirement to be in accordance with sound resource management practice (sub-part 4(c)) and incorporates the MDRS (sub-part 4A). The PPC is attached to this report as **Appendix 3**.

The assessment undertaken in this report and the supporting technical reports addresses these matters and has informed the PPC.

A summary of the requirements for assessing district plans or plan changes, was comprehensively dealt within the Environment Court's interim decision in *Long Bay-Okura Great Park Society Incorporated & Ors v North Shore City Council*¹. This was a reworking and expansion of the earlier *Eldamos* test²

Provided below is a summary the *Long Bay* approach (amended to reflect amendments made to the RMA in 2015):

A General Requirements

- (1) A district plan (change) should be designed to accord with, and assist the territorial authority to carry out - its functions so as to achieve the purpose of the Act³*
- (2) When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement⁴.*
- (3) When preparing its district plan (change) the territorial authority shall:*

¹ *Long Bay-Okura Great Park Society Inc & Ors v North Shore City Council* (Decision No. A 78/2008).

² *Eldamos Investments Ltd v Gisborne District Council* W047/05, 22 May 2005.

³ Sections 72 and 74(1).

⁴ Sections 75(3)(a) and (b).

- (a) have regard to any proposed regional policy statement;
- (b) give effect to ~~not be inconsistent with any operative regional policy statement.~~
- (4) In relation to regional plans:
- (a) The district plan (change) must not be inconsistent with ~~an operative regional plan for any matter specified in section 30(1) [or a water conservation order]; and~~
- (b) Must have regard to any proposed regional plan on any matter of regional significance etc;
- (5) When preparing its district plan (change) the territorial authority must also:
- (a) have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register New Zealand Heritage List and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities⁵;
- (b) take into account any relevant planning document recognised by an Iwi authority; and
- (c) not have regard to trade competition⁶;
- (6) The district plan (change) must be prepared in accordance with any regulation⁷;
- (7) The formal requirement that a district plan (change) must⁸ also state its objectives, policies and the rules (if any) and may state other matters⁹

B Objectives

⁵ Section 74(2)(b).

⁶ Section 74(3).

⁷ Section 74(1)(f).

⁸ Section 75(1).

⁹ Section 75(2).

- (8) ~~Each proposed~~ The objectives in a district plan (change) ~~is~~ are to be evaluated by the extent to which ~~it is~~ they are the most appropriate way to achieve the purpose of the RMA.

C. ~~Policies and methods (including rules)~~ Provisions

- (9) *The policies are to implement the objectives, and the rules (if any) are to implement the policies.*

- (10) ~~The~~ Each proposed policy or method (including each rule) provisions ~~is~~ are to be examined, ~~having regard to its efficiency and effectiveness, as to whether it is~~ they are the most appropriate method for achieving the objectives of the district plan ~~taking into account,~~ by:

(a) identifying other reasonably practicable options for achieving the objectives; and

(b) assessing the efficiency and effectiveness of the provisions in achieving the objectives including:

(i) identifying and assessing the benefits and costs of the ~~proposed policies and methods (including rules)~~ environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions, including opportunities for economic growth and employment that are anticipated to be provided or reduced; and

(ii) quantifying these benefits and costs where practicable; and

(iii) assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the ~~policies, rules, or other methods~~ provisions.

D Rules

- (11) *In making a rule the territorial authority must have regard to the actual or potential effect of activities on the environment.*

E. Other statutes

- (12) *Finally territorial authorities may be required to comply with other statutes.*

4.1.1 Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (“Amendment Act”) is designed to improve housing supply in New Zealand’s five largest cities by speeding up implementation of the National Policy Statement on Urban Development (NPS-UD) and enabling more medium density homes.

Under this Amendment Act, Tier 1 councils are required to use a new planning process to accelerate housing supply. The new Intensification Streamlined Planning Process (ISPP) will enable the tier 1 councils – covering the greater Auckland, Hamilton, Tauranga, Wellington, and Christchurch urban areas – to implement the intensification required by the NPS-UD at least a year earlier than under standard RMA timeframes.

Auckland Council, being a Tier 1 council, is required to adopt Medium Density Residential Standards (MDRS). The MDRS will set seven building requirements to enable development and must be incorporated into RMA plans for current and future residential zones in Tier 1 urban areas. The requirements will enable the development of up to three houses of up to three storeys on sites as a permitted activity. This includes alterations to existing buildings.

The MDRS will have legal effect from the time the council notifies the relevant plan changes by August 2022 unless:

- a qualifying matter applies
- the council has proposed more permissive height standards
- greenfield land is being rezoned to residential land.

Under the Amendment Act a private plan change must either adopt the existing AUP residential zone provisions (unamended) or be in accordance with the MDRS. BSLP has elected to take the latter option, and the PPC therefore provides for the rezoning of land using the higher density residential zones under the AUP to enable future medium density housing to be built across the proposed urban residential areas, with changes that reflect the MDRS. The statutory requirement of the MDRS under the Amendment Act has therefore been adopted and incorporated into this PPC.

To that effect, the objectives, policies and MDRS of the Amendment Act have been included in the proposed Beachlands South Precinct provisions (discussed further below) and enclosed as **Appendix 3**. As these are a statutory requirement, these particular provisions adopted from the Amendment Act have not been analysed in detail with this Section 32 report.

4.2 PLAN CHANGE OVERVIEW

The PPC proposes to rezone approximately 307 hectares of Rural – Countryside Living zoned land with a contiguous boundary to existing coastal town of Beachlands. The land area subject to the live zoning is 159.54 hectares and the land area subject to the Future Urban Zone (FUZ) is 147.5761 hectares.

This will result in an expansion of existing Beachlands Coastal Town as provided for under Policy B2.6.2(3) of the Auckland Regional Policy Statement (RPS). Policy 3 provides for the following:

Enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines.

The PPC has been developed with careful consideration given to the existing environment and how this can best be integrated into a well-functioning urban environment that includes the PPC land and the wider Beachlands-Maraetai area. The PPC enables the expansion of the existing Beachlands coastal town in the manner provided for within the RPS and as set out in the Beachlands South Structure Plan (Structure Plan). The Structure Plan was prepared in accordance with the RPS as set out in Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan.

The PPC boundary provides a robust and defensible urban boundary to the Beachlands-Maraetai coastal town along Whitford-Maraetai Road as this road separates the land from the rural environment to the east. The land is also bordered by the coastal marine area to the west and a well-defined ecological corridor on the southern boundary.

This PPC analyses both the existing environment, existing AUP provisions and the RPS in detail as well as the environmental effects and strategic planning implications combined with the infrastructure requirements to enable the urbanisation of the land and integration with the existing Beachlands Maraetai area. It is proposed to rezone the land subject to this Plan Change from its current Countryside Living zone to a variety of urban zones as well as the (for part of the land). It is also proposed to remove the plan change area from the existing Whitford Precinct and apply a new 'Beachlands South Precinct' over the PPC area together with a bespoke set of precinct provisions to guide and manage future development.

The proposed Beachlands South Precinct provisions include a large number of significant positive and unique elements that support and justify the expansion of the Beachlands coastal town in this location. These include the following:

- The identification, protection, restoration and enhancement of approximately 80 hectares of land which will become an Ecologically Protected Area Network (EPAN) within the PPC area.

- The inclusion of a detailed Sustainability Strategy that outlines initiatives reducing the effects of climate change and biodiversity loss. This includes forest sequestration within the site, water sensitive design and the requirement for resource consents to be assessed against the Sustainability Strategy.
- The existing Pine Harbour ferry service supports higher intensity development in proximity to the ferry and strong connections to it. The proposed transit adjacent development will support public transport use and less reliance on private vehicle trips.
- The transport and infrastructure requirements for the PPC are fully funded by the development partnership or through Crown Infrastructure Partners and does not rely on Council funding.
- The development partnership includes the Guardians of the New Zealand Superfund and the Ngāi Tai Hapai Development Limited Partnership. The PPC has been developed in consultation with Mana Whenua and includes a number of initiatives that have been developed through a series of hui and engagement with Ngāi Tai ki Tāmaki. This forms a strong affiliation with Mana Whenua of the land and New Zealand Superfund who are long term investors with a very strong financial backing.
- A logical extension to the existing Beachlands-Maraetai coastal town which is provided for under Policy B2.6.2 of the RPS.
- The provision of significant housing, employment, open space/community and education opportunities within a single plan change.
- The Auckland Plan has a goal of 6% of Auckland’s minimum dwelling target to be accommodated in rural areas. This equates to a total of 24,498 dwellings. The PPC for Beachlands South has a potential residential yield of 3,000 dwellings over the live zoned area which represents a significant opportunity to deliver approximately 12.2% of Auckland’s dwelling target in existing rural areas. This is considered to be valuable housing stock in one of the fastest growing local board areas within the Auckland Region (2.1% - Franklin, second only to Rodney at 2.3%).

In summary, the purpose of the PPC is to enable the urbanisation of the land through the delivery of a well-functioning urban environment. The reason for the PPC is to enable residential, commercial, recreational, educational and social development of the site to provide for Auckland’s growing population, whilst respecting and enhancing cultural, ecological and environmental values of the land and wider locality.

The PPC request sets out the purpose of and the reasons for the plan change, an assessment of environmental effects and includes an evaluation in accordance with Section 32 (RMA) of the costs and benefits of the PPC. The plan change request is

therefore in accordance with Clause 22 “Form of Request” requirements of Schedule 1 of the RMA.

The PPC is also in accordance with the recently enacted (20 December 2021) Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (2021) (Amendment Act). For private plan changes to be accepted by Council they must either adopt the existing AUP residential zone provisions (unamended) or be in accordance with the Medium Density Residential Standards (MDRS). Both options are then subsequently required to reflect Auckland Council’s future plan change to give effect to this Amendment Act as well as the National Policy Statement on Urban Development. The Council’s plan change is to be publicly notified in August 2022, with draft plan change provisions to be notified for public comment in April 2022. BSLP has decided to prepare the PPC in accordance with the MDRS and then make any necessary changes (with jurisdiction provided from submissions on the PPC) to align the provisions with Auckland Council’s future plan change provisions once Auckland Council notifies its plan change. The PPC therefore includes the AUP residential zones that are consistent with the Amendment Act with changes that reflect the MDRS.

The residential zones incorporated within the PPC are Residential - Mixed Housing Urban, Residential - Terrace House and Apartment Building and Residential - Large Lot. In addition, the PPC also proposes the following zones: Business - Local Centre, Business - Mixed Use, Business - Light Industry, Open Space – Active Sport & Recreation and the Future Urban Zone (FUZ). The PPC proposes to ‘live’ zone the northern part of the land while the southern part of the land is proposed to be zoned Future Urban (as outlined in Figure 1 below). The reason for this approach is to enable approximately 10-15 years of urban growth for which the required infrastructure demands can be met. Following this, the most appropriate planning approach for the FUZ land can be determined and can take into account any changing patterns in social, cultural, environmental and economic outcomes.

The full details of the PPC and the analysis that has been undertaken to prepare the plan change provisions are set out below in this report and in the supporting technical assessments (all listed below the table of contents). These form part of the plan change request and include an assessment of environmental effects resulting from the PPC. These documents should be assessed in detail in the consideration of the PPC.



Figure 1: Plan Change Area – Live Zone and Future Urban Zone Areas

The RMA allows private plan change requests to either be non-notified, limited notified or fully notified depending on the circumstances. In this instance, given the scale of the PPC land area and the number of adjoining and interested parties, the applicant is requesting full public notification of the PPC.

4.3 THE PARTNERSHIP

The development partnership includes the Guardians of the New Zealand Superfund and Ngai Tai Hapai Development Limited Partnership. The PPC has been developed in consultation with Mana Whenua and includes a number of initiatives that have been developed through a series of hui and engagement with Ngāi Tai ki Tāmaki. This forms a strong affiliation with Mana Whenua of the land and New Zealand Superfund who are long term investors with a very strong financial backing.

5.0 SITE LOCATION AND DESCRIPTION

5.1 SITE DESCRIPTION

The PPC area encompasses approximately 307 hectares of Rural – Countryside Living zoned land. The land subject to the PPC has a contiguous boundary with the existing coastal town of Beachlands-Maraetai to the north. It is a physically well-defined area contained by the arterial route of Whitford-Maraetai Road along the east boundary, and an extensive coastal edge along the west boundary.

The PPC land is partly occupied by the existing Rydges Formosa Golf Course and Resort which makes up a considerable portion of the plan change area and has been subject to extensive modifications and earthworks during the formation of the golf course in the mid-1990s. The golf course includes a large clubhouse/conference venue as well as approximately 50 visitor accommodation units. A large recreational building is also located along the driveway to the golf course carpark.

The remainder of the site is largely undeveloped and covered in pasture. It features undulating topography which falls dramatically along the coastal margins. The land is also dissected by a series of ecological features including streams, wetlands and significant escarpments of native vegetation collectively contributing to the landform character of the PPC area.

Whitford-Maraetai Road is the most direct arterial route providing access to Beachlands. A key feature and locational attribute of the PPC area is its relationship to the Pine Harbour Ferry Terminal which offers a commuter ferry service to downtown Auckland. This presents the significant opportunity to maximise use of this public transport service to promote modal shift from private vehicle use and deliver an integrated land use and transport development outcome to create a well-functioning urban environment.

The Beachlands South landholding is located on the western side of Whitford-Maraetai Road and extends to the coastal edge. The land is largely rural in character with undulating topography across the PPC area and slopes down to its coastal

margins. The landform character of the site comprises two distinct parts, including a well-manicured golf course (recently landscaped and restored to its previous high-quality level) and estate and unmodified mostly pastoral land to the south of the golf course



Figure 2: Aerial photo of PPC outlined in red.

The coastal edge of the PPC area extends for approximately 2.7 kilometres providing an idyllic coastal landscape and the opportunity to enjoy panoramic and unobstructed waterfront views. The adjoining coastal marine area is a tidal estuarine environment. Parts of this estuary and coastal marine area abutting the coastal edge of the PPC area are classified as Marine Significant Ecological Areas (SEA-M) under the Overlay section of the AUP. The reason for the SEA-M is the location of significant wading areas for a variety of coastal bird species. Land within the PPC area also contains areas of ecological significance including natural wetlands, intermittent and permanent watercourses and escarpments of native vegetation cover which are also identified as Terrestrial Significant Ecological Areas (SEA-T) in the Overlay section of the AUP.

Collectively, this diverse range of natural features within and surrounding the PPC area contribute to its undulating landform character where deeply incised gullies and elevated ridgelines both exist.

BSLP own and have full control over the three properties at 110 Jack Lachlan Drive and 620 and 712 Whitford-Maraetai Road (refer Figure 3 below); which is a collective landholding of approximately 255 hectares. The PPC area as whole includes a total of 13 properties and is approximately 307 hectares. As the majority landowner within the PPC area at 83%, this represents the consolidation of the two largest waterfront properties in this location and presents a significant opportunity for a transformative plan change that will result in a well-functioning urban environment complemented by a wide variety of land uses and ecological corridor protection, restoration, enhancement and maintenance.



Figure 3: BSLP ownership of properties within PPC area shaded grey.

The urbanisation of the PPC area provides a logical expansion to the existing Beachlands-Maraetai coastal town and is provided for by the RPS objectives and policies. As identified in the economic analysis undertaken for the PPC, demand for residential development in Beachlands is high. In Beachlands, there is a deficit of residential capacity equivalent to around 530 dwellings over the short to medium term (2023-2028). Over the medium term there is a deficit of 3,650 dwellings (2028 to 2038). Over the long term, the projected growth will further outstrip supply in this market with a net deficit of 6,930 dwellings over this period. This analysis provides strong justification to provide additional residential development opportunities in the Beachlands area.

When compared to the size of other recent greenfield urbanisation projects, Beachlands South has the scale to provide significant residential and business opportunities that will benefit the region as well as the immediate locality.

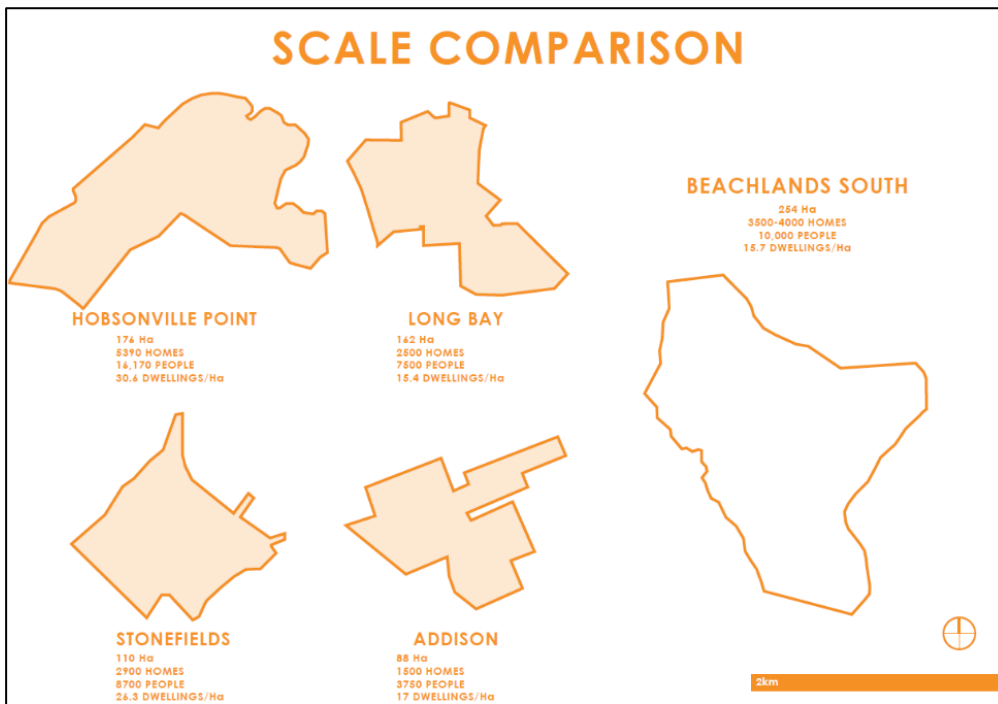


Figure 4: Scale comparison of Beachlands South to other greenfield projects in Auckland.

5.2 EXISTING PLANNING CONTEXT

The Beachlands locality has been subject to several plan changes over the years. It was first developed in the 1950's to 1960's and has grown ever since. The attractive location and coastal amenity have made it a destination that many people have chosen to live in. The historic growth pattern has been generally on an incremental basis with ongoing growth enabled over time. However, this PPC proposes a

comprehensive and integrated development over a large land holding that is contiguous with existing urban development on the opposite side of Jack Lachlan Drive. This scale of development will enable social amenities such as schools, open spaces, ecological corridors, community facilities and a village centre to be established.

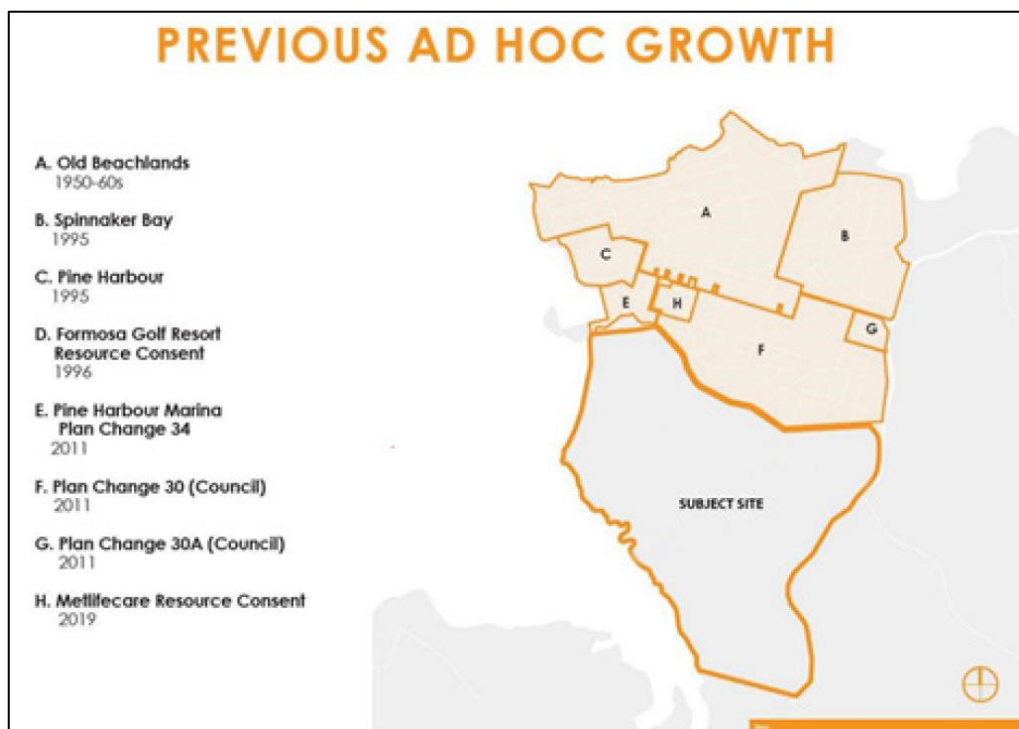


Figure 5: Historic Growth Pattern in Beachlands.

The coastal aspect of the Beachlands South land presents a unique opportunity to create a viable and sustainable coastal community. The existing ferry terminal is a significant piece of transport infrastructure around which the existing township has grown and which supports urban development in this location and the Auckland region. An opportunity exists to take a holistic view on the approach to urban growth and form of this town, providing the essential elements that contribute to a successful coastal town consistent with the planning framework of the Regional Policy Statement.

The underlying zoning of the PPC area is Rural Countryside Living and is located within sub-precinct B of the Whitford Precinct which includes specific provisions addressing indicative constraints, landscape character and environmental considerations. The current zone and precinct provisions are addressed in detail in Section 7 of this report as part of the Strategic Planning Framework analysis and are summarised below



Figure 7: Existing AUP Zoning Plan of PPC area.

The figure above identifies the land within the Whitford sub-precinct B area of the AUP. As noted above, a detailed analysis of the zone and precinct provisions that apply to the PPC land as well as an analysis of the various overlays, controls and designations is provided in Section 8.16 of this report. The analysis also provides an assessment of the PPC provisions against the existing planning provisions and the appropriateness of the PPC provisions against the existing provisions.

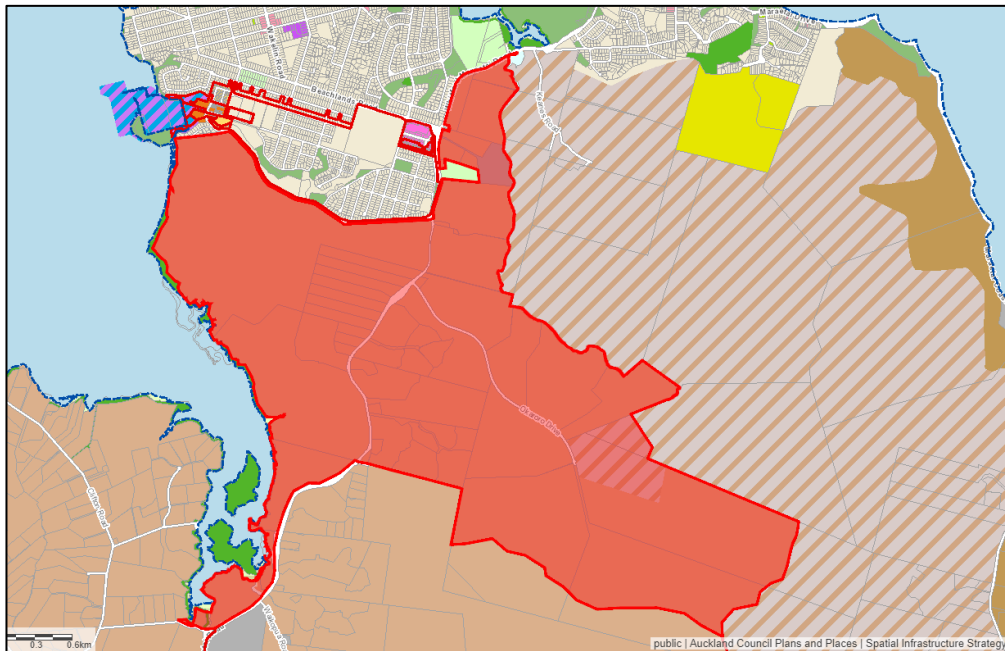


Figure 8: Existing AUP Zoning Map and extent of Whitford sub-precinct B shaded in red.

5.3 TRANSPORT ENVIRONMENT

Whitford-Maraetai Road provides the key vehicle (public and private) transport connection to Beachlands South from the wider Auckland region and the key connection to wider regional destinations to the west.

It is identified as an arterial road under the AUP and is subject to an existing interconnected series of designations by Auckland Transport (as the Requiring Authority) for future road widening purposes and for the construction of a new road (Whitford Bypass) – see Figure 9 below.

To date none of the designations have been given effect to. It is understood that Whitford-Maraetai Road is currently operating at or near capacity.

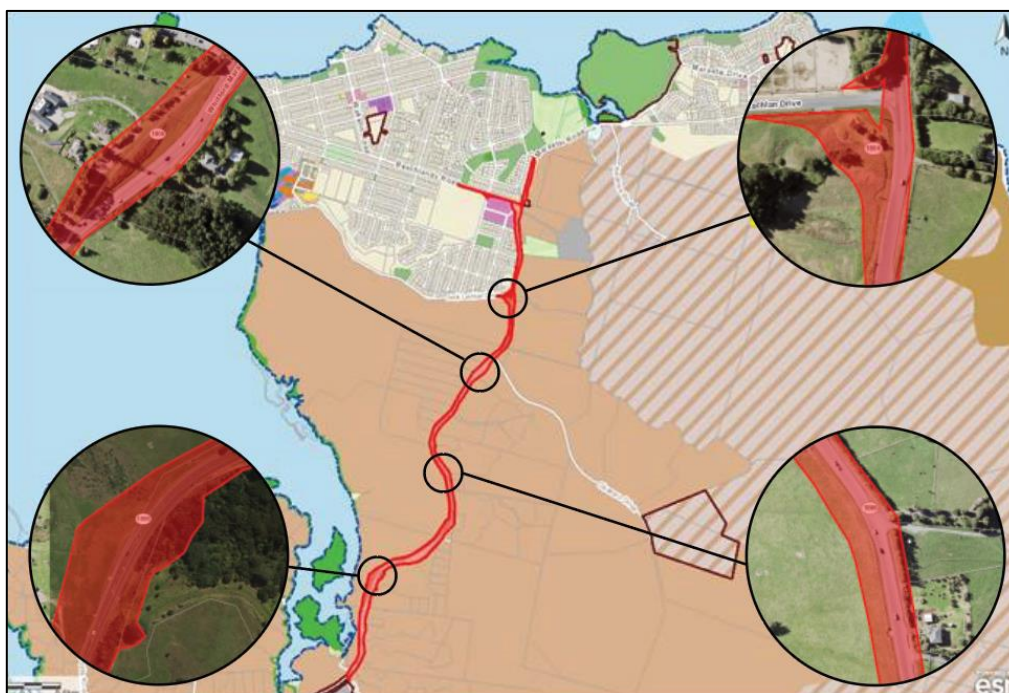


Figure 9: Transport Designation Ref 1806 – Road Widening Plan.

The Integrated Transport Assessment (ITA) undertaken by Stantec identifies local upgrades to the road network and ferry services to support urbanisation.

A significant positive attribute of the PPC area is its location relative to the Pine Harbour Ferry Terminal. This locational attribute provides the opportunity for urban growth in Beachlands South to be serviced by the existing direct commuter ferry service connecting between Pine Harbour and downtown Auckland within a journey time of approximately 35 minutes.

The PPC area also enjoys the benefit of the local 739 bus service connecting Maraetai Drive and Whitford-Maraetai Road to Botany Town Centre which contains a major public transport interchange connecting to wider urban areas in Auckland.

Safe walking and cycling facilities are currently limited. There are currently no formed footpath or cycle lane facilities along Jack Lachlan Drive and there are very limited shoulders for cyclists along Whitford-Maraetai Road. The structure planning process and the PPC for Beachlands South provides the opportunity for improvements and future planning for these travel modes.

5.4 EMPLOYMENT AND COMMUNITY ACTIVITIES

A variety of commercial and community activities have established in the Beachlands-Maraetai area over the years and these are highlighted on the plan below. From a commercial/employment perspective, these include local and neighbourhood

business centres. The commercial activities focus on convenience retail and food and beverage as well as the local supermarket.

Community activities include community centres, a library, schools, sports facilities, a retirement village, golf course, reserve areas and trails.

The PPC area is accessible to existing social infrastructure facilities including the major subregional healthcare facilities of Manukau Superclinic, Middlemore Hospital, Ormiston Medical Centre and Ormiston Hospital within a 15 km radius. Currently primary, secondary and tertiary education venues are within a 5-15 km distance of the PPC area. The PPC provides for a location for the Ministry of Education to establish a primary and secondary school within the site. This will considerably improve the social infrastructure opportunities of the Beachlands township.

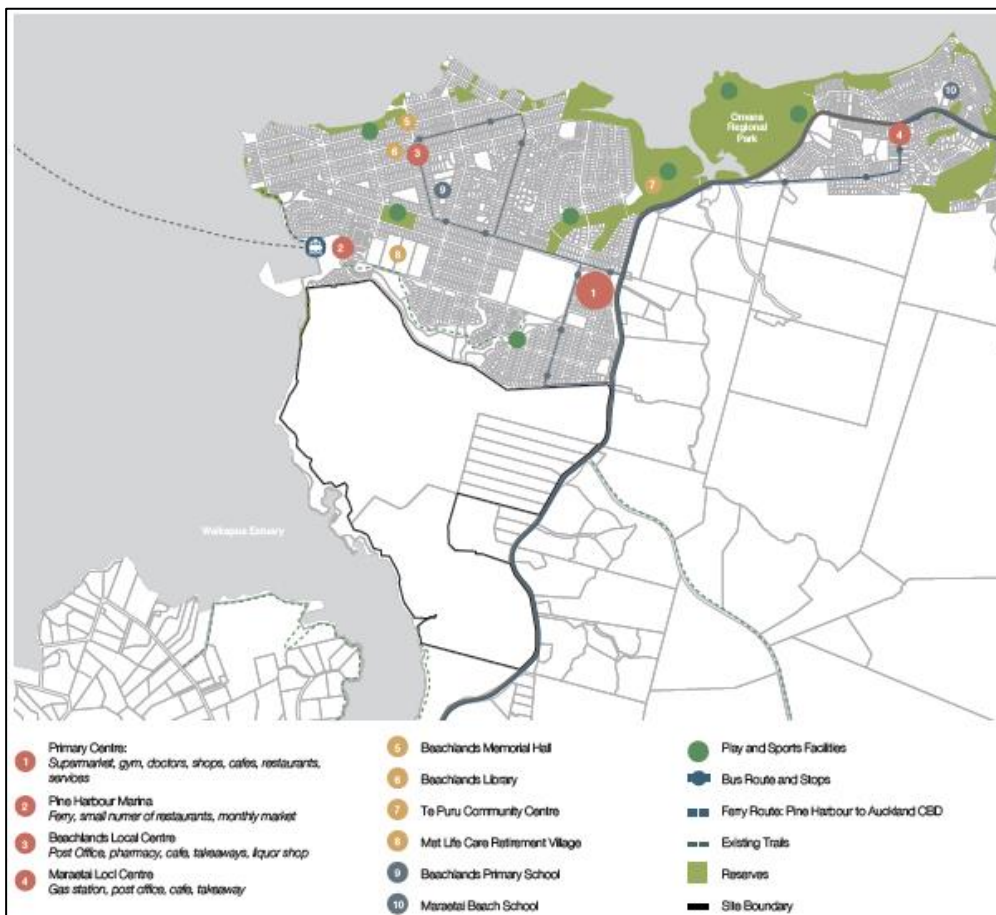


Figure 10: Existing Commercial and Community Activities within Beachlands-Maraetai area.

The PPC area is also strategically located in proximity to several major business hubs in South Auckland with combined employment opportunities surpassing those offered in the Auckland CBD and accessible within comparably shorter commuter times.

The city centre contains an agglomeration of circa 120,000 jobs and is accessible from Beachlands South via a 35-minute ferry service from Pine Harbour Marina, or via an approximately 50 minute private vehicle trip. Comparably, the Manukau and South Auckland area contains an agglomeration of circa 130,000 jobs in established business centres including East Tamaki, Onehunga, Penrose, Manukau, Mangere and areas surrounding Auckland Airport with commuter times of between 25-40 minutes from Beachlands South.

As outlined in the below plan, there are several large employment centres that are accessible to Beachlands South.

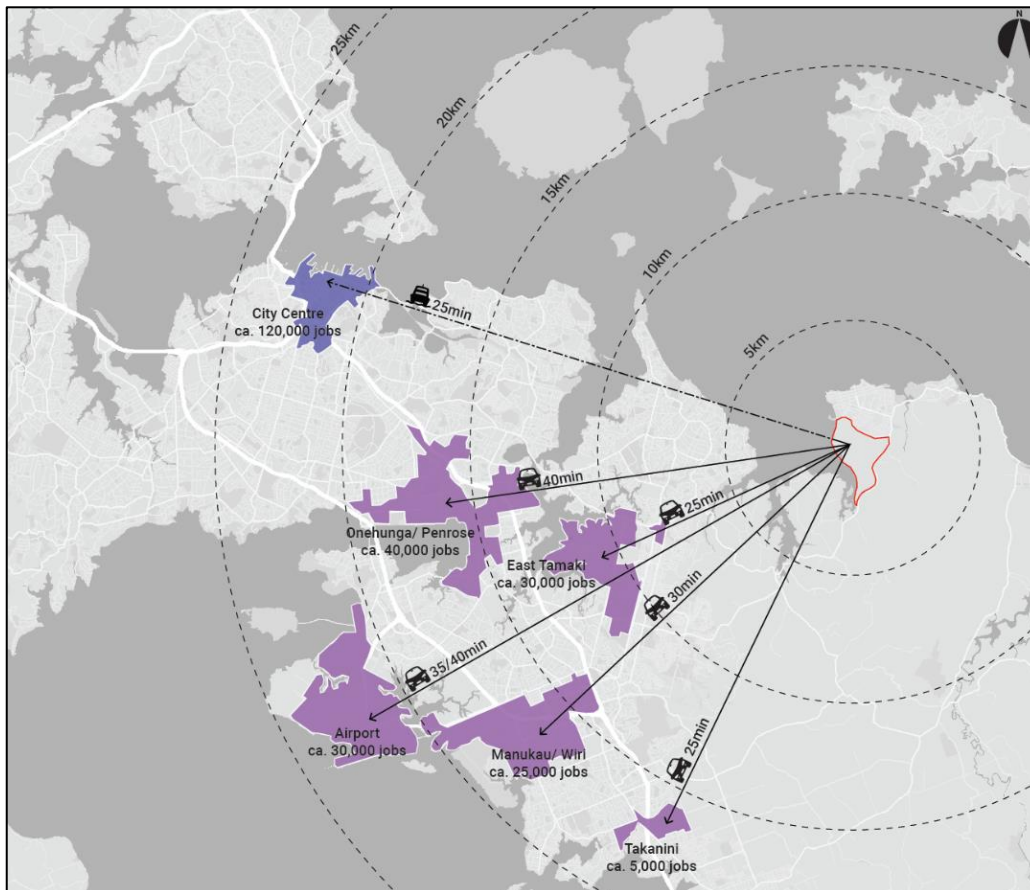


Figure XX: Employment Destination Plan

5.5 URBAN GROWTH CONTEXT

The population of Auckland was 1,571,718 people at the time of the 2018 Census. The population in the Auckland region has consistently grown between the 2006-2018

Censuses (refer Figure 13 below). The Auckland region population is projected to account for about half of New Zealand’s population growth between 2018 and 2048, with an increase of 648,000 people – from just over 1.6 million to just over 2.3 million. In the early 2030s, Auckland’s population is projected to reach 2 million.

Within the 21 Auckland local board areas, 13 are projected to grow at a faster rate than the national average (0.8% a year) over the 30-year period (2018–2048) based on the medium projection. Franklin is the second fastest growing local board area in Auckland at 2.1%, just behind Rodney at 2.3% (refer Figure 11 below). The challenge for Auckland is how to accommodate this growth with housing and jobs in a sustainable manner while delivering the integrated provision of infrastructure to support this growth.

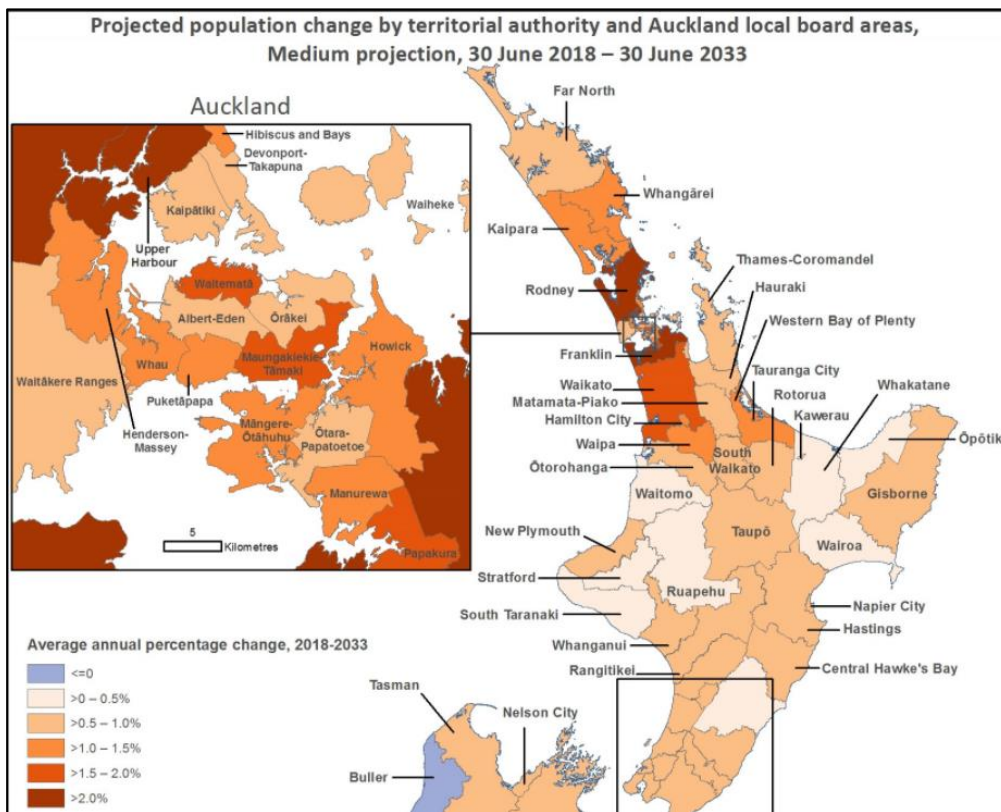


Figure 11: Population Change Forecast.

Category	2006 (count)	2013 (count)	2018 (count)
.	1,304,958	1,415,550	1,571,718

Figure 12: Population growth figures (Source: Stats NZ).

The Auckland Plan 2050 is a strategic document that considers how we will address the key challenges of high population growth in Auckland. It adopts a quality compact approach to growth and development based on the following:

- “Future development will be focused within Auckland’s urban footprint, with most of that growth occurring in existing urban areas
- by 2050 most growth will have occurred within this urban footprint, limiting both expansion into the rural hinterland and rural land fragmentation.”

To meet Auckland’s demand for housing over the next 30 years, a minimum target of 408,300 dwellings has been set to provide sufficient feasible development capacity. Around 62% of development over the next 30 years is anticipated within the existing urban area. The remaining development is anticipated to occur in future urban areas (32%) and in rural areas (6%). Refer Figure 15 below.

Anticipated growth in population and dwellings (2018-2048)

	Population 2018 [1]	Population growth 2018 - 2048 [1]	Dwellings 2018 [1]	Dwelling growth 2018 - 2048 [1]	Feasible development capacity 2017 [2]
Existing urban area	1,486,000	443,300	491,700	195,000	117,500
Future urban area	44,200	243,400	15,300	99,000	114,800
Rural area	126,400	33,400	47,100	19,100	53,700
Total	1,656,600	720,100	554,100	313,100	286,000

Figure 13 Population Growth Figures

Converting the above into housing and business demand, the Beachlands and Pine Harbour area is identified as a satellite urban area with a total population of approximately 40,000 people. Beachlands itself has a local population of approximately 9,000 people and predominantly consists of an aging and older population with people 65 years and older making up 11% of this.

Appendix 2: Functional urban area components and 2018 usually resident population

FUA type	Functional urban area name (also urban core)	Secondary urban cores	Satellite urban areas	2018 Census usually resident population				
				Urban core	Secondary urban cores	Satellite urban areas	Hinterland	Functional urban area
	Auckland	Hibiscus Coast, Pukekohe	Beachlands-Pine Harbour, Clarks Beach, Helensville, Kumeu-Huapai, Maraetai, Muriwai, Parakai, Patumāhoe, Pōkeno, Riverhead, Tuakau, Waimauku, Waiuku	1,346,091	77,484	40,620	83,424	1,547,619

Figure 14: Urban Area Components

The median house price for Beachlands in January 2000 was \$319,500 and the median house price has since grown to \$1,186,150 by March 2020, equating to a growth of 6.69% each year¹⁰. This is slightly above the median house price for Auckland at \$1,150,000 and provides a strong signal that Beachlands is a desirable place to live. However, the median price for a house in Beachlands above the average price for the Auckland region also indicates that it is a relatively unaffordable location for many which is, in part, due to the limited supply of land zoned for urban development to meet and sufficiently keep up with market demands.

The Auckland Plan development strategy envisages a small amount of additional growth in rural areas outside of the urban footprint. Residential development in rural zones will be limited and provision for residential growth will be focused in the existing Countryside Living zone (the zoning of the PPC area). Based on the Auckland Plan goal of 6% of Auckland’s minimum dwelling target to be accommodated in rural areas – this equates to a total of 24,498 dwellings. The PPC for Beachlands South has a potential residential yield of 3,000 dwellings which represents a significant opportunity to deliver approximately 12.2% of Auckland’s dwelling target in existing rural areas.

The strategic location of the PPC area to major business hubs in Manukau, South Auckland and central areas of Auckland positions Beachlands South as a desirable place to live as it is accessible to a high number of employment opportunities. Rezoning the land to urban residential zones will result in the emergence of a new residential community that would need to be supported by social infrastructure and business zoned land to provide for local employment opportunities and amenities.

¹⁰ <https://www.opespartners.co.nz/property-markets/auckland>

Provision for a mix of dwelling types that provide a range of living opportunities and affordability is expected to be in demand given that there are limited opportunities for more intensive and innovative housing forms in Beachlands. The existing Pine Harbour Marina providing a direct commuter ferry service to downtown Auckland also enhances the appeal and desirability of Beachlands South as a place for people to live because this provides travel mode options and the opportunity for higher density housing to be established in an attractive coastal setting.

Demand for business land in Beachlands will also inherently increase through the rezoning of land to residential which will result in the emergence of a new residential community that would need to be supported by business zoned land to provide for some local employment opportunities and amenities to support local convenience needs. It is proposed to incorporate employment opportunities for wider Beachlands residents as well as providing local retail, food and beverage and entertainment opportunities within the business zones proposed in the PPC. The scale of the PPC area is such that the emerging residential community can support small scale local centres to provide residents and visitors with the above commercial needs, while providing a supplementary or complementary (not competing) offering to complement the existing town centre.

The AUP anticipates significant growth in rural areas which includes coastal settlements. This issue was considered in detail in the Independent Hearings Panel report on Topic 013 Urban Growth. An extract of the recommendation is provided below.

7. Rural and coastal towns and villages

Statement of issue

Whether new towns and villages are to be avoided outside the Rural Urban Boundary.

Panel recommendation and reasons

Towns and villages throughout the region providing different housing choices and support for rural communities and activities.

The principal changes recommended by the Panel are:

- to remove the distinction between serviced and un-serviced villages;
- not to require the Rural Urban Boundary around rural and coastal towns and villages; and
- to enable new towns and villages and extensions to existing towns and villages within clear circumstances.

On the evidence presented, the main issue in relation to whether villages are serviced or not is the adequacy of the sizes of sites (and the nature of the soil) to accommodate on-site wastewater treatment and discharge facilities. As part of the consideration of rural subdivision, the Council presented evidence which acknowledged that this can be properly assessed as part of subdivision applications. On that basis there is no need to differentiate villages for this purpose in the regional policy statement.

The evidence also showed that the lists of serviced and un-serviced villages were not completely accurate and in some cases villages contain both serviced and un-serviced sites. In these circumstances site specific analysis in the context of an application for resource consent is more efficient than fixing the status of the villages in the Unitary Plan.

A secondary issue was that the growth of rural towns and villages posed a challenge to the quality compact urban form strategy by enabling growth outside the Rural Urban Boundary. At the outset of the hearings the Council was proposing that further work would need to be done to identify locations where such a boundary should be placed, beyond its primary location around the main urban areas of Auckland, Warkworth and Pukekohe.

As explained in the Panel's Report to Auckland Council – Changes to the Rural Urban Boundary, rezoning and precincts July 2016, the Panel does not recommend that the Rural Urban Boundary be placed around the rural and coastal towns and villages. The purpose of the control is to address the growth issues of those urban areas by identifying areas for future urbanisation. There is no evidence that this purpose needs to be addressed at the smaller towns and villages in the region. A better approach to controlling the growth of these towns and villages is by a combination of the restrictions on the intensity of rural subdivision and the expectation that any change of zoning, and in particular any change from a rural to an urban zone, will involve a structure planning process done in accordance with the structure plan guidelines in the Plan (see Appendix 1 Structure plan guidelines).

This approach would apply with even greater force in the event that there was a proposal for a new rural or coastal town or village. In the proposed Auckland Unitary Plan as notified, such a possibility was prohibited. The Panel does not recommend that approach be continued. Instead, the Panel considers that the policy and zoning structure of the Unitary Plan is sufficiently robust to address any such proposal and to see whether, in the particular circumstances of an area, a new town or village, or a substantial increase in the extent of one, can be achieved.

The Panel, the Council and submitters agree that the notified provisions of B2.5 clearly conflict each other, with Objective 4 being 'New towns and villages are avoided outside the RUB' and Policy 3 requiring any proposal for a new town or village outside of the Rural Urban Boundary go through a plan change process and demonstrate that it met certain criteria.

Council's strategic policy position is that new towns and villages outside the Rural Urban Boundary should be avoided and, as such, Council proposed a new policy to express this strategic approach in B2.1 (B2.2 in the recommended version of the Plan) because it represents a policy response to the objectives of providing for growth in a quality compact urban form with a clear defensible limit and containing urban growth within the Rural Urban Boundary.

The Panel, after hearing the regional policy statement submissions and evidence of the Council and submitters considers that it is appropriate and necessary to provide for new towns and villages outside of the Rural Urban Boundary. The redrafted provisions at B2.5 include:

- i. requiring the establishment of new or expansion of existing rural and coastal towns and villages provided the development meets criteria such as avoiding elite soils;*
- ii. avoiding locating new or expanding existing rural and coastal towns and villages in or adjacent to areas that contain significant natural and physical resources, unless the growth and development protects and enhances resources i.e. public access;*
- iii. enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines.*
- iv. enable small-scale growth of and development in rural and coastal towns and villages without the need for structure planning*
- v. enable the development and use of Mana Whenua's resources for the economic well-being.*

Overall, it is considered the expansion of the Beachlands-Maraetai coastal town is consistent with these recommendations (which were accepted by the Council) and gives effect to the RPS provisions referred to above.

6.0 PLAN CHANGE REQUEST

The PPC has been developed following a comprehensive analysis of the existing environment, demands for coastal settlement residential living opportunities and assessment of social, cultural, economic and environmental values and effects.

The PPC provisions take the above matters into account and delivers a sustainable planning outcome aligned with the climate change and decarbonisation goals of central government. In addition, the PPC will enable positive health, traffic safety and social and cultural well-being outcomes for the community. The methods by which these outcomes are achieved is outlined below.

6.1 DETAIL OF THE PLAN CHANGE REQUEST

The purpose or overarching objective of the PPC is to deliver a comprehensively planned and integrated community for the subject land. The Enabling Housing Supply Amendment Act is given effect to through the use of existing AUP zones but amended to reflect the MDRS. This approach is consistent with the approach provided for within the Amendment Act for private plan changes. The purpose of the Beachlands South Precinct is to provide for significant expansion of the existing coastal town of Beachlands and transformation to a comprehensively planned and public transport focussed community adjacent to the Pine Harbour Ferry Terminal that supports the development of a well-functioning urban environment.

The PPC enables residential, commercial, recreational and educational development of the site for the community in order to provide for Auckland's growing population, whilst respecting and enhancing cultural, ecological and environmental values of the land and wider locality.

The PPC seeks to rezone the subject land from Countryside Living to a variety of AUP zones. Further, it is proposed to remove the PPC area from the existing Whitford Precinct provisions and apply the proposed Beachlands South Precinct provisions over the PPC area. The proposed variety of zones are outlined below:

- Residential - Terrace Housing and Apartment Buildings zone (THAB)
- Residential - Mixed Housing Urban zone (MHU)
- Residential – Large Lot Residential
- Business - Local Centre zone (BLC)
- Business – Mixed Use zone (BMU)
- Business – Light Industry zone (BLI)

- Open Space – Sport and Active Recreation zone (OSSAR)
- Future Urban zone (FUZ)

As described above, the ‘live’ zoned parts of the precinct are proposed over the northern parts of the plan change area while the remaining southern part of the plan change area is proposed to be zoned Future Urban. The live zoned part of the Beachlands South Precinct includes six sub-precincts which identify specific character or activity outcomes for each part of the PPC area. The proposed sub-precincts are described below:

- **Sub-precinct A, Marina Point** is located between the Pine Harbour Ferry Terminal and the Precinct’s Village Centre and provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset. A key feature of this sub-precinct is the Fairway Reserve which is a generous band of recreational and amenity open space extending between the existing Marina to the north and the Village Centre to the south.
- **Sub-precinct B, Village Centre** is located on the central circulation spine. It is intended to provide for high density residential opportunities, employment and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry Terminal and is intended to complement and provide a supplementary offering to the existing commercial activities within Beachlands-Maraetai.
- **Sub-precinct C, Community** is intended to provide for civic and community facilities including a destination civic space to support the Village Centre and community hub. The development of education facilities is provided for within this sub-precinct and provision for their colocation with other planned community facilities will enable the use of shared facilities/amenities.
- **Sub-precinct D, Coastal** is located along a coastal escarpment with significant landscape features including a central ridge sloping towards a densely vegetated gully of significant terrestrial and ecological value. Development in this sub-precinct will respect the natural rolling topography and landform character while ensuring people and property are protected from natural hazards.
- **Sub-precinct E, Golf** is to provide for the maintenance and on-going activities of the remaining 9-holes golf course within the Golf Course Overlay while respecting significant ecological features. The underlying zoning provides opportunities for residential development around the golf course.

- **Sub-precinct F, Employment** will be highly accessible to the existing Beachlands-Maraetai community and will provide a local employment source. Development in this sub-precinct ensures a high-quality built environment is achieved to ensure it is aligned with the overall high-quality development aspirations for Beachlands South overall.

The sub-precincts combined with the Auckland-wide AUP zone provisions, overlays, controls and designations to establish the overall planning framework that is proposed to apply to Beachlands South.

The PPC comprises the following and is consistent with the format of existing Precincts within the AUP:

- Precinct Description
- Objectives
- Policies
- Activity Rules
- Standards
- Matters of Discretion
- Assessment Criteria
- Special Information Requirements
- Precinct Plans
- Appendix 1 Outlining Road Design and Cross Section Details.

A high-level summary of these matters and the outcomes proposed within the PPC is provided below.

6.2 OBJECTIVES AND POLICIES

The proposed Beachlands South precinct objectives and policies address the specific outcomes for the Beachlands South precinct and the methods by which these outcomes will be achieved. These are summarised below:

- A well-functioning urban environment, that has strong pedestrian, cycle and road connections within the precinct and to the external network.
- Acknowledgement and provision for Mana Whenua values to be recognised and provided for.
- Recognition and protection of ecological values, sustainability initiatives and low carbon outcomes

- Development coordinated with transport upgrades (with a strong focus on ferry transport) and infrastructure provision through the use of triggers and standards
- A variety of housing outcomes that enable diversity in housing types and choice.
- A vibrant coastal town that provides for economic and social needs of the community
- Sub-precinct objectives and policies that achieve the outcomes specified in the precinct description and include the following:
 - Higher Density Development either side of the Fairway Reserve and connections to the Pine Harbour ferry in the Marina Point sub-precinct
 - A compact Village Centre that provides commercial, residential, employment and community activities for the Beachlands community and is attractive for visitors
 - Opportunities for the development of schools, community activities and open space combined with a variety of residential, conference and visitor accommodation activities
 - Coastal living opportunities that are complementary to the spacious landscape character and outlook opportunities provided by the natural headland while minimising modifications to the coastal edges of the precinct.
 - Provision of a golf course and opportunities for organised sport and recreation activities for the community
 - Well-designed local employment opportunities and mixed-use activities at the Jack Lachlan/Whitford Maraetai entrance to Beachlands South.

Overall, the objectives and policies result in a comprehensive framework of provisions that provide direction for the rules, standards, matters of discretion and assessment criteria outlined in the PPC. The following sections summarise how the PPC achieves these specific outcomes.

6.3 MANA WHENUA AND CULTURAL LANDSCAPE

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

recognised as the Ngai Tai Hapai Development Limited Partnership. Ngai Tai exercise Mana Whenua and mana moana responsibilities at the Kahawairahi – Kauriwakiwhaki (Beachlands area).

Fundamental guiding principles for Ngāi Tai ki Tāmaki include the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance. Natural and physical resources in this region are of vital importance to Ngai Tai and the natural environment is recognised as a significant taonga. The Beachlands South precinct recognises and respects these values of Ngai Tai by incorporating provisions requiring the protection of sites and places of significance within the precinct to ensure Mana Whenua values are protected and enhanced. The Cultural Landscape Plan on Precinct Plan 4 also recognises the historic Pa site, spiritual connections, archaeological sites, a key outlook point and key views of cultural significance to Ngai Tai to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.

6.4 ECOLOGY AND SUSTAINABILITY

A key element of the Beachlands South Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss. From an ecological and biodiversity perspective, this is achieved by protecting and restoring approximately 80 hectares of the site as an ‘Ecological Protected Area Network’ (EPAN). The outcomes that will be achieved are as follows:

- High-value terrestrial vegetation/habitats, gully systems, NPS qualifying natural wetlands and high-value streams will be protected by their inclusion in the EPAN with corresponding standards in the PPC including revegetation requirements.
- A 10-m planted buffer strip will be provided along the Whitford-Maraetai Road frontage, increasing to 15m where the land is proposed to be zoned Light Industry in the Employment sub-precinct F.
- The promotion of sustainability through a modal shift to public transport as well as requiring the provision of a highly integrated and connected walking and cycling network including a coastal walkway, implementation of water sensitive design principles (including rainwater harvesting) and promoting low-carbon development with on-site carbon sequestration through native planting to enhance biodiversity values.

The above matters are outlined in the Sustainability Strategy submitted with the PPC. The strategy is given effect to through objectives, policies, standards and matters of discretion/assessment criteria.

Connections from the PPC to the Pine Harbour ferry and high-density development in proximity to the ferry terminal will encourage ferry usage in combination with the transport triggers which require increase in ferry patronage capacity as development within Beachlands grows.

6.5 NATURAL ENVIRONMENT

Land within the precinct and in the adjoining coastal marine area contains significant terrestrial, freshwater and coastal ecological values. The PPC identifies permanent and intermittent streams, natural and constructed wetlands as well as high value terrestrial planting, indicative native revegetation areas and wetland margin buffer planting. These ecological values on land are identified with the EPAN and are indicatively illustrated on Precinct Plan 2 – Natural Features.

The proposed precinct provisions for Beachlands South includes objectives, policies, standards and Special Information Requirements to provide for urban development of the land in a manner that protects, maintains and enhances the environmental quality of the area and ecological values on land and in the coastal marine environment. Specifically, the precinct provisions include standards which direct:

- No earthworks or development of buildings within the EPAN;
- Subdivision applications to identify ecological features within the EPAN on Precinct Plan 2 and the protection of these features by a covenant or other legal protection mechanism;
- A 10m riparian margin setback from permanent and intermittent streams for this riparian margin to be planted in order to improve water quality, habitats and biodiversity; and
- A 5m building setback from High Value Terrestrial Planting and Wetland Margin Buffer Planting.

The above matters are outlined in the suite of ecology reports submitted with the PPC. The proposed set of provisions is the most appropriate way to enable the expansion of the Beachlands-Maraetai coastal town while addressing the potential for adverse ecological effects arising from development

6.6 HOUSING

The PPC gives effect to the Amendment Act by proposing AUP residential zones that are consistent with the Act, amended to reflect the MDRS. This approach is consistent with the Amendment Act provisions relating to private plan changes. With regard to housing supply, the PPC enables approximately 3,000 dwellings through a variety of residential zones identified above. More intensive apartment type dwellings are

envisaged in the THAB zone while terrace house and stand-alone dwellings are envisaged in the MHU zone. The LLR zone provides for single dwellings on single lots along the coastal edge with a more open spacious character. It is also considered that some housing and visitor accommodation will be provided within the Business - Mixed Use zone (given that dwellings are a permitted activity in this zone).

The PPC includes:

- Provision for a variety of housing types including apartments, three-storey walk-ups, terraces, townhouses and detached dwellings.
- Changes as a result of the Amendment Act to incorporate the MDRS into the precinct provisions in relation to the development of residential units.
- A subdivision variation control over Large Lot Zone to enable subdivision of these lots to a minimum lot size of 1,000m².
- Design assessment for residential applications that require resource consent. In addition to the matters of discretion and assessment criteria identified within the PPC it is also proposed to require such development proposals to be assessed by a design review panel that will sit outside the resource consent process. Similar design review panels exist at Hobsonville Point, Weiti, Vinegar Lane (Ponsonby), Wynyard Quarter and Omaha.

6.7 BUSINESS AND EMPLOYMENT

A key element of the PPC is to provide local employment opportunities in order to reduce the number of private traffic movements out of Beachlands on the road network. The BLC, BMU and BLI zones apply within the Village Centre, Community and Employment sub-precincts and will enable considerable employment opportunities for the local community while being complementary to the existing Beachlands town centre. Additional height is also proposed over parts of these zones in order to potentially create greater intensity of activity and more employment. The northern BMU zone is earmarked for an innovation hub.

The location of the business/employment zones are within the central heart of the precinct and at the Whitford Maraetai Road/Jack Lachlan Rd intersection. Quality design outcomes for these areas will be required through the resource consent process and the Design Review Panel that sits outside the resource consent process. It is proposed to implement a Design Review Panel process to review and endorse designs prior to being submitted for resource consent. Both locations will be accessible by public transport, cycling and walking and will not be reliant on private vehicle trips.

6.8 COMMUNITY AND AMENITIES

Provision for education facilities and visitor accommodation is enabled within the Community sub-precinct, adjacent to Village Centre. This area is earmarked for a primary and secondary school, both of which are strongly supported by the local community. The Community sub-precinct has direct frontage to Jack Lachlan Drive and has been designed to accommodate future public transport movements from a future bus route through Beachlands South. The schools will be connected to a large open space which is to be zoned OSSAR. Provision for the remaining 9-hole golf course as organised sport and recreation in the Golf sub-precinct, with underlying MHU zoning.

In addition, the existing conference venue is proposed to be supported by a visitor accommodation building. These activities are provided for within the BMU zone and additional height overlay.

6.9 TRANSPORT AND MOVEMENT

The transport network in the wider Beachlands area and capacity for ferry patrons at the Pine Harbour Ferry Terminal will be progressively upgraded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction and delivery of infrastructure, including upgrades to the road network and ferry services to manage adverse effects on the local and wider network. At the same time, comprehensive provision for walking and cycling networks are also proposed. The transport triggers are based on the number of dwellings and quantum of retail, commercial and industrial GFA. These are set out below.

Table 1: Transport Infrastructure Upgrades for Subdivision and Development in the Precinct

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,		Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a)	Up to a maximum of 250 dwellings and/or residential lots	Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection to traffic signals; and Site (D) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road

		roundabout to a double roundabout.
(b)	A provision of: <ul style="list-style-type: none"> i. More than 250 and up to 550 dwellings or residential lots; and ii. Up to 3,500m² light industrial GFA; 	Provision for an additional capacity of 100 ferry passengers (total capacity of 600 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays; and
(c)	A provision of: <ul style="list-style-type: none"> i. More than 550 and up to 820 dwellings or residential lots; ii. More than 3,500m² and up to 5,700m² light industrial GFA; iii. Up to 400m² retail GFA; and iv. Up to 1,100m² commercial GFA. 	Provision for an additional capacity of 200 ferry passengers (total capacity of 700 passengers) from Pine Harbour Ferry Terminal during the two-hour peak period between 0645 -0845 on weekdays; and Site (B) on Precinct Plan 6: Provision of an additional 30m left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.
(d)	A provision of: <ul style="list-style-type: none"> i. More than 820 and up to 1,900 dwellings or residential lots; ii. More than 5,700m² and up to 12,300m² light industrial GFA; iii. More than 400m² and up to 2,100m² retail GFA; and iv. More than 1,100m² and up 3,300m² commercial GFA. 	Provision for an additional capacity of 400 ferry passengers (total capacity of 900 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays; and Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) intersection.
(e)	A provision of: <ul style="list-style-type: none"> i. More than 1,900 and up to 2,918 dwellings or residential lots; ii. More than 12,300m² and up to 18,000m² light industrial GFA; 	Provision for an additional capacity of 650 passengers (total capacity of 1150 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays.

	<p>iii. More than 2,100m² and up to 5,700m² retail GFA; and</p> <p>iv. More than 3,300m² and up to 5,100m² commercial GFA.</p>	
--	--	--

A strong emphasis has been placed on a shift to active modes including walking and cycling, providing connections to the Pine Harbour Ferry Terminal, and improved bus services. Importantly, the PPC requires the connection from the Marina Point sub-precinct to the ferry and also provides for the coastal path walkway which will also connect to the ferry.

The internal roading, cycling and pedestrian network will ensure the efficient movement of people and goods within the precinct. Importantly, the precinct provisions include roading design and cross section details that the internal movement network is to comply with.

As will be explained later in this assessment, it is considered these provisions are the most appropriate way to provide for the expansion of the Beachlands-Maraetai coastal town while ensuring the effects of this expansion on the existing local and wider transport network are managed.

6.10 INFRASTRUCTURE

The PPC includes a number of provisions relating to the provision of infrastructure and the service levels that infrastructure is required to meet. These include the following.

- A requirement for development to be adequately serviced by wastewater and water supply infrastructure.
- Application of SMAF 1 control over the site for hydrological mitigation.
- Implementation of a water sensitive design approach including water efficient appliances and rainwater harvesting for non-potable purposes.

The PPC area can be appropriately serviced for water and wastewater. It is proposed that potable water for the precinct will be sourced from existing bores and a confirmed supply agreement with Pine Harbour Living Limited. Further, wastewater will be treated via an on-site wastewater treatment plant and subsequently discharged either to land or to ponds and then the coastal environment.

6.11 PROPOSED ZONING AND PRECINCT PLANS

The PPC includes a series of plans that identify the proposed zones and controls (SMAF 1) as well as precinct plans. The zoning plan is shown in the figure below.

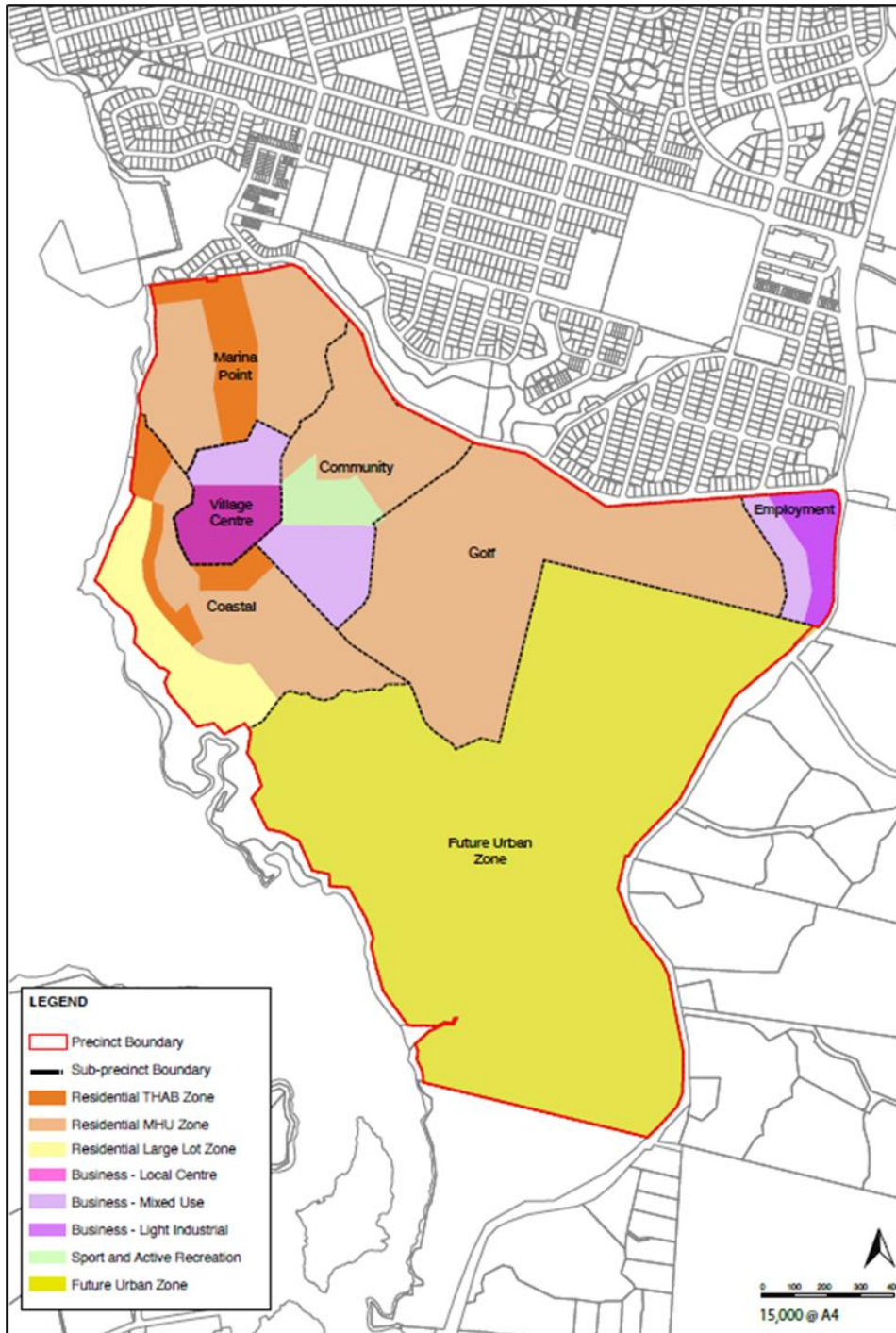


Figure 15: Proposed zoning and sub-precincts plan across Beachlands South.

Development of this precinct will be guided by the following precinct plans which be found in the proposed Beachlands South precinct provisions included as **Appendix 3**.

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

6.12 SUMMARY

Section 10 provides analysis of the proposed Plan Change provisions in accordance with Section 32 of the RMA. In accordance with the conclusions reached within Section 10 the PPC provides the most appropriate planning provisions that will enable the logical extension of the existing Beachlands-Maraetai coastal town in the manner provided for by the RPS. Furthermore, the provisions proposed within the PPC are considered the most appropriate for achieving the objectives of the PPC and the RPS.

7.0 BEACHLANDS SOUTH STRUCTURE PLAN

7.1 STRUCTURE PLANNING

The RPS and the AUP provisions support and require a structure planning process to assess whether land is suitable for urbanisation. The structure plan process is embedded within the RPS provisions and Appendix 1 of the AUP. Accordingly, as a prerequisite to enabling the urbanisation of Beachlands South, BSLP has undergone a detailed structure planning process to enable the release of land for growth. The Structure Plan covers the same area as the PPC.

The structure planning process requires consideration as to whether the land is adequately serviced (or can be serviced) by infrastructure (including transport), and achieves appropriate environmental, social, cultural and economic planning outcomes. Further, this assessment analyses impacts on the transport network and whether urbanisation can be accommodated within the existing transport network or whether transport improvements are required. Whilst the infrastructure requirements for the build out of the live zoned land is not currently available. All necessary infrastructure to service urbanisation of the proposed live-zoned land can be provided on site and delivered by the applicant without requiring funding from

Auckland Council. Wastewater will be serviced by the construction and installation of a new wastewater treatment plant within the structure plan area; and water supply will be from in ground sources via bores (and a water supply agreement which is already in place). In terms of transport infrastructure, the identified improvements and upgrades to the transport network and ferry service capacity are required to service the areas that are proposed to be live zoned via this PPC and these improvements will be fully funded, without any requirement for funding from Auckland Council. Specific details of the funding proposed are outlined below.

The following table sets out the transport and roading and infrastructure to be funded by a CIP/IFF model as part of a for the Live Zone. Except for the contribution to Ferry Services and Associated Infrastructure the transport and roading costs will be funded by a CIP/IFF model with levies applied to the new residents and businesses in the live zoned areas of Beachlands South.

The funding model used is indicative only at this point in time to demonstrate possible funding of required transport infrastructure. The funding model may require significant further recalculation as costs are more refined closer to the time of construction, the Council's development contribution is amended over the development period, alternate funding sources like the CIP/IFF regime (which may include targeted rates) are developed and finalised and infrastructure funding agreements are agreed with Council for works undertaken on behalf of the Council that would otherwise attract development contributions.

Estimated Transport & Ferry External to BSLP - CIP /IFF model	Total \$	Indicative Timeline
W-M Rd & JLL Intersection	5,800,000	2024
BSLP Land for W-M Rd & JLL Intersection	2,000,000	2024
Whitford Roundabout	11,200,000	2024 - 2025
Whitford Park Rd & Sandstone Rd RAB improvements	1,300,000	2028
W-M Rd Trig Rd	4,800,000	2030
3X JLL intersections	5,700,000	2025-2028
JLL Upgrade	15,100,000	2025-2028
Roading Services and Infrastructure Relocation	4,300,000	2024-2027
Contribution to Ferry Services & Infrastructure	16,000,000	2025-2030
Contingency/cost escalation	8,800,000	2024 - 2030
Total Estimated Costs	75,000,000	

The Structure Plan process is the means by which this growth is enabled and planned for. The Council describes structure planning as to “*refine the staging and timing of development and identify the mix and location of housing, employment, retail, commercial and community facilities*” (source: Auckland Plan 2050 website).

The staging and timing of development is set out in the Integrated Transport Assessment and the proposed transport triggers included within the PPC and section 9.5 of this report. It is anticipated that the development of the live zoned land will not be completed until 2038.

The Structure Plan format is as follows:

- Vision
- Key Outcomes
- Design Principles
- Key Spatial Design Moves
 - Natural and Cultural Landscape
 - Open Space and Recreation

- Movement and Transport
- Local Centres and Social Infrastructure
- Neighbourhoods and Housing
- Land Use and Activities

The PPC gives effect to the Structure Plan and provides for all the above matters.

The strategic location of Beachlands South provides a compelling proposition for urbanisation because it will enable expansion of the existing coastal town of Beachlands-Maraetai.

It is considered the Beachlands South Structure Plan satisfies the Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan and gives effect to the Auckland Regional Policy Statement.

The Vision, Key Outcomes, Design Principles and Key Spatial Design Moves of the Structure Plan are set out below.

7.2 VISION AND KEY OUTCOMES

Vision

Beachlands South is a place defined by its symbiotic relationship with the natural environment. Seamlessly extending and connecting with the existing town of Beachlands, it draws upon the existing rural coastal character of the area. It is an innovative, regenerative, sustainable and resilient development that will thrive for many generations to come.

Key Outcomes

The key outcomes for the Structure Plan are outlined below.

- Values important to mana whenua are recognised and adopted, including protecting and enhancing the coastal, estuarine, foreshore and ecological areas
- Mauri Tu & Te Taiao – the natural environment of gullies, native bush and coastal edge are protected, restored and regenerated. Significant ecological areas are enhanced, positively impacting upon the wider ecological network and existing Beachlands community
- Kaitiakitanga – the natural environment is looked after by a variety of stakeholders including mana whenua and members of the future community

- Whakawhanaungatanga – partnerships are created and fostered with community and stakeholders to deliver positive community outcomes
- He Ara – people and amenities are connected by a network of sustainable, safe and accessible transport options
- A publicly accessible coastline provides opportunities to engage with this sensitive natural environment whilst also protecting it
- A network of high-quality and safe open spaces and recreation areas that meet the needs of the growing Beachlands community
- A commercially successful development that provides economic benefits to the Beachlands community
- A diverse range of future-focussed, local employment and business development opportunities
- A sustainable development and infrastructure framework, that is efficient in energy and resources and has a low carbon footprint
- Built environment which is complementary to the existing landform and coastal setting
- A variety of high-quality housing choices across the spectrum including private, public and affordable housing
- Compact neighbourhoods that promote and nurture a sense of wellbeing and belonging
- A range of social, cultural and recreational amenities for both the new community and the existing Beachlands residents

The Vision and Key Outcomes are provided for within the Precinct Description, Objectives and Policies of the PPC. They are also given effect to through the proposed zoning, precinct plans, sub-precinct provisions, additional height and subdivision controls as well as the standards proposed within the PPC. Further the design review process that sits outside the resource consent process will ensure a quality-built environment will result.

7.3 DESIGN PRINCIPLES AND KEY SPATIAL DESIGN MOVES

The Structure Plan is informed by the following key design principles. The Design Principles have been established to guide the development of Beachlands South and ensure that the Vision and Key Outcomes are achieved. The ‘Principles Circle’ below demonstrates and reinforces their inter-related nature and their symbiotic relationship with each other.

Taking into account the Vision, Key Outcomes and Design Principles for the project, several Key Spatial Design Moves have been developed to give effect to the above matters and establish a sustainable and reliant community. Development of the Structure Plan has been informed by the following six key spatial design moves and organizing elements:

- Retain, protect and enhance natural ecological areas
- Creation of a spine road as a central organizing element
- Locate the village centre in the heart of the development
- Establish local employment opportunities, social and community infrastructure to support the existing and future Beachlands settlement.
- Provide an extensive network of walkways and cycleways to maintain and enhance public access to and along the coastal edge
- Assign residential density in response to proximity to high frequency public transport and community facilities.

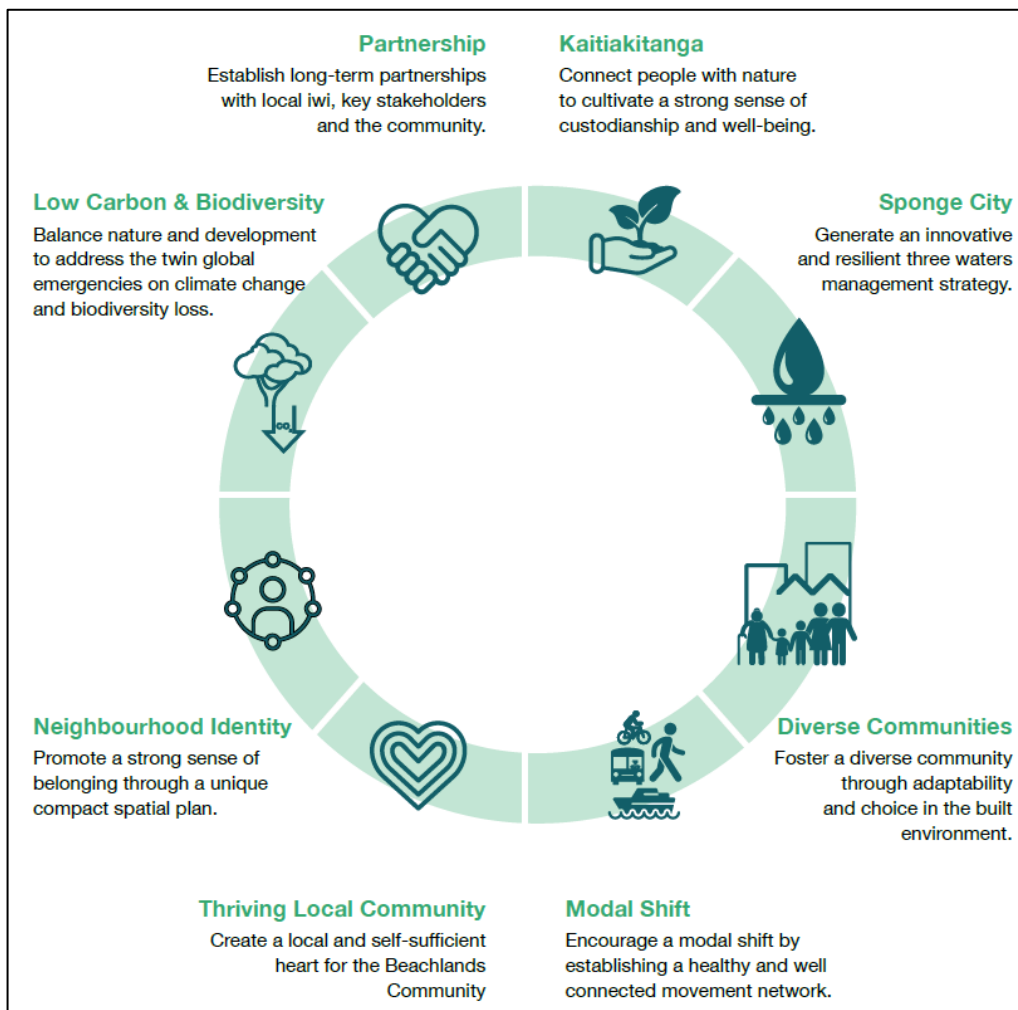


Figure 16: Structure Plan Design Principles Wheel

Further information on each of the design principles can be found in the Beachlands South Structure Plan included as **Appendix 4**.

The resulting PPC is consistent with the Structure Plan and gives effect to the Structure Plan Vision, Key Outcomes, Design Principles and Key Spatial Design Moves.

8.0 STRATEGIC PLANNING FRAMEWORK

This section analyses the relevant strategic planning documents that apply to the PPC. It addresses the relevant national planning documents as well as the regional and district planning documents that apply within the Auckland Region. Section 75(3) of the RMA requires that a district plan must give effect to:

- a. Any National Policy Statement; and
- b. Any New Zealand Coastal Policy Statement; and
- c. A National Planning Standard; and
- d. Any Regional Policy Statement.

These matters, in addition to other relevant strategic documents, are addressed below.

8.1 AUCKLAND REGIONAL POLICY STATEMENT

The RPS identifies the following nine issues of regional significance for resource management in Auckland:

- Issue 1 Urban growth and form
- Issue 2 Infrastructure, transport and energy
- Issue 3 Built/Historic heritage and character
- Issue 4 Natural heritage (landscapes, natural features, volcanic viewshafts and trees)
- Issue 5 Issues of significance to Mana Whenua
- Issue 6 Natural resources
- Issue 7 The coastal environment
- Issue 8 The rural environment
- Issue 9 Environmental risk

Issues 1,2 and 4 to 9 are considered to be relevant to this PPC. Issue 3 is not considered to be relevant as there are no built/historic heritage or character items/areas identified within the PPC area.

Given the significance of section B2.6 relating to Rural and Coastal Towns and Villages to this PPC, it is addressed first.

The urbanisation of the Beachlands South site is provided for and consistent with the RPS. The PPC will result in the expansion of an existing coastal town in a manner that gives effect to the objectives and policies of B2.6 of the RPS relating to Rural and Coastal Towns and Villages. Section B2.6 falls within the Urban Growth and Form chapter of the RPS. The relevant objectives and policies are addressed below and confirm the urbanisation of this land is consistent with and gives effect to the relevant RPS objectives and policies.

The Beachlands Maraetai area is a growing coastal town that has developed progressively since its initial urbanisation in the 1920's (refer Figure 17 below). At that time Beachlands was advertised as a "The Marine Garden Suburb", "12 ¼ miles to Queen's Wharf, City". The catch phrase "Watch Us Grow" was utilised as part of its initial marketing. These same initial descriptions remain relevant today, particularly the focus on accessibility to the City Centre via the ferry and the demand for living opportunities in Beachlands. The "Watch Us Grow" catchphrase has proved to be very accurate as Beachlands has progressively expanded since its initial urbanisation.

BRETTS CHRISTMAS ANNUAL
DEC. 17 1924

BEACHLANDS

“The Marine Garden Suburb”
1 1/2 miles to Queen's Wharf, City
FREQUENT BOAT SERVICE

BEACHLANDS is very slightly undulating land, rising from the sea to about 200ft. at back of Estate. Only about 25 allotments do not have a good sea view. All sections have ample room to erect a large residence, and then have room for orchard, garden and lawn. 66ft. is the smallest frontage, and 132ft. is the smallest depth. Every inch of every section is easily useable for building, gardening, etc. Soil is a rich marine deposit, and will grow potatoes, lemons, passion fruit, etc. to perfection.

GOOD MOTOR ROAD TO CITY

R. W. KIBBLEWHITE
Landscape Architect

WATCH US GROW!

Town plan of Beachlands was approved by the Hon. Minister of Lands on the 20th Sept. 1922. On the 20th March, 1923, over £25,000 worth of allotments had been sold. What a record! Beachlands is still selling rapidly, and sections sold 18 months ago have been re-sold at tremendous increases. The opportunity is still as good now as then.

TERMS:
50% Deposit and 6d. per day on Sections under £75
75% " " " 8d. " " " " £75 to £125
100% " " " 10d. " " " " £125 to £200
5% " " " 1% " " " " over £200
6 1/2% interest on unpaid balance

POPULAR MODERN HOMES
Best Book dealing on Bungalows compiled to suit N.Z. conditions.
3/6 Post Free—R. W. Kibblewhite—3/6 Post Free

WATCH US GROW!

Between 20th Sept. 1922, and 20th March, 1923 (6 short months), 23 cottages, 4 shops, 1 hall and 1 garage were erected. The building trades continue very busy at Beachlands throughout the year. Nice homes and pretty week-end bungalows are going up all over the Estate. Beachlands is Auckland's most progressive Marine Garden Suburb.

I prepare plans and specifications for buildings to be erected at Beachlands free of cost—if required.

**INVEST FOR YOUR CHILD
YOUR WIFE AND YOURSELF**

Sec. No.	Price	Sec. No.	Price	Sec. No.	Price
98	£1275	439-457	£50	545	£1215
99	£210	458-501	£95	545	£1205
91-95	£120	502-600	£100	555-557	£1115
96-97	£210	504-507	£ 95	553-557	£1115
98	£210	508	£ 95	553-557	£1115
99	£210	509	£ 95	553-557	£1115
100	£210	510	£ 95	553-557	£1115
101	£210	511	£ 95	553-557	£1115
102	£210	512	£ 95	553-557	£1115
103	£210	513	£ 95	553-557	£1115
104	£210	514	£ 95	553-557	£1115
105	£210	515	£ 95	553-557	£1115
106	£210	516	£ 95	553-557	£1115
107	£210	517	£ 95	553-557	£1115
108	£210	518	£ 95	553-557	£1115
109	£210	519	£ 95	553-557	£1115
110	£210	520	£ 95	553-557	£1115
111	£210	521	£ 95	553-557	£1115
112	£210	522	£ 95	553-557	£1115
113	£210	523	£ 95	553-557	£1115
114	£210	524	£ 95	553-557	£1115
115	£210	525	£ 95	553-557	£1115
116	£210	526	£ 95	553-557	£1115
117	£210	527	£ 95	553-557	£1115
118	£210	528	£ 95	553-557	£1115
119	£210	529	£ 95	553-557	£1115
120	£210	530	£ 95	553-557	£1115
121	£210	531	£ 95	553-557	£1115
122	£210	532	£ 95	553-557	£1115
123	£210	533	£ 95	553-557	£1115
124	£210	534	£ 95	553-557	£1115
125	£210	535	£ 95	553-557	£1115
126	£210	536	£ 95	553-557	£1115
127	£210	537	£ 95	553-557	£1115
128	£210	538	£ 95	553-557	£1115
129	£210	539	£ 95	553-557	£1115
130	£210	540	£ 95	553-557	£1115
131	£210	541	£ 95	553-557	£1115
132	£210	542	£ 95	553-557	£1115
133	£210	543	£ 95	553-557	£1115
134	£210	544	£ 95	553-557	£1115
135	£210	545	£ 95	553-557	£1115
136	£210	546	£ 95	553-557	£1115
137	£210	547	£ 95	553-557	£1115
138	£210	548	£ 95	553-557	£1115
139	£210	549	£ 95	553-557	£1115
140	£210	550	£ 95	553-557	£1115
141	£210	551	£ 95	553-557	£1115
142	£210	552	£ 95	553-557	£1115
143	£210	553	£ 95	553-557	£1115
144	£210	554	£ 95	553-557	£1115
145	£210	555	£ 95	553-557	£1115
146	£210	556	£ 95	553-557	£1115
147	£210	557	£ 95	553-557	£1115
148	£210	558	£ 95	553-557	£1115
149	£210	559	£ 95	553-557	£1115
150	£210	560	£ 95	553-557	£1115
151	£210	561	£ 95	553-557	£1115
152	£210	562	£ 95	553-557	£1115
153	£210	563	£ 95	553-557	£1115
154	£210	564	£ 95	553-557	£1115
155	£210	565	£ 95	553-557	£1115
156	£210	566	£ 95	553-557	£1115
157	£210	567	£ 95	553-557	£1115
158	£210	568	£ 95	553-557	£1115
159	£210	569	£ 95	553-557	£1115
160	£210	570	£ 95	553-557	£1115
161	£210	571	£ 95	553-557	£1115
162	£210	572	£ 95	553-557	£1115
163	£210	573	£ 95	553-557	£1115
164	£210	574	£ 95	553-557	£1115
165	£210	575	£ 95	553-557	£1115
166	£210	576	£ 95	553-557	£1115
167	£210	577	£ 95	553-557	£1115
168	£210	578	£ 95	553-557	£1115
169	£210	579	£ 95	553-557	£1115
170	£210	580	£ 95	553-557	£1115
171	£210	581	£ 95	553-557	£1115
172	£210	582	£ 95	553-557	£1115
173	£210	583	£ 95	553-557	£1115
174	£210	584	£ 95	553-557	£1115
175	£210	585	£ 95	553-557	£1115
176	£210	586	£ 95	553-557	£1115
177	£210	587	£ 95	553-557	£1115
178	£210	588	£ 95	553-557	£1115
179	£210	589	£ 95	553-557	£1115
180	£210	590	£ 95	553-557	£1115
181	£210	591	£ 95	553-557	£1115
182	£210	592	£ 95	553-557	£1115
183	£210	593	£ 95	553-557	£1115
184	£210	594	£ 95	553-557	£1115
185	£210	595	£ 95	553-557	£1115
186	£210	596	£ 95	553-557	£1115
187	£210	597	£ 95	553-557	£1115
188	£210	598	£ 95	553-557	£1115
189	£210	599	£ 95	553-557	£1115
190	£210	600	£ 95	553-557	£1115

Figure 17 – Early Beachlands Growth Development Brochure

This growth has been provided for through a series of subsequent plan changes. An opportunity now exists to take a holistic view on the approach to future growth and development of this coastal town and provide the essential ingredients that will contribute to a successful coastal town. In order to enable such an outcome, a number of community-based elements such as schools, open spaces, a village centre, a variety of housing opportunities, local commercial activities and employment opportunities, recognition of places of significance to Mana Whenua, a coastal

walkway, a conference venue and visitor accommodation as well as a connected ecological network.

The key elements provided for by the PPC that will ensure the successful expansion of the existing coastal town include the following:

- The establishment of a commercial local centre supported by employment opportunities within and around the periphery of the centre and on the Whitford Maraetai Road frontage.
- The recognition and protection of identified Mana Whenua cultural values within and beyond the precinct.
- A series of proposed and indicative open spaces including a suburban park, neighbourhood parks, the Fairway Reserve, golf course and esplanade/riparian margins.
- Public access to and along the coast and the creation of a quality coastal path.
- A sustainable approach to development including carbon reduction through forest sequestration.
- Enhancement of high value natural assets including streams, estuaries, beaches, coastal cliffs, ridges and gullies and a rolling undulating landform.
- A variety of housing types and densities including housing choice for all demographics.
- A variety of education opportunities including the potential establishment of a secondary and /or primary school.
- Community activities such as recreation, events and potentially local markets.
- The EPAN which will result in 80 hectares of the PPC land being protected, restored, maintained and enhanced including preservation of streams and their margins.
- Public transport options including growth of ferry passenger capacity and higher density development (including physical connections) in proximity to the ferry.
- Upgrades to the roading network as development of Beachlands South progresses.
- The establishment of infrastructure to service the PPC including wastewater, water supply, stormwater, telecommunications and power.

Overall, the coastal edge location and high-quality outlook from the Beachlands South land presents a unique opportunity to build on the existing township and complement the existing character and amenity of Beachlands. The existence of a significant

marina and ferry terminal based around the existing township supports urban development in this location within the Auckland Region.

Fundamental to the success of the extension of this coastal town over the Beachlands South land is to ensure any future plan change gives effect to the RPS ((s75(3)(c) of the RMA)). As outlined above, the RPS provides for urbanisation of the land through the objectives and policies relating to the establishment of new or the significant expansions of existing rural and coastal towns and villages. Importantly, Policy B2.6.2(3) enables this through the structure planning and plan change process in accordance with the Appendix 1 Structure Plan Guidelines of the AUP. The Structure Plan is addressed in Section 7 of this report. The way in which the PPC gives effect to these RPS objectives and policies is addressed below.

8.1.1 B2.6 Rural and Coastal Towns and Villages

Section B2 of the RPS identifies the issues, objectives and policies governing urban growth and form within the Auckland Region. The relevant provisions relating to the proposed expansion of the existing Beachlands Maraetai coastal town as proposed in this PPC are addressed below.

B2.6.1 Objectives

- (1) *Growth and development of existing or new rural and coastal towns and villages to be enabled in ways that:*
 - (a) *avoid 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 or special character unless growth and development protects or enhances such values; and:*

Assessment

The potential development of the land does not affect any scheduled items of the nature listed in the above objective. No special character areas exist either.

There are however, existing terrestrial and marine SEAs that are located within the PPC area (although there are no terrestrial SEAs within the area to be live zoned) and in the coastal marine area adjacent to the PPC area. Detailed ecological assessments have been undertaken to analyse terrestrial, freshwater, wetland and marine ecological environments within and around the PPC land and coastal marine area. These assessments have considered the potential effects of the development that would be enabled by the PPC on these ecological habitats, including discharges and construction effects of development. The reports conclude that development can be

provided for via the precinct provisions without compromising the values that the SEA's are recognised for. The adjacent natural and coastal environment will also be protected by requiring sediment discharges and stormwater or other discharges are restricted and treated to a high quality or are directed away from such sensitive areas, thereby protecting such habitats.

Stormwater discharges will be directed to stormwater ponds for treatment prior to discharge. Further, rainwater harvesting and re-use on site will also reduce stormwater discharges to the coastal marine area. Any construction related discharges will avoid adversely affecting the coastal SEA and associated bird wading areas in the coastal marine area adjacent to 620 Whitford Maraetai Road through the proposed restriction on earthworks areas within each catchment combined with erosion and silt runoff prevention measures. While in other parts of the adjacent coastal marine area significant adverse effects will be avoided, remedied or mitigated.

In conclusion, it is considered that the PPC will give effect to this objective.

- (b) *Avoid elite soils (added LUC 1) and where practicable prime soils (added LUC 2 and 3) which are significant for their ability to sustain food production:*

Assessment

The land is currently used as a golf course, conference venue and for rural purposes and is currently zoned Rural - Countryside Living. A Soil and Land Use Capability assessment has been undertaken to assess the productive potential of the land. The analysis concludes that the land does not have high productive agricultural value. There are no elite soils.

- (c) *Avoid areas with significant natural hazard risks:*

Assessment

No significant natural hazard risks have been identified on the land that is to be developed under this PPC. A geotechnical assessment, coastal hazard assessment and flood assessment have been undertaken as part of the technical evaluation of the PPC land. Potential hazards include coastal cliff erosion and/or land slips, coastal inundation, storm and tsunami hazards and flooding. The PPC responds to these potential hazards by restricting development on the lower coastal interface parts of the site and setting development areas back from coastal edges.

Therefore, any future development will not be located in areas with significant natural hazard risks. Any coastal walkways will be specifically geotechnically engineered to ensure safety and stability. With regard to general geotechnical matters, the assessments to date confirm that standard structural stability construction

methodologies will ensure any structures are safely constructed and therefore natural hazard risk can be avoided.

With regard to potential flooding and overland flow natural hazards, the stream, watercourse and overland flow channels proposed as part of future development will ensure such events are minimised. The proposed Stormwater Management Plan confirms this.

In terms of potential coastal inundation and storm surge hazards, the Coastal Hazards Assessment concludes that while coastal hazards will continue to exist in this location, measures can be imposed on future development to ensure the health and safety of the public can be maintained.

Therefore, it is considered that any areas with significant natural hazard risks are avoided and other natural hazard risks are appropriately addressed.

- (d) *Are consistent with the local character of the town or village and the surrounding area:*

Assessment

The current Beachlands Maraetai area is being developed for a variety of commercial, residential, coastal and community purposes. This includes detached dwellings on single lots as well as terrace house developments in proximity to the ferry terminal. Further a variety of commercial activities exist including local shops and a supermarket.

The PPC includes a variety of zones, sub-precincts and built form/activity outcomes. These have been coordinated to ensure complementarity to the character of the existing town while also enabling its own identity. For example, development within sub-precinct F (employment) requires quality built form outcomes that are attractive and designed to a high standard. Additionally, development within the other sub-precincts will also undergo design scrutiny through the resource consent process and the design review panel process which sits outside the consent process. The Masterplan Design Report and Urban Design Assessment prepared for the PPC confirm that the proposed development outcomes will be complementary to the character of Beachlands and will result in positive design outcomes for not only the PPC land but also the wider locality.

The proposed building heights and built form outcomes have also been assessed in the Landscape and Visual Assessment submitted with the PPC. The built form enabled by the PPC will result in a gradual transition from the existing Beachlands urban area across Jack Lachlan Drive and over the PPC land. The proposed additional height areas will result in the potential for high quality marker buildings to be established within

the centre of the PPC land and well separated from any neighbouring sites. The assessment and associated 3D photo simulations confirm that the effects of built form enabled by the PPC are consistent with and complementary to the local character of the Beachlands area. The PPC will therefore give effect to this objective.

In terms of maintaining or enhancing the character of the existing town or village, BSLP has commissioned further photosimulations from the vicinity of the existing marina and along the beach front. These have been assessed by Mr Brown and on his recommendation, some areas of proposed THAB zoning have been reduced to MHU and the height reduced to 11m. This change has resulted in the PPC being more consistent with the character and built form of the existing Beachlands township where there are areas of THAB and Single House zones. The Marina zone also provides for commercial activities and varying building heights. Overall, it is considered that the PPC maintains the character of the existing Beachlands township and will be visually congruent with it.

- (e) *Enables development and use of Mana Whenua resources for their economic well-being.*

Assessment

Consultation and engagement with Ngāi Tai ki Tāmaki commenced early in 2021 on the PPC. Prior to this, consultation was undertaken with Ngāi Tai ki Tāmaki on previous development proposals for the 620 Whitford Maraetai site. This has continued through to the planning phase of this project. Several hui and site visits have been undertaken with representatives with Ngāi Tai ki Tāmaki which are summarised later in this report. Recently a Cultural Landscape Plan (refer **Appendix 3**) has been developed which identifies culturally significant elements in and around the Beachlands South locality. Further, Ngāi Tai ki Tāmaki have also prepared a Cultural Values Assessment which is included as part of this PPC application. This assessment addresses the relevant cultural values and environmental issues associated with this site and the wider locality. Ngai Tai have formed the Ngāi Tai Hāpai Development Limited Partnership (which is a partnership with other Iwi) and they are part of BSLP and can therefore provide for their economic well-being through these partnerships. Their resources and knowledge will contribute to positive economic outcomes through the mitigation of adverse environmental effects and enhancement of cultural values.

In addition, as noted above, several other Iwi have been contacted to determine whether they are interested in engaging on this project. The other Iwi contacted are:

- Ngati Paoa

- Ngati Paoa Iwi Trust
- Waikato Wainui
- Ngati Maru
- Te Akitai Waiohua
- Ngati Tamatera
- Ngati Te Ata
- Ngati Wananga
- Te Ahiwaru Waiohua

To date, apart from the Iwi comprising the Ngāi Tai Hāpai Development Limited Partnership, no other Iwi have expressed an interest in engagement. However, should any of these Iwi express an interest in being consulted and engaging in the project, consultation with these parties will be progressed and included as the PPC progresses through the notification process.

(2) *Rural and Coastal towns and villages have adequate infrastructure*

Assessment

The engineering analysis undertaken confirms that the urban development enabled by the PPC will have adequate infrastructure. A variety of solutions have been identified including water supply through on-site bores, treatment of wastewater through an on-site MBR plant and discharging treated wastewater either to land or to a pond prior to discharge to the coast.

In terms of transport, comprehensive transport modelling has been undertaken in order to ensure the necessary transport infrastructure upgrades and increases in ferry capacity resulting from the transport and traffic effects associated with the development of the PPC land are provided in a coordinated and staged manner as required. It is also noted that the transport improvements and required infrastructure are fully funded and do not require funding from Auckland Council (refer section 7.1 above for details).

B2.6.2 Policies

The associated policies that give effect to the above objectives are outlined below. In summary the policies seek to:

- (1) *Require the establishment of new or expansion of existing rural and coastal towns and villages to be undertaken in a manner that:*
 - a) *Maintains or enhances the character of any existing town or village*

- b) *Incorporates adequate provision for infrastructure*
- c) *Avoids locations with significant natural hazard risks where those risks cannot be adequately remedied or mitigated*
- d) *Avoids elite soils (LUC 1) and avoids where practicable prime soils (LUC 2 and 3) which are significant for their ability to sustain food production*
- e) *Maintains adequate separation between incompatible uses*
- f) *Is compatible with natural and physical characteristics including the coastal environment*
- g) *Provides access to the town or village through a range of transport options including walking and cycling*

Assessment

The majority of the above policies give effect to the matters raised in objectives relating to urban growth of coastal towns that are considered above. The PPC provisions and analysis undertaken within the associated technical reports ensure the above policy outcomes are achieved. The PPC provisions and plans identify individual sub-precincts, the EPAN, proposed land use zoning, pedestrian, cycle and public transport movement, street hierarchy as well as the proposed and indicative the open space network.

Additionally, the above policy requires consideration of access through a range of transport options. Transport options such as ferry service enhancements, bus access, improved roads and enhanced walking/cycling facilities have been considered (in addition to roading upgrades) and form part of the Integrated Transport Assessment and are included in the PPC.

The PPC also ensures adequate separation distances are provided for potentially incompatible uses. For example, urban development is adequately separated from streams and their margins and the coastal edge. Specific methodologies will be employed to ensure any construction related effects (including erosion and sediment management measures) and stormwater discharges are avoided, remedied or mitigated to ensure the protection of sensitive coastal environments and habitats. The proposed erosion and sediment control measures which limit the size earthwork areas within each catchment (through a proposed standard) results in a higher level of mitigation than the standard measures for such activities. For example, it is proposed that smaller areas of the site are exposed for earthworks at a single time and that the silt ponds are larger, in comparison to the standard Auckland Council earthworks Erosion and Sediment Control Guidance Document (GD05).

Furthermore, development areas are setback from the coastal environment in order to ensure the PPC built form outcomes are compatible with natural and physical characteristics including the coastal environment. The photo simulations

demonstrate that the PPC provisions will result in a positive relationship between the natural character of the coast and urban development enabled by the PPC.

(2) *Avoid locating new or expanding existing rural and coastal towns and villages in or adjacent to areas that contain significant natural and physical resources, that have been scheduled, unless growth and development protects or enhances such resources by including any of the following measures:*

- a) *The creation of reserves*
- b) *Increased public access*
- c) *Restoration of degraded environments*
- d) *Creation of significant new areas of biodiversity*
- e) *Enablement of papakainga, customary use, cultural activities and appropriate commercial activities.*

Assessment

There are no scheduled items within or in proximity to the land that is proposed to be rezoned for urbanisation. Regardless, the PPC includes provision for the measures listed in this policy, by providing for reserves, a location for potential schools and the potential for increased public access including the coastal path as well as public roads/footpaths/cycle paths over land that is currently private property. The PPC also requires provision of a pedestrian and cycling connection to the Pine Harbour ferry from the Marina Point sub-precinct.

Further, from an ecological perspective, The PPC requires the protection, restoration, maintenance and enhancement of 80 hectares of land within the site as an Ecological Protected Area Network. This will restore existing degraded environments within the site and create significant new areas of biodiversity.

The PPC requires identified streams, waterways and riparian margins to be protected, restored and enhanced as part of the development of the land. The restoration of these areas will create significant new areas of biodiversity through the removal of pests and weeds, replanting, maintenance and protection.

With regard to papakainga, customary use, cultural activities and appropriate commercial activities, these outcomes can be achieved through the partnership with the Ngāi Tai Hāpai Development Limited Partnership and the Cultural Landscape Plan which identifies (among other things) a historic Pa site that is approximately 2 hectares in size. In the future, the Hapai partnership could negotiate development options with the other BSLP parties that could enable development around the Pa site or the development of housing for Mana Whenua. The Cultural Landscape Plan also identifies spiritual connections, views, archaeological sites and a key outlook point, all of which recognise and give effect to cultural values.

- (3) *Enable the establishment of new or significant expansions of existing rural and coastal towns and villages through the structure planning and plan change process in accordance with Appendix 1 Structure Plan guidelines.*

Assessment

The Beachlands South Structure Plan is attached to this PPC request and it addresses the structure planning requirements set out in Appendix 1 of the AUP. The Structure Plan maps and technical reports address the Appendix 1 Structure Plan guidelines and support the significant expansion of the Beachlands Maraetai coastal town. The PPC is in accordance with the Structure Plan and provides additional detailed technical assessment that supports the expansion of the Beachlands Maraetai township and ensures the required infrastructure and transport upgrades are coordinated with development within the precinct.

- (4) *Enable small scale growth of and development of rural and coastal towns without structure planning.*

Assessment

Small scale growth is not proposed within the PPC and therefore this policy does not apply.

- (5) *Enable papakainga, marae, customary use and cultural activities and appropriate commercial activities on Maori land and on other land where Mana Whenua have collective ownership.*

Assessment

There is no Maori land or land where Mana Whenua have collective ownership within the PPC land.

Overall, in terms of the relevant objectives and policies of B2.6, it is considered that an expansion of the Beachlands Maraetai coastal town gives effect to these RPS provisions. The policies enable significant expansions to existing coastal towns through the structure plan process and subsequent plan changes. This approach is being followed for Beachlands South. Therefore, it is concluded that the urbanisation of Beachlands South as proposed within this PPC is consistent with the RPS and will give effect to it.

8.1.2 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.*
- (4) *Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.*
- (5) *The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.*

B2.2.2 Policies

Development capacity and supply of land for urban development

- (1) *Include sufficient land within the Rural Urban Boundary that is appropriately zoned to accommodate at any one time a minimum of seven years' projected growth in terms of residential, commercial and industrial demand and corresponding requirements for social facilities, after allowing for any constraints on subdivision, use and development of land.*
- (2) *(a)-(i) Not applicable*
- (3) *Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 structure plan guidelines.*

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.*
- (8) *Enable the use of land zoned future urban within the Rural Urban Boundary or other land zoned future urban for rural activities until urban zonings are applied, provided that the subdivision, use and development does not hinder or prevent the future urban use of the land.*
- (9) *Not applicable*

Assessment

- The PPC proposes higher density development within the Marina Point and Village Centre sub-precincts and adopts the MDRS. The precinct standards also require a connection to the ferry. The outcome is a quality compact urban form that will improve public transport usage and result in higher quality urban environment and therefore gives effect to Objectives B2.2.1(1)(a), (d), Policies B2.2.2(2)(a) and (c), (5).
- Objective B2.2.1(2) refers to urban growth being **primarily** accommodated within the urban area 2016. Policy B2.2.2(1) supports the objective and seeks to provide seven years growth for residential, industrial and commercial land within the RUB. Policy 4 promotes urban growth and intensification within the urban area 2016 and enables urban growth and intensification within the Rural

Urban Boundary, towns and rural and coastal towns and villages, and avoid urbanisation outside these areas. The key part of this objective is that urban growth is **primarily** accommodated within the urban area. This means that the objective enables some urban growth outside the 2016 urban area. The policies then provide further guidance as to where such urban growth may occur. Rural and coastal towns and villages are specifically mentioned as areas that can accommodate urban growth and intensification. Therefore, while it is acknowledged that Beachlands South is not within the 2016 urban area, the PPC is complementary with Objective B2.2.1(2) as the objective only states that growth is located primarily within the 2016 urban area, not exclusively within the 2016 urban area.

- The PPC includes a transport upgrade trigger standard and a wastewater/water supply standard to ensure the provision of infrastructure is coordinated with development and therefore gives effect to policy B2.2.7(c).
- The proposal will facilitate improved social outcomes through including provisions that enable the establishment of schools, a local centre, community and recreation facilities, a variety of housing types (which will result in a variety of occupants ranging from the families with children and working professionals as well as empty nesters and the elderly). This in turn will lead to greater social and cultural vitality. This gives effect to Objective B2.2.1(1)(e) and Policy B2.2.2(2)(e).
- The development would provide for greater productivity and economic growth through providing for residential growth, commercial activities and employment areas as part of it. Residential growth would be provided for adjacent to an existing residential area and the proposed local centre would provide local services for the community. This gives effect to Objective B2.2.1(1)(b) and Policy B2.2.2(5) and (6).
- Better maintenance of rural character and rural productivity can be achieved by utilising the foothills to the east of Whitford-Maraetai Road as a natural topographical edge of the urban area. On the southern boundary a significant ecological corridor provides a natural boundary which forms a suitable urban edge. This approach would retain a rural buffer for land further east and provide a 'greenbelt' between Beachlands-Maraetai and land further south west and south, which incorporates the Maraetai Forest and the Hunua Ranges. This gives effect to Objective B2.2.1(4).

Overall, the PPC gives effect to the relevant Urban Growth and Form objectives and policies.

8.1.3 B2.3 A Quality-Built Environment

B2.3.1 Objectives

- (1) *A quality built environment where subdivision, use and development do all of the following:*
 - (a) *respond to the intrinsic qualities and physical characteristics of the site and area, including its setting;*
 - (b) *reinforce the hierarchy of centres and corridors;*
 - (c) *contribute to a diverse mix of choice and opportunity for people and communities;*
 - (d) *maximise resource and infrastructure efficiency;*
 - (e) *are capable of adapting to changing needs; and*
 - (f) *respond and adapt to the effects of climate change.*
- (2) *Innovative design to address environmental effects is encouraged.*
- (3) *The health and safety of people and communities are promoted.*

B2.3.2 Policies

- (1) *Manage the form and design of subdivision, use and development so that it does all of the following:*
 - (a) *supports the planned future environment, including its shape, landform, outlook, location and relationship to its surroundings, including landscape and heritage;*
 - (b) *contributes to the safety of the site, street and neighbourhood;*
 - (c) *develops street networks and block patterns that provide good access and enable a range of travel options;*
 - (d) *achieves a high level of amenity and safety for pedestrians and cyclists;*
 - (e) *meets the functional, and operational needs of the intended use; and*
 - (f) *allows for change and enables innovative design and adaptive re-use.*
- (2) *Encourage subdivision, use and development to be designed to promote the health, safety and well-being of people and communities by all of the following:*
 - (a) *providing access for people of all ages and abilities;*
 - (b) *enabling walking, cycling and public transport and minimising vehicle movements; and*
 - (c) *minimising the adverse effects of discharges of contaminants from land use activities (including transport effects) and subdivision.*

- (3) *Enable a range of built forms to support choice and meet the needs of Auckland's diverse population.*
- (4) *Balance the main functions of streets as places for people and as routes for the movement of vehicles.*

Assessment:

- The Masterplan for Beachlands South has been developed to ensure a high-quality development outcome result. The Masterplan identifies specific outcomes for each sub-precinct and the PPC adopts and provides for these outcomes. Resource consent applications for new development within the residential and business zones will also require assessment against specified matters of discretion and assessment criteria. It is also proposed to establish a design review panel that will assess designs outside the resource consent process. This gives effect to Objective B2.3.1(1) and (2) and Policy B2.3.2(1).
- A quality-built environment will be achieved through the implementation of existing AUP zones (and the MDRS). These zones contain activity rules, development standards, matters for discretion and assessment criteria, which together with the precinct's additional bespoke provisions, will ensure a quality-built environment. This gives effect to Objective B2.3.1(1) and (2) and Policy B2.3.2(1).
- The PPC will not challenge the Centres and Corridors hierarchy of the AUP as it results in the expansion of the Beachlands Maraetai township, which is located outside the Rural-Urban Boundary. The PPC is consistent with the Auckland Plan objectives that forecast growth of rural settlements/coastal towns. This gives effect to Objective B2.3.1(1)(b).
- The Local Centre will be the central focal point within Beachlands South and will enable a wide range of commercial, community and social activities that provide a range of choices and opportunities for people within the Beachlands community. In addition, the various forms of proposed and indicative open spaces, pedestrian and cycle connections and the EPAN provide for a wide variety of recreational activities that will connect to the Beachlands community and promote the health, safety and wellbeing of people and communities. This gives effect to Objective B2.3.1(3) and Policy B2.3.2(1)(d) and (2).
- The provision of residential land zoned Mixed Housing Urban and Terrace Housing and Apartment Building, together with the Large Lot Zone, creates an opportunity to provide a range of housing typologies and options and housing choice. This gives effect to Policy B2.3.2(3).
- The Masterplan has incorporated a hierarchy of streetscapes across Beachlands South to ensure the provision of a legible, safe and easily navigable urban

structure for the community. The overall movement network (as shown on Precinct Plan 5) and accompanying provisions promote site-wide connectivity and a range of transport modes, particularly by providing connections to the ferry (and including triggers that relate to increased ferry capacity). This gives effect to Policy B2.3.2(2) and (4).

- In terms of the effects of climate change and sustainability initiatives a Sustainability Strategy has been prepared identifies measures such as protection and restoration of ecological corridors, a low carbon environment through forest sequestration and a reduction in water usage through rainwater harvesting. The PPC includes provisions that require these outcomes. As a result, Objective B2.3.1(1)(d) and (f) and Policy B2.3.2(5) is given effect to.

Overall, PPC gives effect to the relevant Quality Built Environment objectives and policies.

8.1.4 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.*
- (6) *Sufficient, feasible development capacity for housing is provided, in accordance with Objectives 1 to 4 above, to meet the targets in Table B2.4.1 below:*

Table B2.4.1: Minimum Dwelling Targets

Term	Short to Medium 1 - 10 years (2016 – 2026)	Long 11 - 30 years (2027 – 2046)	Total 1 – 30 years (2016 – 2046)
Minimum Target (number of dwellings)	189,800	218,500	408,300

Source: Development Strategy, Assessing Demand, Auckland Plan 2050.

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.*
- (3) *Provide for medium residential intensities in areas that are within moderate walking distance to centres, public transport, social facilities and open space.*
- (4) *Ensure development is adequately serviced by existing infrastructure or is provided with infrastructure prior to or at the same time as residential intensification.*
- (5) *Avoid intensification in areas:*
 - (a) *where there are 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 or special character; or*
 - (b) *that are subject to significant natural hazard risks;*
 - (c) *where such intensification is inconsistent with the protection of the scheduled natural or physical resources or with the avoidance or mitigation of the natural hazard risks.*
- (6) *Ensure development is adequately serviced by existing infrastructure or is provided with infrastructure prior to or at the same time as residential intensification.*
- (7) *Manage adverse reverse sensitivity effects from urban intensification on land with existing incompatible activities.*

Residential Neighbourhood and Character

- (8) *Recognise and provide for existing and planned neighbourhood character through*

the use of place-based planning tools.

- (9) *Manage built form, design and development to achieve an attractive, healthy and safe environment that is in keeping with the descriptions set out in place-based plan provisions.*
- (10) *Require non-residential activities to be of a scale and form that are in keeping with the existing and planned built character of the area*

Affordable Housing

- (11) *Enable a sufficient supply and diverse range of dwelling types and sizes that meet the housing needs of people and communities, including:*
- (a) *households on low to moderate incomes; and*
- (b) *people with special housing requirements*

Assessment:

- The PPC includes opportunities for different housing types and intensity that are complementary to the residential character of the area and support a quality compact urban form. The proposed residential zones (and adoption of the MDRS), combined with the Business - Mixed Use and Business - Local Centre zones (with the additional height areas proposed) enable housing types that range from detached dwellings on single lots, to attached terrace houses and multi-level apartment developments. Opportunities also exist for retirement housing. The variety of housing typologies will result in a range of housing prices, a portion of which will be affordable for the locality. The opportunity for community and social housing providers will also exist in the future and will also enable additional affordable housing options. This gives effect to Objective B2.4.1(3), (4), (6) and Policy B2.4.2(1) and (11).
- The Masterplan Design Report identifies a variety of sub-precincts, each with their own character. This is then reflected in the precinct provisions which require quality-built form outcomes of a scale that is complementary to the character of the locality. Higher intensity development is proposed in the Marina Point and Village Centre sub-precincts (in proximity to the ferry) while lower intensity development is proposed in the Coastal and Golf sub-precincts. This approach will ensure that the resulting housing types and intensity are appropriate to the residential character of the area. The Landscape/Visual Assessment also supports the PPC zoning and built form outcomes as being complementary to the character of the area. This gives effect to Objective B2.4.1(3), (4), (6) and Policy B2.4.2(1) and (11).

- Based on the Auckland Plan goal of 6% of Auckland’s minimum dwelling target to be accommodated in rural areas – this equates to a total of 24,498 dwellings. The PPC for Beachlands South has a potential residential yield of 3,000 dwellings which represents a significant opportunity to deliver approximately 12.2% of Auckland’s dwelling target in existing rural areas. This gives effect to Objective B2.4.(4) and (6).
- The land subject to the PPC does not contain any scheduled items and is not subject to significant natural hazard risks. Therefore, policy B2.4.2(5) does not apply here and intensification does not need to be avoided in this area. While part of the land is subject to the SEA overlay, it is not considered “scheduled” in the context of the AUP. Regardless development is not proposed within the SEA overlay as it forms part of the EPAN.
- Development in Beachlands South will be required to provide the necessary infrastructure (including roading) to service the residential dwellings. Standards are included within the PPC (transport triggers and wastewater/water supply standard) to ensure this infrastructure is provided prior to or at the same time as residential intensification (Policy B2.4.2(6)).

Overall, the PPC gives effect to B2.4 Residential Growth.

8.1.5 B2.5 Commercial and Industrial Growth

B2.5.1 Objectives

- (1) *Employment and commercial and industrial opportunities meet current and future demands.*
- (2) *Commercial growth and activities are primarily focussed within a hierarchy of centres and identified growth corridors that supports a compact urban form.*
- (3) *Industrial growth and activities are enabled in a manner that does all of the following:*
 - (a) *promotes economic development;*
 - (b) *promotes the efficient use of buildings, land and infrastructure in industrial zones;*
 - (c) *manages conflicts between incompatible activities;*
 - (d) *recognises the particular locational requirements of some industries; and*
 - (e) *enables the development and use of Mana Whenua’s resources for their economic well-being.*

B2.5.2 Policies

- (1) *Encourage commercial growth and development in the city centre, metropolitan and town centres, and enable retail activities on identified growth corridors, to provide the primary focus for Auckland's commercial growth.*
- (2) *Support the function, role and amenity of centres by encouraging commercial and residential activities within centres, ensuring development that locates within centres contributes to the following:*
 - (a) *An attractive and efficient urban environment with a distinctive sense of place and quality public places;*
 - (b) *A diverse range of activities, with the greatest mix and concentration of activities in the city centre;*
 - (c) *A distribution of centres that provide for the needs of people and communities;*
 - (d) *Employment and commercial opportunities.*
 - (e) *A character and form that supports the role of centres as focal points for communities and compact mixed- use environments;*
 - (f) *The efficient use of land, buildings and infrastructure.*
 - (g) *high-quality street environments including pedestrian and cycle networks and facilities; and*
 - (h) *development that does not compromise the ability for mixed use developments, or commercial activities to locate and expand within centres.*
- (3) – (10) *Relevant matters relating to Local Centres and Industrial Areas assessed below however policies relating to Centres (other than Local Centre) are not relevant to this PPC*

Assessment:

- The Economic Impact Assessment concludes that the proposed Local Centre and Light Industry zones within the PPC are sufficient to needs to needs of the local community and will also provide employment opportunities for that community. The size of these proposed zones is not considered to detract from any centres or industrial zones in the vicinity and therefore the function, role and amenity of existing centres will not be compromised by the PPC. The PPC will support, and not challenge, the future health and vitality of local centres. This gives effect to Objective B2.5.1(1), (2) and Policy B2.5.2(2) and (4).

- The commercial growth within the PPC will provide a range of commercial, communal and social activities to support and complement the future residential community and provide for their needs. This gives effect to Policy B2.5.2(2)(b) and (c).
- The northern portion of the PPC land (Marina Point sub-precinct) is zoned THAB and is the location where the most compact residential development outcomes are enabled. The location of this zone directly adjoins the Local Centre and is well connected to the ferry terminal and will therefore result in a character and form of development that supports the role of the centre as a focal point (Policy B2.5.2(2)(e)).
- The PPC provides for light industrial activities at the intersection of Whitford Maraetai Rd and Jack Lachlan Drive. This will promote economic development within the locality through the provision of local employment opportunities (Policy B2.5.2(2)(d)) and its separation from residential, open space, community and local retail activities will avoid potential conflicts between incompatible activities.

8.1.6 B2.7 Open Space and Recreation Facilities

B2.7.1 Objectives

- (1) *Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities.*
- (2) *Public access to and along Auckland’s coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced.*
- (3) *Reverse sensitivity effects between open spaces and recreation facilities and neighbouring land uses are avoided, remedied or mitigated.*

B2.7.2 Policies

- (1) *Enable the development and use of a wide range of open spaces and recreation facilities to provide a variety of activities, experiences and functions.*
- (2) *Promote the physical connection of open spaces to enable people and wildlife to move around efficiently and safely.*
- (3) *Provide a range of open spaces and recreation facilities in locations that are accessible to people and communities.*

B2 Tāhuhu whakaruruhau ā-taone - Urban growth and form Auckland Unitary Plan Operative in part 12

- (4) *Provide open spaces and recreation facilities in areas where there is an existing or anticipated deficiency.*
- (5) *Enable the development and use of existing and new major recreation facilities.*
- (6) *Encourage major recreation facilities in locations that are convenient and accessible to people and communities by a range of transportation modes.*
- (7) *Avoid, remedy or mitigate significant adverse effects of land use or development on open spaces and recreation facilities.*
- (8) *Avoid, remedy or mitigate significant adverse effects from the use of open spaces and recreational facilities on nearby residents and communities.*
- (9) *Enable public access to lakes, rivers, streams, wetlands and the coastal marine area by enabling public facilities and by seeking agreements with private landowners where appropriate.*
- (10) *Limit public access to and along the coastal marine area, lakes, rivers, streams and wetlands by esplanade reserves, esplanade strips or other legal mechanisms where*

necessary for health, safety or security reasons or to protect significant natural or physical resources.

Assessment

The PPC provides for a range of open space and recreation opportunities and experiences within Beachlands South. These include the following:

- The large Open Space – Sport and Active Recreation area
- The 80 hectares of the EPAN
- The coastal walkway
- The Fairway Reserve
- The Golf Course
- Network of pedestrian and cycle connections including connections to the ferry terminal
- The adjacent coastal marine area
- Indicative Civic Space and Neighbourhood Parks
- The conference and community centre

A range of quality open spaces and recreation facilities as well as public access along the coastline are therefore provided across the Beachlands South precinct, that will more than adequately provide quality open space experiences for future occupants and visitors. This 'green' network is well connected to the movement network and will enable safe and convenient movement to and through the precinct. This gives effect to Objective B2.7.1(1) and (2) and Policy B2.7.2(1), (2), (3), (4) and (4).

The PPC also recognises and protects an historic Pa area as well as key views, spiritual connections, archaeological sites and a key outlook point. The Cultural Landscape precinct plan references these elements.

8.1.7 B2.8 Social Facilities

B2.8.1 Objectives

- (1) *Social facilities that meet the needs of people and communities, including enabling them to provide for their social, economic and cultural well-being and their health and safety.*
- (2) *Social facilities located where they are accessible by an appropriate range of transport modes.*

- (3) *Reverse sensitivity effects between social facilities and neighbouring land uses are avoided, remedied or mitigated.*

B2.8.2 Policies

- (1) *Enable social facilities that are accessible to people of all ages and abilities to establish in appropriate locations as follows:*
- (a) *small-scale social facilities are located within or close to their local communities;*
 - (b) *medium-scale social facilities are located with easy access to city, metropolitan and town centres and on corridors;*
 - (c) *large-scale social facilities are located where the transport network (including public transport and walking and cycling routes) has sufficient existing or proposed capacity.*
- (2) *Enable the provision of social facilities to meet the diverse demographic and cultural needs of people and communities.*
- (3) *Enable intensive use and development of existing and new social facility sites.*
- (4) *In growth and intensification areas identify as part of the structure plan process where social facilities will be required and enable their establishment*

Assessment

The PPC includes the Community sub-precinct which provides for education facilities, community facilities and visitor accommodation as restricted discretionary activities. The Open Space – Sport and Active Recreation area is also included within this sub-precinct (Objectives (1) and (2), and policies (1) and (3)). Community consultation has identified the need for a primary and secondary school and therefore provision is made for these social facilities on land fronting Jack Lachlan Drive. While the decision to locate schools within Beachlands South is ultimately a decision for the Ministry of Education, the meetings held with officials from the Ministry suggest strong support for schools within the PPC land.

Access to the Community sub-precinct will also be made for buses through the design and location of the road network (Policy 1(c)). The development of education facilities can be co-located with other planned community facilities and this will enable the use of shared facilities/amenities thereby maximising the efficient use of land (Policy 5(b)).

The Village Centre and Community sub-precincts are ideally located to accommodate a variety of social facilities as they are easily accessible within the precinct and located on the movement network. This will ensure that any future social facilities can meet the diverse demographic and cultural needs of the future and existing Beachlands community (Policy 2).

Overall, the PPC provisions enable a variety of social facilities to be established within Beachlands South and the resulting outcome will provide a broad range of social benefits.

8.1.8 B3 Infrastructure, Transport and Energy

This section focuses on ensuring sufficient infrastructure is provided to enable economic growth and reverse sensitivity effects are avoided or managed. In terms of transport, the provisions seek to enable the development, operation, maintenance and upgrading of the transport infrastructure and that transport be integrated with land use. The RPS also promotes energy efficiency and conservation.

Infrastructure

B3.2.1 Objectives and B3.2.2 Policies

Assessment

The stormwater management plan, wastewater assessment and potable water assessment outline how development within the PPC land will be serviced from a three waters perspective. Potable water will be provided from a combination of existing and proposed bores and wastewater will be treated by an MBR plant and either discharged to land or to a pond and then the coastal marine area. Stormwater will be directed to stormwater ponds where it will be treated prior to discharge to the coastal marine area. At present it is noted that runoff discharges from the site in an uncontrolled manner as the land is used for rural purposes and does not contain any silt prevention/protection measures. The proposed development will improve the quality and quantity of discharges from the land.

It is clear that any infrastructure provided will meet objective B3.2.1(1) and any associated policies because it will be subject to a separate subsequent consenting process. These processes are thorough and rigorous and will ensure a resilient, efficient and effective infrastructure network will be provided to service the plan change area. The technical reports provided demonstrate that an appropriate infrastructure network is feasible.

The above methods proposed for potable water supply and wastewater treatment are proven methods that are subject to stringent certification, analysis and monitoring requirements which will ensure public health, safety and well-being of people and communities. The PPC includes a standard requiring wastewater and potable water to be provided with development so that development cannot proceed without these infrastructure requirements. Therefore, it is considered that objectives B3.2.1(2)(d), (3)(b) and (5) and policy B3.2.2(8)

Associated with this are potential effects on the natural environment. It is noted that parts of the PPC land and adjoining coastal marine area are identified as Significant Ecological

Areas (SEA's). Detailed technical analyses including ecological assessments, coastal water quality and sedimentation assessment, stormwater management assessment and earthworks assessments recommend measures to avoid or mitigate effects on the natural environment including the SEA's. These measures have been adopted by the precinct provisions and include protection and restoration of the EPAN, stormwater mitigation and treatment, wastewater treatment, rainwater harvesting and more stringent than best practice earthworks controls. Therefore, it is considered that objectives B3.2.1(2)(e) and (8) and policy B3.2.2(8).

Transport

B3.3.1 Objectives and B3.3.2 Policies

Assessment

A detailed Integrated Transport Assessment (ITA) has been prepared to assess and plan for the potential traffic and transport effects resulting from the urbanisation of Beachlands South. The ITA and PPC include a comprehensive transport and movement network as well as detailed transport upgrade triggers that will ensure development is planned and coordinated with required transport upgrades. The proposed measures include the following:

- A collector and local road network to facilitate future bus movements within the PPC land
- Pedestrian and cycle connections within the site and to the ferry terminal
- The coastal walkway
- Road and intersection upgrades combined with progressive ferry capacity increases (which will be funded)
- Roading dimension design requirements

The potential development of schools and employment activities within Beachlands will also reduce private vehicle trips from the road network. Further once development progresses at Beachlands South, it is considered likely that improved public bus services will also be delivered by AT. Higher development density around the Village Centre and in the Marina Point sub-precincts (combined with connections to the ferry) will also result in transport efficiencies and accessibility to public transport. While the Regional Land Transport Strategy does not identify any significant transport upgrades for the Beachlands area, the transport upgrades required to address the effects resulting from the PPC are expected to be fully funded by BSLP whom are currently in discussions with Crown Infrastructure Partners to develop an Infrastructure Funding Agreement (refer section 7.1 above for details).

Overall, it is considered that the PPC will give effect to RPS objectives B3.3.1(1)(b)(c)(d) and (e) and policies B3.3.2(1), (4), (5)(a) and (b).

8.1.9 B4 Natural Heritage

B4.2.1 Objectives and B4.2.2 Policies

This section relates to outstanding natural features and landscapes, viewshafts, the Waitakere Ranges Heritage Area and notable trees. The PPC does not affect these matters.

8.1.10 B6 Mana Whenua

B6.2.1, B6.3.1, B6.4.1, B6.5.1 Objectives and B6.2.2, B6.3.2, B6.3.2, B6.4.2, B6.5.2 Policies

This section contains a comprehensive summary of the obligations to mana whenua and iwi in the development and future planning of the Auckland Region. The principles of the Treaty of Waitangi are clearly outlined in addition to the protection of mana whenua culture, landscapes and historic heritage. Issues of active participation in sustainable management of natural and physical resources and cultural/commercial redress are set out in the RPS. As identified above, a formal partnership with Ngai Tai Hapai Development Limited Partnership (which includes Ngāi Tai ki Tāmaki and 6 other Iwi) has been established to provide input into and guidance on the PPC provisions. Through a series of hui and site visits a Cultural Landscape Plan has been developed and included in the PPC as a precinct plan. This framework identifies a historic Pa site, archaeological sites, key views and key outlook place as well as spiritual connection locations. The PPC provisions require specific Mana Whenua consideration for any development within the Pa site area and consideration of the Mana Whenua objectives and policies, the Cultural Landscape Plan, matters of discretion and assessment criteria that require resource consent applicants to take into account the Cultural Landscape Plan.

Ongoing engagement with Mana Whenua will be undertaken through the planning process and subsequent development process.

The objectives and policies address the following:

- Recognition of Te Tiriti O Waitangi Partnerships and participation (B6.2.1 and B6.2.2) – Given effect to through the formal partnership with Ngai Tai Hapai Development Limited Partnership
- Recognising Mana Whenua values (B6.3.1 and B6.3.2) – Given effect to through the engagement process, objectives and policies, the Cultural Landscape Plan, the Mana Whenua standard, matters of discretion and assessment criteria.
- Maori economic, social and cultural development (B6.4.1 and B6.4.2) – Given effect to through the Ngai Tai Hapai Development Limited Partnership which is

to provide positive economic returns, social and cultural enhancement through its formal relationship with the development partners.

- Protection of Mana Whenua cultural heritage (B6.5.1 and B6.5.2) – Given effect to through the Cultural Landscape Plan and Mana Whenua standard.

Overall, the PPC will ensure Mana Whenua cultural, spiritual and historical values with local history and whakapapa is recognised, protected and enhanced and the relevant RPS objectives and policies are given effect to in the PPC provisions.

8.1.11 B7 Natural Resources

B7.2.1, B7.3.1, B7.4.1 Objectives and B7.2.2, B7.3.2, B6.4.2 Policies

(Note the other objectives and policies in this section relating to Air and Minerals are not affected by the PPC)

The above identified objectives and policies relate to indigenous biodiversity, freshwater systems, coastal water, freshwater and geothermal water (not relevant). Significant technical analysis of these matters has been undertaken in the ecological assessments, stormwater assessment, coastal water quality and sedimentation assessment, coastal hazards assessment, earthworks assessment and the water supply assessment. These assessments have informed the PPC provisions relating to ecology and biodiversity, sustainability, stormwater, water efficiency and the coastal environment.

Part of the PPC land area and the adjacent coastal marine area is identified as a Significant Ecological Area (Marine or Terrestrial) and the ecological assessments identify important ecological habitats on land, including streams and riparian margins, as well as bird wading habitats in the coastal estuaries. The RPS provisions require the protection, maintenance and enhancement in certain circumstances of these areas. The RPS also requires the integrated management of land use and freshwater systems and that the adverse effects of intensification on freshwater and coastal waters are avoided, remedied or mitigated.

The PPC gives effect to the RPS objectives and policies through the following provisions:

- The protection and restoration of 80 hectares of the EPAN and riparian margins (B7.2);
- Provision for pedestrian and cycle paths within ecological areas of the site to provide public access along streams (Policy B7.3.2(5)(d)(ii));
- Stormwater retention, detention and treatment as well as requiring the use of inert building materials (B7.4);

- On site wastewater treatment (B7.4);
- More stringent than best practice earthworks standard (B7.4); and
- Planted buffer along Whitford Maraetai Road (B7.2).

The National Policy Statement and National Environmental Standards for Freshwater Management will also be given effect to, as will the AUP water quality objectives and policies. It is considered that rezoning and development of the land as set out in the PPC gives effect to these statutory documents and these RPS objectives and policies.

8.1.12 B8 Coastal Environment

B8.2.1, B8.3.1, B8.4.1, B8.5.1 Objectives and B8.2.2, B8.3.2, B8.4.2, B8.5.2 Policies

The land is located within the coastal environment as described in the New Zealand Coastal Policy Statement and is also subject to the Hauraki Gulf Marine Park Act (which is to be considered as a New Zealand Coastal Policy Statement for the Hauraki Gulf pursuant to section 10 of that Act). A detailed analysis of these documents is provided below in section 8.4 and 8.5 of this report.

The PPC land is directly adjacent the coastal marine area with a substantial coastal edge (approximately 3km) along its western boundary. There are no high or outstanding natural character areas, features or landscapes that apply to the land or coastal environment. A coastal water quality and sedimentation assessment and coastal hazards assessment have been prepared to assess the effects of urbanising the land on the coastal environment. These assessments conclude that the effects that may result from use and development enabled by the PPC are acceptable and can be adequately mitigated. Overall, water quality will be improved as the development of the land will result in existing uncontrolled run-off ceasing and all stormwater/earthworks being managed/controlled so that future run-off is retained, detained and treated. Therefore, subdivision, use and development of the land can be accommodated while avoiding, remedying or mitigating adverse effects.

The RPS also requires that subdivision, use and development in the coastal environment is to be of an appropriate form in consideration of the natural character of the locality. Whilst there are no areas of outstanding or high natural character, the existing character of the environment has been considered. The landscape and visual assessment conclude that the scale and form of development enabled by the PPC is appropriate for this coastal environment. The PPC has been developed to ensure the outcome is complementary to the existing coastal environment features and the adjacent coastal environment development to the north. It is also proposed to establish a coastal path to provide public access to and along the coast where the topography and stability of the landform allows.

Overall, it is considered that the PPC gives effect to these RPS objectives and policies.

8.1.13 B9 Rural Environment

B9.2.1, B9.3.1 Objectives and B9.2.2, B9.3.2 Policies

These provisions relate to rural activities (production, countryside living), soil productivity and rural subdivision. The provisions require the protection of productive soils and the protection of coastal towns and villages from inappropriate subdivision, use and development. With regard to soils, the Soil and Land Use Capability Report confirm that the land is not considered to be elite soil and therefore has compromised productivity value. The Soils Report confirms there are prime soils present on site however as the land has been zoned Country-side living, the AUP already indicates the land is to be used for rural residential purposes as opposed to rural productive purposes. This report also identifies that the PPC area has a number of “severe agricultural limitations” including underlying issues with the soil quality in parts of the site, the non-contiguous nature and lack of high-class land and the already subdivided nature of the properties along Whitford-Maraetai Road. Therefore, it is considered that the proposed urbanisation of the land will not further compromise the availability of land for rural production purposes

It is considered that the urbanisation of the land is appropriate within the context of the productive soils assessment that has been undertaken.

The other technical reports support the urbanisation of the land and demonstrate that this can be achieved in an appropriate manner through the provisions proposed within the PPC.

Overall, it is concluded that the urbanisation of Beachlands South as proposed within PPC is complementary to this part of the RPS and gives effect to the RPS objectives and policies.

8.1.14 B10 Environmental Risk

B10.2.1, B10.4.1 Objectives and B10.2.2, B10.4.2 Policies

These provisions relate to natural hazards and climate change and contaminated land. In terms of natural hazards and climate change, a geotechnical assessment and coastal hazards assessment has been undertaken. As noted above there are no significant natural hazard risks. The PPC avoids areas such as coastal cliffs and low-lying land within the coastal inundation zone from being developed. These areas will either be protected as part of the EPAN, riparian margins or coastal protection yard. As a result, the environmental risk from natural hazards and climate change are avoided or mitigated. Further, the PPC includes a Sustainability Strategy that includes carbon

reduction through forest sequestration, which will occur either in the EPAN or planted buffer fronting Whitford Maraetai Road.

With regard to contamination, a contamination assessment and detailed site investigation have been prepared for the PPC. Any potential areas of contamination will be removed from the site and disposed of to an approved landfill.

As a result, the PPC gives effect to these RPS objectives and policies.

8.1.15 Summary

Overall, it is considered that the PPC is consistent with the relevant RPS provisions and gives effect to the RPS.

8.2 AUCKLAND PLAN 2050

The Auckland Plan is the Council's key strategic document which sets the Council's social, economic, environmental and cultural objectives. A key component of the Auckland Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050. The Auckland Plan focusses new development in existing urban areas and provides for 'managed expansion' in future urban areas. This managed expansion is with reference to structure planning processes.

The Auckland Plan does not identify Beachlands South as a development area planned for future growth or a Future Urban Area. It is envisaged in that document to remain as Rural zoned land and for countryside living purposes. However, the plans below identify future development areas in the region between 2028-2032 and notably includes a large area of land (approximately 58.7 hectares) directly south of Maraetai which is steeply undulating and disconnected from the Pine Harbour ferry service. In this respect, there is an opportunity to rationalise the future development land in the Beachlands/Maraetai areas to optimise access to public transport through the urbanisation of land in Beachlands South.

As has been noted earlier in this assessment, the Auckland Plan development strategy envisages a small amount of additional growth in rural areas outside of the urban footprint. Residential development in rural zones will be limited and provision for residential growth will be focused in the existing Countryside Living zone (the zoning of the Structure Plan area). Based on the Auckland Plan goal of 6% of Auckland's minimum dwelling target to be accommodated in rural areas – this equates to a total of 24,498 dwellings. The PPC for Beachlands South has a potential residential yield of 3,000 dwellings (within the proposed live zoned area) which represents a significant opportunity to deliver approximately 12.2% of Auckland's dwelling target in existing rural areas.

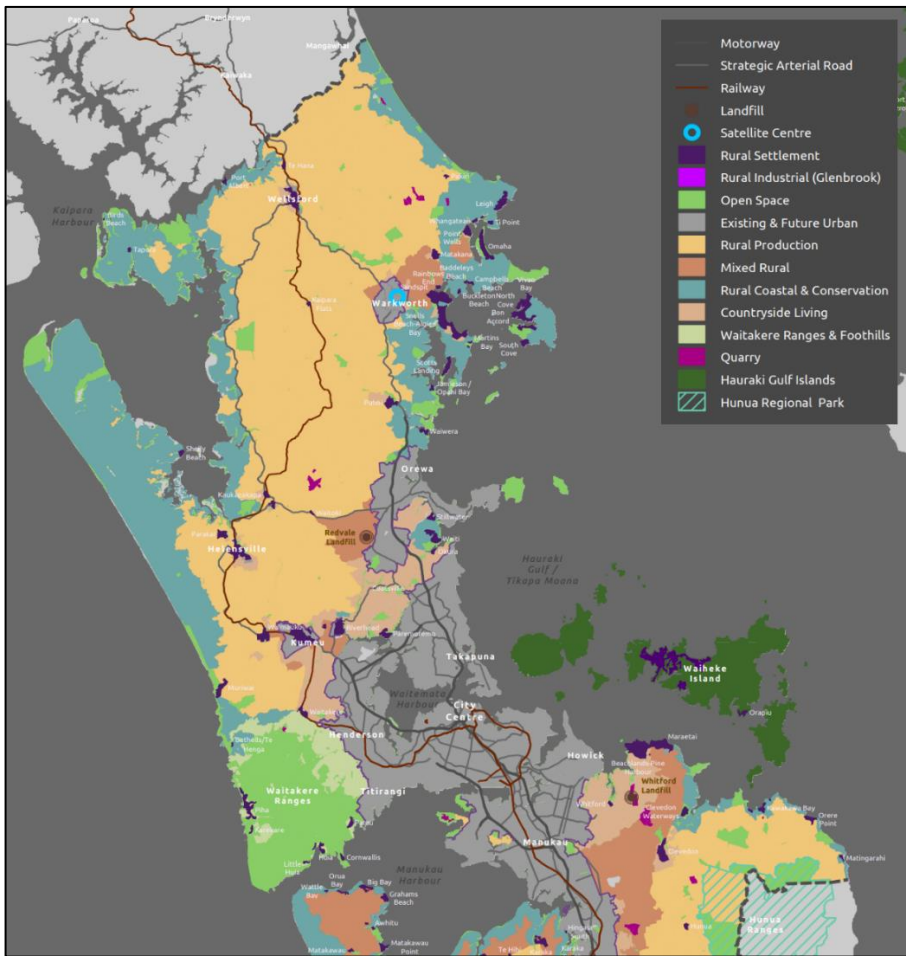


Figure 18: Auckland Plan Rural Settlement

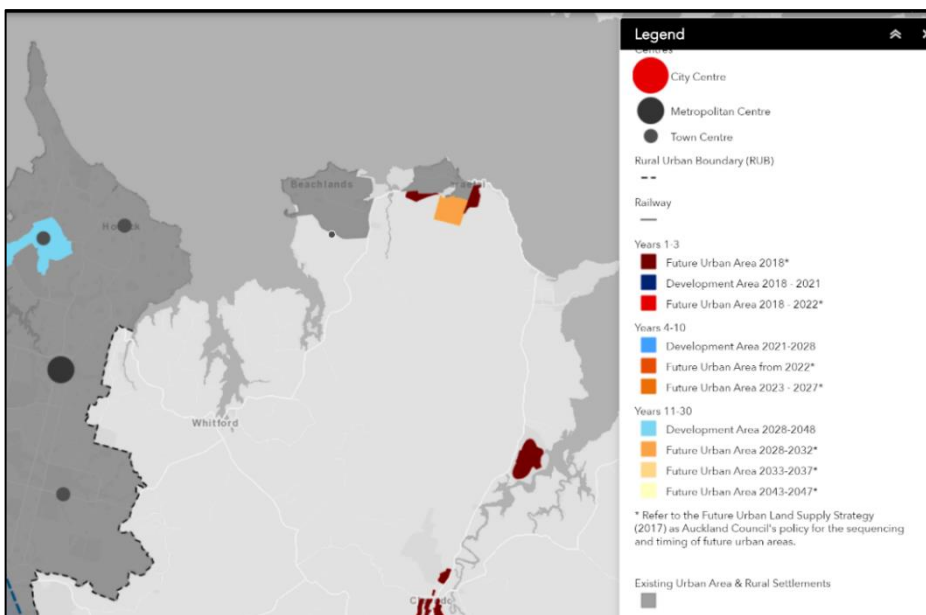


Figure 19: Auckland Plan Beachlands Area.

8.3 FUTURE URBAN LAND SUPPLY STRATEGY

The Council’s Future Urban Land Supply Strategy (FULSS) is a non-statutory document refreshed in July 2017. The FULSS gives effect to the previous National Policy Statement on the previous Urban Development Capacity and also continues to give effect to the current National Policy Statement on Urban Development by identifying a programme to sequence future urban land over 30 years.

Importantly, the FULSS provides for alternative staging to be considered through a structure planning process and the document provides that the FULSS will be updated in response to changing demographic trends, planning decisions and infrastructure/transport provision.

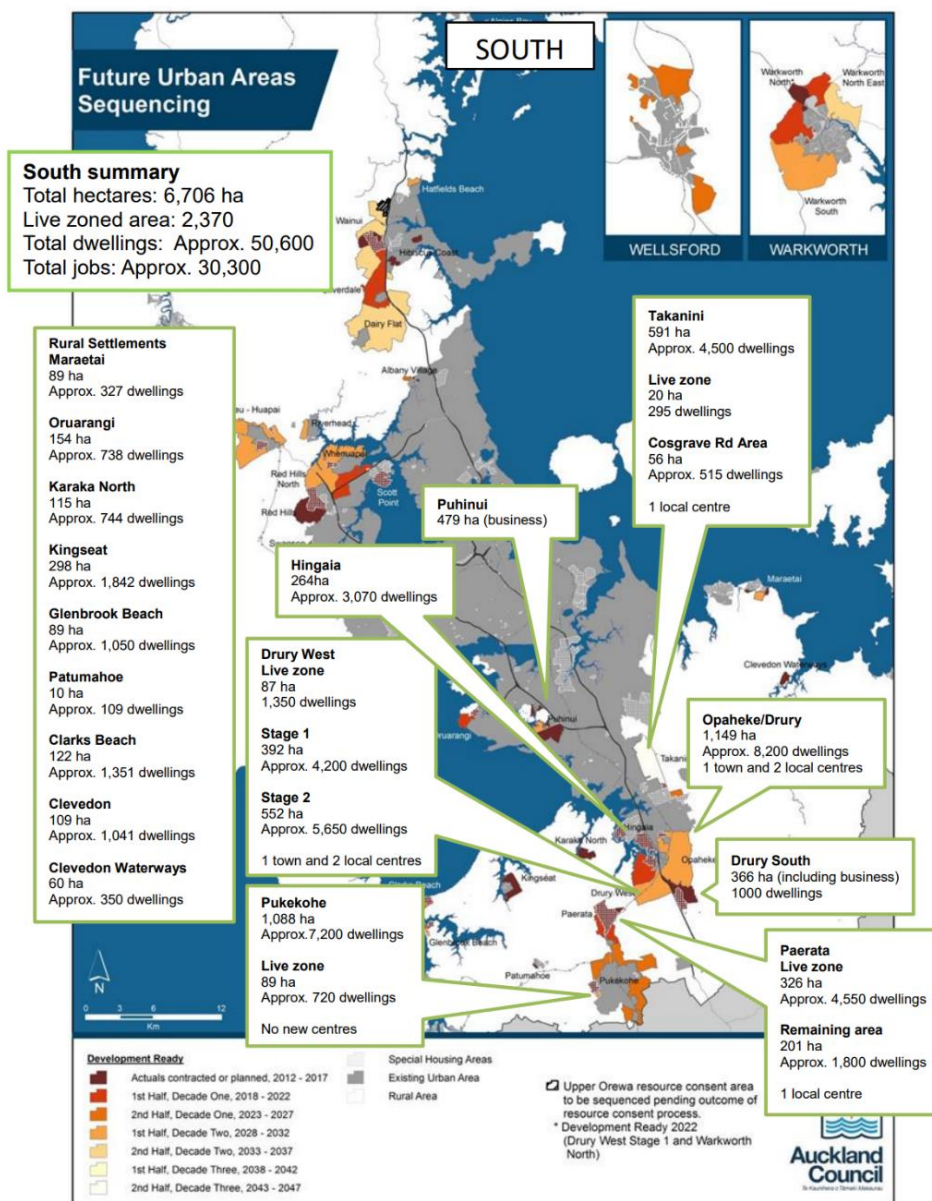


Figure 20: Future Urban Supply Strategy – South Map

This is relevant to the proposed development of Beachlands South as the structure plan process and the RPS provisions provides justification for enabling urbanisation of the site. Further, the Appendix 1 Structure Plan process also identifies the Auckland Plan as a document to be taken into account. At present the Auckland Plan identifies four coastal settlements/towns outside the RUB (although only annotated as rural settlements in the Auckland Plan). These are Clarks Beach, Beachlands-Maraetai, Helensville, Kahawai Point (Map 18 page 235). They all have some Future Urban Zone land adjacent them (Map 19, page 214), but this only reflects current growth allowances and where there may be some infrastructure capacity. It does not reflect where new growth may be appropriately located or able to be accommodated. As noted above, the FUZ identified in the Beachlands-Maraetai area is above Maraetai, is steeply sloping and is disconnected from the Pine Harbour ferry terminal.

Economic analysis from Property Economics indicates there will be a shortage of supply of future housing and developable land requirements between 2028-2038, in the East Auckland market, although some of this capacity is being supported in other FUZ areas such as Drury and Pukekohe. As a result, there is overall support for the growth and expansion of the Beachlands Maraetai coastal town over the Beachlands South land that is subject of this PPC. The PPC delivers that growth in an appropriate manner with particular consideration given to the impacts on the immediate and wider environment and community and in a way that gives effect to the RPS.

8.4 NEW ZEALAND COASTAL POLICY STATEMENT

The New Zealand Coastal Policy Statement (NZCPS) sets out the policies for sustainably managing the coastal environment of New Zealand. The Beachlands South precinct has a significant coastal edge of approximately 3km in length and is adjacent to the coastal waters of the Whitford Estuary. From there the Whitford Estuary flows into the Tamaki Straight towards Rangitoto Island and Waiheke Island.

A detailed analysis of the NZCPS has been undertaken and is included as **Appendix 30** to this report. Overall, it is concluded that the PPC will give effect to the NZCPS for the following reasons (refer to Appendix 30 for full assessment):

Development is complementary to the existing character of the coastal environment

- The PPC will not result in inappropriate subdivision, use of development of the coastal environment and will not result in adverse visual effects that are out of character with the locality.
- The resulting effects from development will avoid adverse effects on coastal wetlands
- Public access to and along the coastal edge is provided

- Discharges to the coastal marine area will be detained, retained and treated prior to discharge
- Coastal habitats will not be adversely affected
- Water sensitive design and rainwater harvesting is proposed
- Riparian reserves and buffers along the coastal edge and streams are proposed
- Development along the coastal edge is avoided by a proposed coastal protection yard of 30m and ecological areas in this vicinity. Low level density is proposed beyond this in the LLR zone
- Adverse effects from coastal inundation and erosion hazards are avoided.

8.5 HAURAKI GULF MARINE PARK ACT

The Hauraki Gulf Marine Park Act 2000 has the same effect as a New Zealand Coastal Policy Statement for the Hauraki Gulf and must be assessed accordingly. The relevant provisions of the HGMPA that relate to this application include its purpose and the impacts on the management of the Hauraki Gulf. The applicable subsections relating to the purpose of the HMPA aim to integrate the management of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments and to establish objectives for the management of the Hauraki Gulf. Additionally, it is a purpose of the HGMPA to recognise the historic, traditional, cultural, and spiritual relationship of the tangata whenua with the Hauraki Gulf and its islands.

The HGMPA addresses similar issues to the NZCPS, however the HGPMA focuses on the life supporting capacity of the Hauraki Gulf and recreation as reflected in Section 7(2) and Section 8(f). Given the status of the HGMPA, the relationship between the Hauraki Gulf, its islands and catchments and the ability of the Gulf to sustain the life supporting capacity of the environment are matters of national significance.

The following sections of the HGMPA set out the relevant parts of section 7 & 8 that relate to this application are:

7. Recognition of national significance of Hauraki Gulf—

(1) The interrelationship between the Hauraki Gulf, its islands, and catchments and the ability of that interrelationship to sustain the life-supporting capacity of the environment of the Hauraki Gulf and its islands are matters of national significance.

(2) The life-supporting capacity of the environment of the Gulf and its islands includes the capacity —

(a) to provide for —

- (i) the historic, traditional, cultural, and spiritual relationship of the tangata whenua of the Gulf with the Gulf and its islands; and*
- (ii) the social, economic, recreational, and cultural well-being of people and communities:*
- (b) to use the resources of the Gulf by the people and communities of the Gulf and New Zealand for economic activities and recreation:*
- (c) to maintain the soil, air, water, and ecosystems of the Gulf.*

8. Management of Hauraki Gulf—

To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

- (c) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:*
- (d) the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments:*
- (e) the protection and, where appropriate, the enhancement of those natural, historic, and physical resources (including kaimoana) of the Hauraki Gulf, its islands, and catchments with which tangata whenua have an historic, traditional, cultural, and spiritual relationship:*
- (f) the protection of the cultural and historic associations of people and communities in and around the Hauraki Gulf with its natural, historic, and physical resources:*
- (g) the maintenance and, where appropriate, the enhancement of the contribution of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments to the social and economic well-being of the people and communities of the Hauraki Gulf and New Zealand:*
- (h) the maintenance and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, which contribute to the recreation and enjoyment of the Hauraki Gulf for the people and communities of the Hauraki Gulf and New Zealand.*

Overall, it is considered that the proposal is consistent with the provisions of the HGPMA and will give effect to it. The proposal will result in improvements to the life supporting capacity of the gulf by improving the quality of discharges into the coastal marine area. Stormwater will be retained, detained and treated prior to discharge. Better than best practice earthworks standards will be required. Any wastewater discharges will pass through a treatment system and will then be discharged to a pond (and ultimately the CMA) or to land.

The protection and restoration of 80 hectares of the EPAN will also significantly support safeguarding the life supporting capacity of water. Overall, the PPC is considered to be consistent with and give effect to the HGMPA.

8.6 NATIONAL POLICY STATEMENT – URBAN DEVELOPMENT

The National Policy Statement on Urban Development 2020 (NPS: UD) came into force on 20 August 2020 and replaced the National Policy Statement on Urban Development Capacity 2016. The NPS:UD has assessed all the local authorities within the country and classified them as either Tier 1, Tier 2 or Tier 3, with Tier 1 referencing the largest local authorities in New Zealand (including Auckland Council). The NPS provides direction to decision-makers under the RMA on planning for urban environments, with particular focus on:

*All local authorities that have all or part of an urban environment within their district or region (Tier 1, 2 and 3 local authorities)- Auckland is a Tier 1 Authority;
and*

Planning decisions by any local authorities that affect an urban environment;

The NPS:UD sets out objectives and policies that apply to all decision-makers when making planning decisions that affect an urban environment. The general themes relating to the objectives and policies are as follows:

- The purpose of the RMA 1991
- Housing affordability
- Regional Policy Statement
- Diversity and changing needs of New Zealand public
- Treaty of Waitangi
- Local authority decisions
- New Zealand’s urban environments

8.6.1 Future Development Strategy

The NPS:UD requires local authorities with jurisdiction over major urban areas (i.e. Auckland Council) to produce a strategy that shows how and where they will provide for future development. This is referred to as a Future Development Strategy (FDS). Auckland Council gives effect to this through the Auckland Plan and the Future Urban Land Supply Strategy (FULSS). It is acknowledged that the FULSS does not envisage urban growth on the site subject to the PPC. However, urbanisation of the land is provided for as an expansion to an existing coastal town under section B2.6 of the RPS. Given that the PPC satisfies the requirements of these RPS provisions, it is considered that urbanisation of the land should proceed. Further, as noted below, the NPS:UD provides for out of sequence growth such as that proposed at Beachlands South.

Recognising that the provision of development capacity is often limited to infrastructure funding, the FDS is aimed to be clear about where development can go, how the infrastructure to support it will be provided, and the local authority's contribution to that infrastructure. The FDS can also identify where funding needs to come from somewhere else, including where private capital investment can release capacity.

8.6.2 Objectives & Policies

Objective 1 and Policy 1 seek well-functioning urban environments for people and communities. The PPC will achieve objective this as the development of the land has been subject to a detailed master planning exercise which has driven the PPC in terms of zoning, development densities, connections to the Pine Harbour ferry, potential for community activities such as schools and public transport accessibility. Potential for local employment opportunities has also been provided. The proposed connections to the Pine Harbour ferry and provisions for future public transport routes through the PPC land will support greenhouse gas reductions. The proposed 80 hectares of the EPAN and Whitford Maraetai Road buffer planting setback will also contribute to the forest sequestration requirements to reduce carbon from the development.

Objective 2 seeks that planning decisions will improve housing affordability by supporting competitive and developing markets. The PPC enables a wide range of housing types and densities. This choice will result in a range of affordability options within the PPC land and will ensure competitive land and development markets.

Objective 3 and Policy 3 require district plans to enable more people to live in and more business and community services to be located in areas of an urban environment that is near a centre or other area with many employment opportunities or the area is well serviced by existing or planned public transport or these is a high

demand for housing or for business land relative to other areas within the urban environment. The PPC satisfies this objective as the land is in close proximity to the Pine Harbour ferry and the area has a high demand for housing.

Objectives 4 and 6 state that New Zealand's urban environments develop and change over time in response to diverse and changing needs of people, communities and future generations. Further, local authority decisions are integrated with infrastructure planning and funding as well as being responsive, particularly in relation to proposals that would supply significant development capacity. The proposed structure plan area will result in between 2,500 to 4,000 dwellings overall and approximately 6ha of commercial land in an area where people want to live. In addition, development will be coordinated with the provision of transport and other infrastructure in order to ensure sustainable development outcomes. As a result, development within the PPC land will be integrated with infrastructure planning and funding decisions. It is considered that these objectives are met. It is noted however, that the initial plan change will likely live zone a capacity of up to approximately 3,000 dwellings with the remainder of the site to be zoned Future Urban.

Objective 5 and Policy 9 require Te Tiriti o Waitangi to be taken into account. The assessment under section 8.1 of this report relating to the RPS confirms this objective is met.

Objective 6 relates to local authority decisions on urban development being integrated with infrastructure planning and funding decisions and are responsive to proposals that would supply significant development capacity. The PPC includes a transport upgrade trigger standard and a water supply/wastewater standard. Both will ensure development is coordinated with infrastructure provision and that sufficient infrastructure upgrades are in place as required by development.

Objective 7 relates to local authorities updating decisions and is not applicable here.

Objective 8 supports a reduction in greenhouse gas emissions and resilience to the current and future effects of climate change. The proposed carbon reduction and forest sequestration initiatives which are inherent in this development will meet this objective.

Policies 4, 5 and 6 seek increases in density and accessibility. The PPC achieves this by providing for the highest density in the Village Centre and the Marina Point sub-precincts and ensuring these have direct access to public transport. Further, additional height controls are proposed in these areas in order to ensure the highest densities are achieved.

Policy 8 further supports local authority decisions affecting urban environments to be responsive to plan changes that would add significantly to development capacity and

add to well-functioning urban environments even if the development capacity is unanticipated by RMA planning documents or is out of sequence with planned land release. Urbanisation of this land meets this policy. It is considered that the development of Beachlands South would fall under this policy and gives effect to it.

Overall, it is considered that the PPC gives effect to the NPS:UD.

8.7 NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020

The National Policy Statement for Freshwater Management 2020 (NPS-FM 2020) contains requirements, including:

- *Managing freshwater in a way that ‘gives effect to Te Mana o te wai through involving tangata whenua, and prioritising the health and wellbeing of water bodies, then the essential needs of people, followed by other uses.*
- *Improve degraded water bodies.*
- *An expanded national objectives framework.*
- *Avoid any further loss or degradation of wetlands and streams.*
- *Identify and work towards target outcomes for fish abundance, diversity and passage and address in-stream barriers to fish passage over time.*
- *Set an aquatic life objective for fish and address in stream barriers for fish over time.*
- *Monitor and report annually on freshwater.*

Areas identified for urban development through the PPC have been considered in detail as part of the ecological assessments undertaken for the land and surrounding coastal marine area. The PPC will result in the protection and enhancement of significant ecological corridors and habitats (including streams and natural wetlands) within the land in the PPC area and adjacent coastal marine area. Future land use activities will need to comply with the relevant regulations under the NES-FM 2020 and AUP with respect to streams, wetlands and for discharges etc. and this, together with implementation of the proposed precinct provisions (including the EPAN provisions) will ensure that the effects of activities on water quality and water quantity are appropriately managed.

On this basis it is considered that the PPC will give effect to the NPS-FM 2020.

8.8 NATIONAL POLICY STATEMENT ON ELECTRICITY TRANSMISSION 2008

This NPS provides a policy framework to address the need to develop, operate, maintain and upgrade renewable electricity generation activities throughout New Zealand and acknowledge the benefits of renewable electricity generation.

The AUP gives effect to the National Policy Statement on Electricity Transmission through the National Grid Corridor overlay provisions in the AUP. The NPS on Electricity Transmission is not directly applicable to the Plan Change for the rezoning for land urban development and no parts of the PPC area is subject to the National Grid Corridor overlay. The Plan Change is therefore not affected by these matters.

8.9 PROPOSED NATIONAL POLICY STATEMENT – INDIGENOUS BIODIVERSITY

The Government has consulted on a proposed National Policy Statement for Indigenous Biodiversity (NPS-IB) which sets out the objectives and policies to identify, protect, manage and restore indigenous biodiversity under the RMA. Decisions on the release of an exposure draft of the NPS-IB will be made in the first half of 2022.

In broad terms, the proposed NPS-IB that was consulted on in 2019 would require every territorial authority to undertake a district wide assessment in accordance with Appendix 1 of the NPS-IB to determine if an area is significant indigenous vegetation and/or significant habitat of indigenous fauna; and if it is:

- Classify areas of significant indigenous vegetation and /or significant habitat of indigenous fauna as either High or Medium, in accordance with Appendix 2 of the NPS-IB.
- Local authorities would also be required to avoid the loss of significant natural areas and manage all adverse effects of a new subdivision, use or development on significant natural areas. A Biodiversity Strategy would also be required to be developed by local authorities in addition to a monitoring programme related to this.

Land within Beachlands South contains areas of good quality Taraire, Kanuka, Manuka and regenerating bush alongside them. The PPC is aligned with the proposed NPS-IB because it proposes significant enhancement of the ecological corridors within the site including significant native revegetation of the site.

8.10 PROPOSED NATIONAL POLICY STATEMENT – HIGHLY PRODUCTIVE LAND

The Government has also recently consulted on the proposed National Policy Statement for Highly Productive Land (NPS-HPL) to improve the way highly productive land is managed under the RMA. The purpose of the proposed NPS-HPL is to:

- recognise the full range of values and benefits associated with its use for primary production;
- maintain its availability for primary production for future generations; and
- protect it from inappropriate subdivision, use and development.

Importantly, the proposed NPS-HPL does not intend the absolute protection of highly productive land, or that there should be no net loss of such land in a region or district. Rather the aim is to require local authorities to consider the value of this resource presently and in the future.

The proposed NPS-HPL also includes policies to guide decision-making on:

- plan changes to rezone highly productive land to an urban use or more densely populated rural residential or rural-lifestyle use; and
- resource consent applications for urban development and subdivisions on highly productive land.

Final decisions on the NPS-HPL are expected to be made by cabinet in May 2022.

The land at Beachlands South has been assessed in terms of its quality, class and rural productive purposes and the current Countryside Living zone has also been considered. This assessment concludes that there are no elite soils, the soil has been modified or is of low productive quality and the land does not need to be preserved for rural production purposes.

8.11 NATIONAL ENVIRONMENTAL STANDARDS – FRESHWATER MANAGEMENT

The NES-FM came into force on 3 September 2020 and set requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. Anyone carrying out these activities will need to comply with the standards.

Significant technical analysis has been undertaken to appropriately address freshwater habitats within the site including wetland and watercourses, and those in the adjacent coastal environment. The PPC is consistent with the provisions of this national environmental standard and future development activities will need to be assessed against the standards.

8.12 NATIONAL ENVIRONMENTAL STANDARD – CONTAMINATED LAND

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 came into effect on 1 January 2012. The NES is a national set of planning controls for assessing and mitigating soil contamination. It ensures that land affected by contaminants in soil is appropriately identified and

assessed before it is developed, and if necessary, the land is remediated or the contaminants contained to make the land safe for human use.

The assessment undertaken to date identifies some areas of potential contamination that will require management through removal or control of discharges. Any future consent requirements will be able to be appropriately addressed at that time.

8.13 NATIONAL ENVIRONMENTAL STANDARD – SOURCES OF HUMAN DRINKING WATER

Water supply for the PPC will be from groundwater sources and supplemented by rainwater harvesting from residential properties for non-potable water. The PPC does not compromise the outcomes sought to be achieved by this NES.

8.14 NATIONAL ENVIRONMENTAL STANDARD – AIR QUALITY

The NES for Air Quality is implemented through the air quality provisions in the AUP. There are no known air quality standard issues in the PPC area.

8.15 NATIONAL ENVIRONMENTAL STANDARD – RENEWABLE ELECTRICITY TRANSMISSION

The NES set out a national framework of permissions and consent requirements for activities on existing electricity transmission lines. Activities include the operation, maintenance and upgrading of existing lines. This NES is not a relevant consideration because there are no existing electricity transmission lines within the PPC area.

8.16 AUCKLAND UNITARY PLAN – OPERATIVE IN PART

The AUP guides the use of Auckland's natural and physical resources, including land development. It includes the Regional Policy Statement which specifically provides for urbanisation of the land by significant expansions of existing rural and coastal towns and villages through the objectives and policies in Chapter B2 Urban growth and form. Importantly, Policy B2.6.2(3) enables this through the structure planning and plan change process in accordance with the Appendix 1 Structure Plan Guidelines of the AUP. As outlined in detail in section 7.1 of this report, the RPS objectives and policies are given effect to.

The application of the zones proposed within the PPC takes into account the characteristics of the site, the topography of the land and the most appropriate type and forms of development within the PPC area. Using the existing zones within the AUP (as amended by the MDRS) will ensure the urban development of the site is consistent with the overall planning direction of the AUP. It is also proposed to include a precinct within the PPC and a number of sub-precincts. The precinct and sub-precinct provisions will specify the specific character, activity and built form outcomes

for the PPC area. These elements will be connected through the integrated ecological corridors and open space framework proposed within the site.

The proposed zones, precinct and sub-precinct provisions will replace the existing Countryside Living zone and Whitford Precinct and sub-precinct B provisions that currently apply over the PPC area in their entirety. As a result, the PPC land will no longer fall within the Whitford Precinct and will not be subject to the Whitford Precinct provisions or sub-precinct provisions. However, land outside the PPC will remain subject to the Whitford Precinct and Sub-Precinct provisions. The 'live' zones will apply to the northern portion of the site and will provide growth for approximately 12-15 years. It is proposed to rezone the southern portion of the site Future Urban Zone in order to revisit the most appropriate 'live' zones for that part of the site at that time.

The PPC is also in accordance with the recently enacted (20 December 2021) Resource Management (Enabling Housing Supply and Other Matters) Amendment Act (2021) (Amendment Act). For private plan changes to be accepted by Council they must either include the existing AUP residential zone provisions (unamended) or be in accordance with the Medium Density Residential Standards (MDRS). Both options are then subsequently required to reflect Auckland Council's future plan change to give effect to this Amendment Act as well as the National Policy Statement on Urban Development. The Council's plan change is to be publicly notified in August 2022, with draft plan change provisions to be notified for public comment in April 2022. BSLP has decided to prepare the PPC in accordance with the MDRS and then make any necessary changes to align the provisions with Auckland Council's future plan change provisions once Auckland Council notifies its plan change. The PPC therefore includes the AUP residential zones that are consistent with the Amendment Act with changes that reflect the MDRS.

8.16.1 Existing Auckland Unitary Plan Zoning Provisions

The existing AUP provisions that apply to the site are outlined below.

The Formosa Golf Course site is located within Whitford sub-precinct B and has an underlying zoning of Rural Countryside Living, with parts of the coastal edge zoned Coastal – General Coastal Marine.



Figure 21: Rural – Countryside Living zoning across the PPC area.

The total Whitford Precinct area incorporates approximately 3,735 hectares of rural land within the Whitford catchment and topographical area. The precinct is divided into 2 sub-precincts. Sub-precinct B (refer Figure 21 below) contains the coastal edge and includes specific provisions addressing both landscape character and environmental considerations.

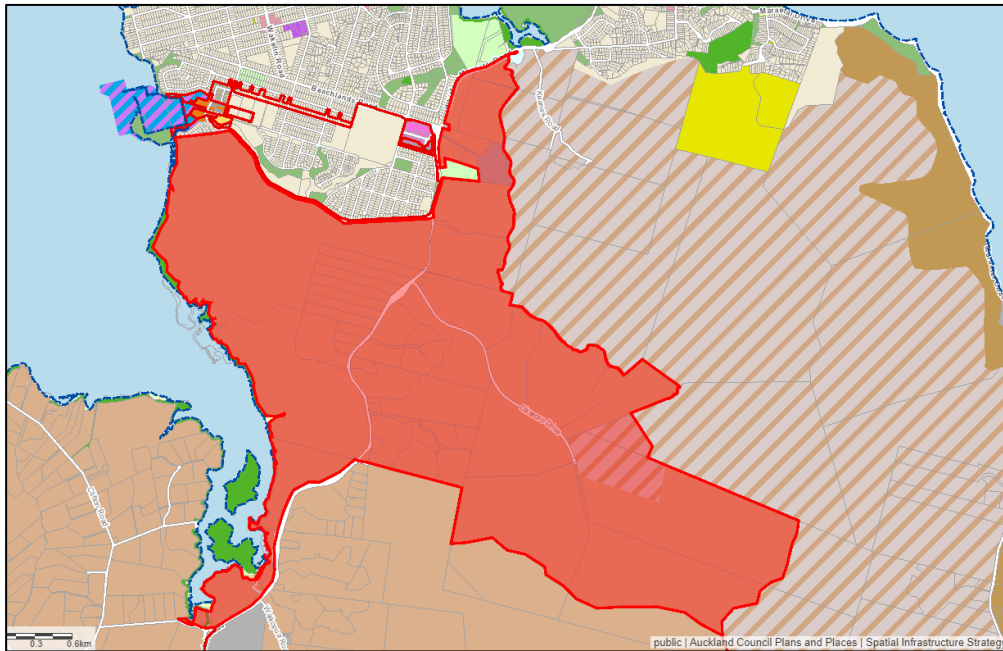


Figure 22 – Extent of Whitford sub-precinct B

In terms of the existing operative Country-side Living zone provisions they require an average site size of 5ha in this sub-precinct. The precinct is subject to a number of individual precinct plans and provisions which identify several ‘constraint areas’. These include the following:

- Road corridor indicative constraints area
- Scenic amenity indicative constraints area
- Riparian management indicative constraints area
- Coastal indicative constraints area
- Native Vegetation Constraints area
- Slopes indicative constraints area

The term constraints area refers to the particular environmental factor (e.g. coastal) that requires consideration when assessing development proposals. The above matters are addressed as part of the PPC for Beachlands South. In particular the existing constraints have been assessed in detail and incorporated into the comprehensive and integrated framework of the Beachlands South PPC precinct provisions and precinct plans.

The following figures identify the various environmental management considerations set out in the current Whitford Precinct plan maps. They address streams and vegetation management measures.

I441.10. Precinct plans

I441.10.1. Whitford Precinct: Precinct plan 1

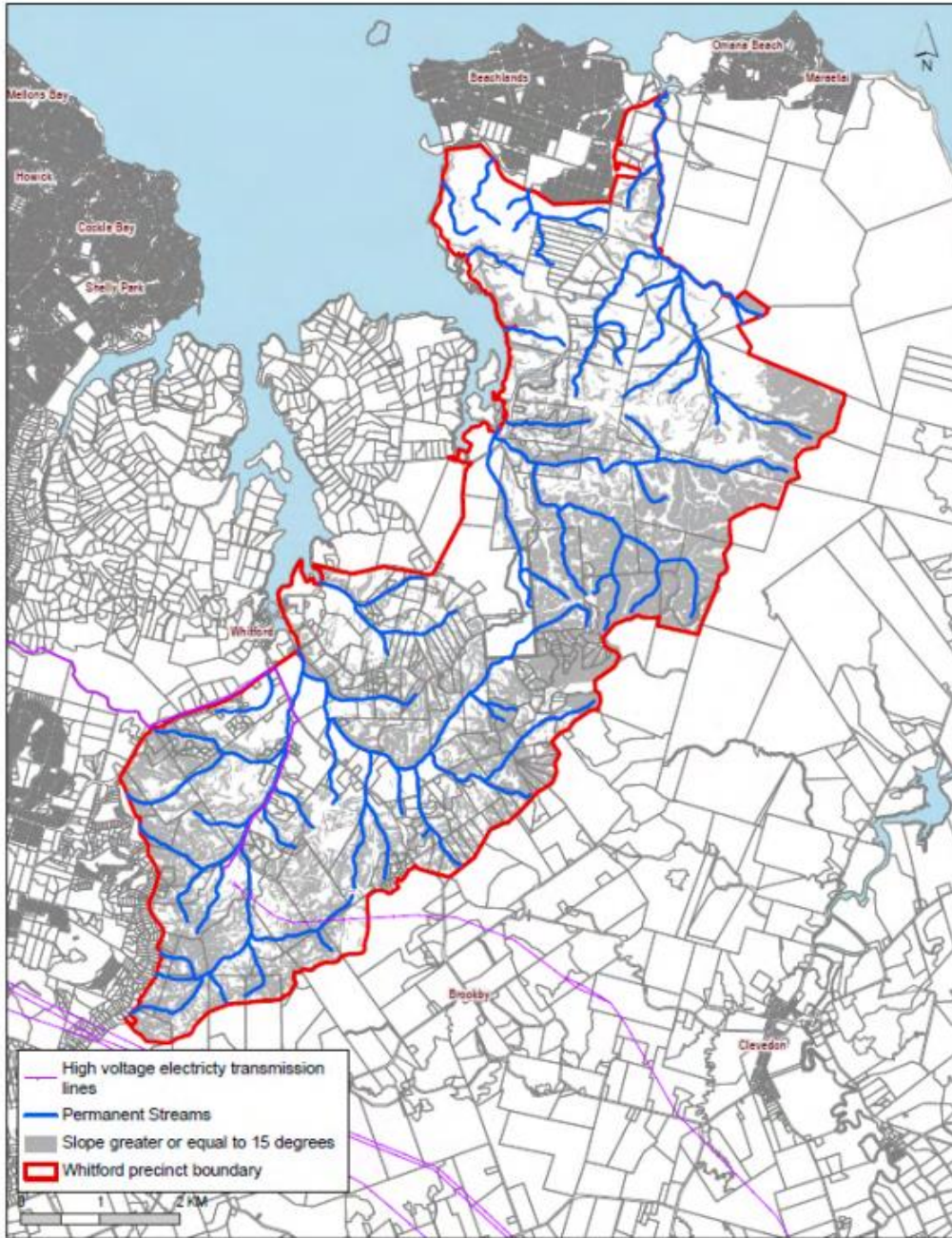


Figure 23: Whitford Precinct – Precinct Plan 1

1441.10.2. Whitford Precinct: Precinct plan 2 - vegetation management

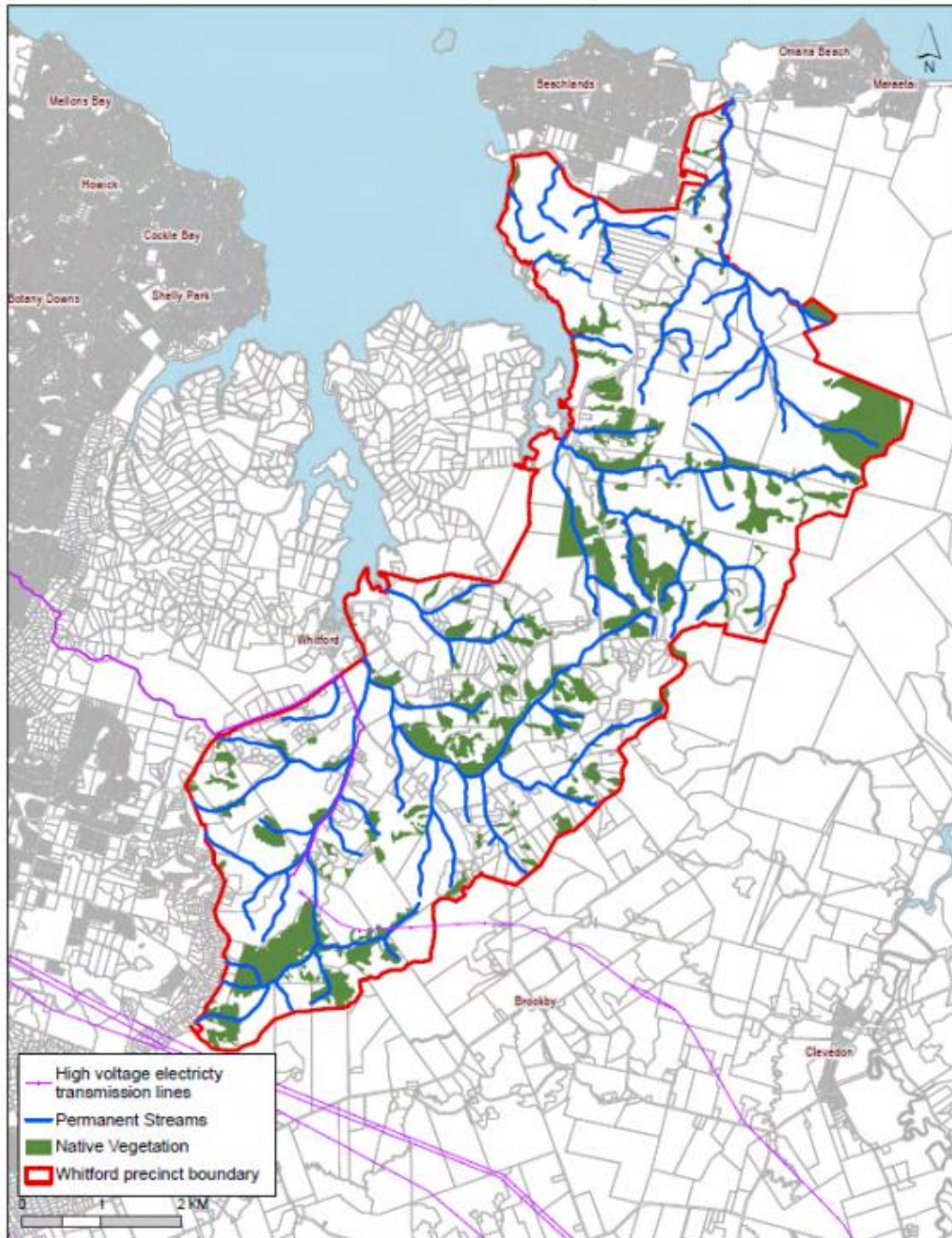


Figure 24: Whitford Precinct – Precinct Plan 2

The Whitford precinct plans combine to manage environmental effects and areas of importance within the precinct. They provide an additional layer of control that are given effect to through the precinct standards. Further, there are specific controls that restrict buildings and subdivision and control riparian management in addition to enhancement planting.

The PPC will address these provisions as part of the rezoning of the site and will provide for the management and enhancement of the natural environment as well as the establishment of a well-functioning urban environment through a careful and balanced planning approach. This is specifically provided by the protection and restoration of approximately 80 hectares of land comprising the EPAN.

The site is also subject to a variety of overlays, controls and designations. These will all continue to apply and no changes are proposed as part of this PPC. They are identified in the map below and include the following:

Overlays

- Natural Resources: Significant Ecological Areas Overlay – SEA-M1-43c, Marine 1
- Natural Resources: Significant Ecological Areas Overlay – SEA-M1-43w4. Significant bird wading area, Marine 1
- Natural Resources: Significant Ecological Areas Overlay – SEA-M2-43a, Marine 2
- Natural Resources: Significant Ecological Areas Overlay – SEA_T_4556, Terrestrial

Controls

- Coastal inundation 1% AEP plus 1m control – 1m sea level rise
- Macroinvertebrate Community Index – Exotic, Native, Rural

Designations

- Designation ID 1806, Road widening – Beachlands Road, Designations, Auckland Transport
- Designation ID 1102. Protection of aeronautical functions – obstacle limitation surfaces, Auckland International Airport Ltd

The AUP identifies several Significant Ecological Areas (SEA's) in this area, including a bird wading area. Therefore, any development of the land will need to manage stormwater discharges, coastal edge erosion and construction related effects on the adjacent coastal marine area. There are also SEA's on land along parts of the coastal edge. It is not proposed to amend any of the existing SEA provisions or the other overlay provisions. These will continue to apply and together with the proposed precinct provisions, the existing provisions which seek to avoid, remedy or mitigate effects on these areas, will appropriately address the effects of any future

development enabled through the PPC. Additionally, there are a number of relevant designations. The airspace restriction imposes a height limit for aeroplane flight paths and will be significantly higher than any potential building on site, so will be of little consequence. The figure below identifies the relevant designations, controls and overlays. Designation 1806 provides for the widening of Beachlands Road which is more relevant to the future development aspirations of the site and clearly signals Auckland Transport's intention to widen this road in the future. While AT have advised there is no current funding in place for the road widening, the designation remains in place. The PPC will not hinder or obstruct the road widening designation from being given effect to. As noted above however, the transport improvements required to address the direct effects of the proposed future rezoning of the site are planned and funded and will be implemented on a staged basis as development progresses.

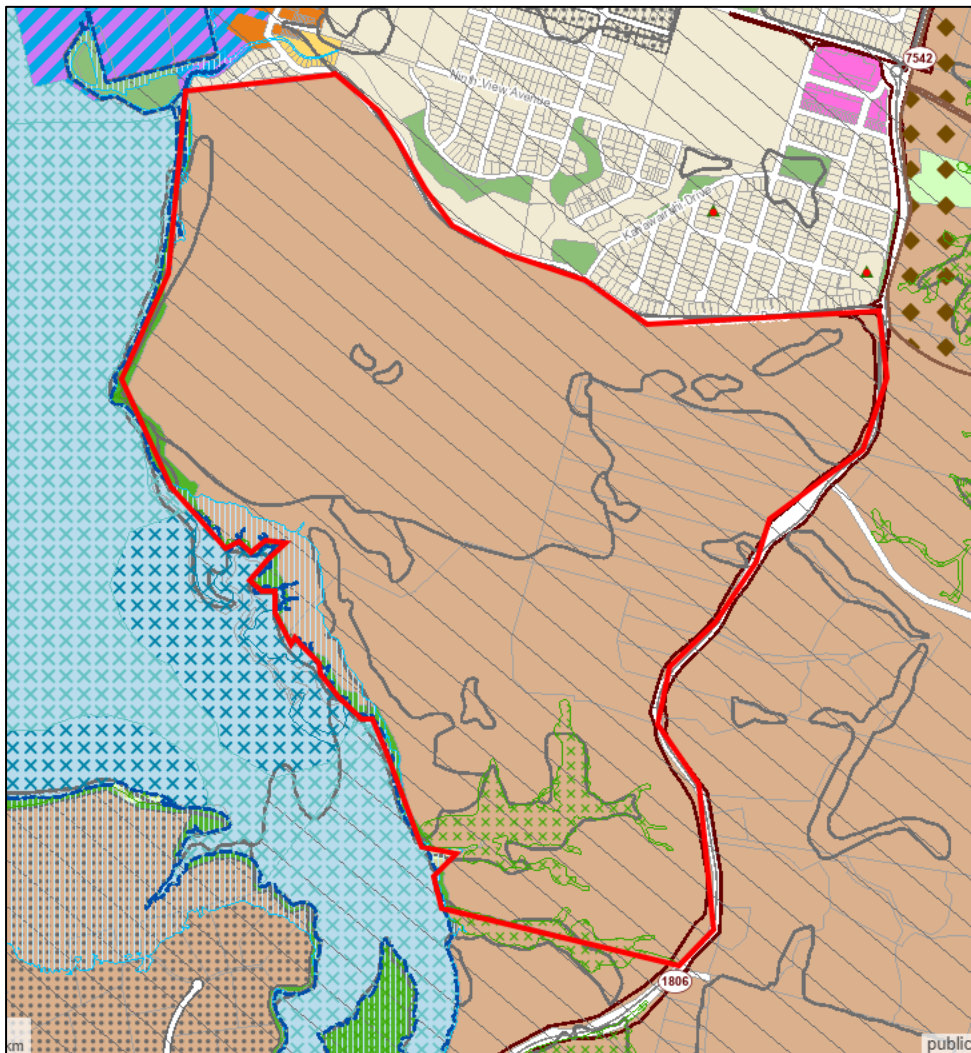


Figure 25: Overlays, Controls and Designations

The above existing operative AUP planning provisions have been taken into account in the future planning for the land and are appropriately addressed as part of this PPC.

8.17 TREATY SETTLEMENT LEGISLATION

Treaty settlements acknowledge the agreements reached between the Crown and Iwi to recognise some of the cumulative effects of breaches to the Treaty of Waitangi and its principles on the economic, social, physical, cultural and spiritual wellbeing of mana whenua. Treaty settlement legislation enacts the deed of settlement between the Crown and Iwi that contain relationship, cultural and commercial redress relevant to Iwi. Statutory acknowledgements and deeds of recognition are part of cultural redress relevant to the Iwi who are represented by their settlement bodies.

On 28 June 2018 the Ngāi Tai ki Tāmaki Claims Settlement Bill passed through its final reading in Parliament. The Ngāi Tai ki Tāmaki Claims Settlement Bill came into force on 5 July 2018.

Ngāi Tai ki Tāmaki have advised they have the responsibility to uphold three fundamental guiding principles under its mandate. These include:

- The **protection** of our taonga, our people and sites of cultural significance
- The **restoration** of our taonga, our people and sites of cultural significance affected by the destructive hands and thoughts of others
- To **educate** others of Ngai Tai taonga, strategies to care for, respect and retain our wahi tapu, sites of cultural significance and korero.

It is considered the PPC recognises and gives effect to the settlement legislation and principles through the incorporation of the Cultural Landscape Plan and Mana Whenua standard, matter of discretion and assessment criteria.

8.18 IWI MANAGEMENT PLANS

Iwi management plans may express environmental, cultural, economic, spiritual aspirations and values, areas of cultural significance and outline how the iwi / hāpu expects to be involved in resource management practices.

The land is not subject to an existing Iwi Management Plan. Ngāi Tai ki Tāmaki have however prepared an Iwi Management Plan for the land to the south of the PPC – the Waikopua Catchment. This management plan sets out the Iwi’s Vision and Management goals for the catchment and include a variety of landscape management themes and several objectives and policies relating to public access, water quality, sea level rise, water quality, cultural heritage and the built environment. While not directly related to Beachlands South, these matters have been considered in the PPC and in consideration of future development of the land.

8.19 LOW CARBON AUCKLAND 2014

Low Carbon Auckland sets out a 30-year pathway and a 10-year plan of action to transform to a greener, more prosperous, liveable, low carbon city. A city that is powered by efficient, affordable, clean energy and using resources sustainably.

The plan focuses on five key areas of transformation being:

- the way we travel
- the way we generate energy
- our built environment and green infrastructure
- zero waste
- forestry, agriculture and natural carbon assets.

The PPC responds to Low Carbon Auckland through forest sequestration to mitigate carbon effects of future residential development and other measures such as providing for development density around centres, the ferry and public transport routes.

It is noted that the council is currently developing Auckland's Climate Action Plan, and this will supersede Low Carbon Auckland once adopted.

8.20 AUCKLAND URBAN NGAHERE (FOREST) STRATEGY 2018

Auckland's urban ngahere is defined as the network of all trees, other vegetation and green roofs – both native and naturalised – in existing and future urban areas. It includes trees and shrubs in road corridors, parks and open spaces, green assets used for stormwater management, community gardens, green walls and roofs, and trees and plants in the gardens of private properties.

The strategy is a comprehensive regulatory and non-regulatory approach to enhancing our urban forest and green infrastructure by increasing the tree canopy cover around the city. A key target of the strategy is to increase canopy cover across Auckland's urban area up to 30%, with no local board areas less than 15%.

The PPC responds to the strategy by providing for significant areas of ecological corridor revegetation and enhancement as well as significant areas of forest sequestration to reduce carbon emissions.

8.21 LOCAL BOARD PLANS

The site is located within the Franklin Local Board area. The proposed development of the land has been discussed with local board members previously. A detailed

presentation was made to the Local Board on 29 October 2021 and the key outcomes from feedback from the presentation were noted as follows:

- Informative presentation of the development proposal for the land
- The project would need to be delivered without Council funding
- Upgrades of ferry services would be required
- Supported school and employment opportunities
- Support keeping 9 hole golf course
- Concerns over traffic generation resulting from the development. Provided summary of proposed upgrades to address this issue.
- Keen to understand future community engagement proposed
- Would like to understand future of Pa site
- Asked if a library was intended to be provided.
- Support innovation centre and the provision of community facilities
- Support coastal walkway and public access to and along the coast

In July 2020 the Local Board issued the Franklin Local Board Plan 2020 for public consultation. This document provided some additional insights to the issues, aspirations and future outcomes sought for Beachlands and the wider area.

The 6 key outcomes sought and opportunities included:

(13) Uses our strengths to generate local opportunity and prosperity.

- The challenges included attracting new industries and employers
- Unreliable slow broad band and Wi-Fi networks
- Competing demands for expensive but critical water and transport infrastructure
- Access to Auckland Council led economic development and government development funding
- Opportunities included better connections to the city by ferry from Beachlands. Also a diverse natural environment that offers spectacular experiences for domestic and regional and international visitors.

(14) Improved transport options

- Greenfield development areas are not serviced by public transport

- Roads servicing greenfield development areas – such as Beachlands/Maraetai, and other areas as unsafe and of poor quality
- Villages and settlements have no access to public transport
- Opportunities included the ability to advance new public transport services through targeted rates, walking & cycling projects in response to climate change.

(15) Fit for purpose places and facilities

- The challenges include the absence of holistic plans to inform development of growing community's and icon facilities, so they reflect local character, culture, and heritage
- Customising approach and managing change that empowers geographically and culturally different community's
- Vast coast lines and popular coastal communities and vulnerable to the effects of climate change
- Opportunities included aspirational plans to inform both private and public investment in the recreation, arts and library facilities and services so local character is preserved.

(16) Kaitiakitanga and the protection of our environment

- Kaitiakitanga is a responsibility we share to care for the environment
- The challenges include climate change that will increase threats to our indigenous animals, plants and eco systems
- Increasing urbanisation fragments, local eco systems and is a threat to environmental resistance
- Balancing protection of the natural environment with our need for industry
- Opportunities included protecting the natural environment and enabling communities to respond to climate change by building knowledge and capacity to enable sustainable business & lifestyle changes.

(17) Cultural heritage and Māori indemnity is expressed in our communities

- The challenges included the capacity of community groups and Mana Whenua to develop and deliver initiatives with urban development
- Opportunities include developing community led initiatives and experiences to enable communities to experience local heritage. Also new development as opportunities to express the local narrative, including Te Ao Māori.

(18) A sense of belonging and strong community participation

- The challenges included new development that does not deliver or support physical and social connection to established communities
- The huge demand and limited resource for trails and paths that create connection within and to widespread settlements, villages and town centres and as recreational amenity for walkers, cyclists, and horse riding.

Opportunities included community led projects by partnering with mana whenua and residents and businesses to deliver community well-being programs, events and projects. Local stories to expressed through by public art and new facilities through urban development.

The above outcomes are included and provided for in the PPC to the extent they are relevant to the Beachlands South area.

8.22 AUCKLAND REGIONAL LAND TRANSPORT PLAN

Funding for the 2021 to 2031 Auckland Regional Land Transport Plan (RLTP) has recently been finalised and made public. While there is no funding identified for the road network around the PPC area, the transport effects of the rezoning and development will be mitigated by funding arranged by the applicant for the live zoned land. This will involve local road improvements and intersection improvements and ferry capacity increases. A detailed Integrated Transport Assessment has been developed that takes into account existing traffic plus growth as well as traffic envisaged by the proposed development of the land.

The RLTP states the following:

“In the mid to longer term we believe further improvements for ferry customers are an important part of Auckland’s transport future (Page 9)”

“Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and park and ride facilities; Travel Demand Management (Page 22)”

“Replace ageing ferries required to deliver existing ferry services (Page 39)”

The RLTP recognises that upgrades to ferry services and wharves are part of its programme of commitments and that travel demand management is integral to getting people out of their cars and into public transport. All these initiatives support the urbanisation of Beachlands South.

However, even though growth is expected in rural/coastal settlements in the Auckland Plan, the RLTP fails to provide for any roading capacity improvements to enable such growth. This demonstrates a deficiency and disconnect between Auckland Council Strategic Planning Documents. Despite this disconnect, given funding is being

provided for all the required transport infrastructure, the PPC is entirely consistent with this document.

8.23 CATCHMENT MANAGEMENT PLANS, NETWORK DISCHARGE CONSENT

A draft Stormwater Management Plan (SMP) has been prepared for this PPC and is submitted as part of any the private plan change application. The SMP has been prepared in accordance with requirements of regional Network Discharge Consent. It is proposed that Provisional Approval be sought for the SMP at the same time the plan change is being progressed.

8.24 WATERCARE ASSET MANAGEMENT PLAN 2016 -2036

Watercare's asset management plan shows how it will operate, maintain and renew existing water and wastewater assets, and provide new assets to meet future demand as Auckland grows. The location, size and timing of new development directly influence the infrastructure required to service that development.

A centralised wastewater treatment plant is proposed to be constructed on site to service the planned growth in Beachlands South with a design capacity of 10,000 people. A lower pressure sewer (LPS) system is the preferred reticulation solution due to the benefits offered and a MBR will provide wastewater treatment technology prior to discharge. Should discharge be to the coast then additional infrastructure such as ponds will be implemented in order to provide further treatment and mixing prior to discharge.

9.0 ASSESSMENT OF EFFECTS

Section 76 of the RMA states that in making a rule, the territorial authority must have regard to the actual or potential effect on the environment of activities including, in particular, any adverse effect. This section details the actual and potential effects that the proposed Plan Change provisions may have on the environment. This assessment is based on analysis and reporting undertaken by various experts, which are attached as appendices to this report.

9.1 LANDSCAPE AND VISUAL AMENITY

A Landscape and Visual Assessment (LVA) has been undertaken by Brown NZ Ltd to support the plan change application and this is enclosed as **Appendix 8**. The LVA considers the PPC within the context of the existing environment with reference to the varying topography of the land and extensive coastal edge as well as the changing nature of the Beachlands area.

In summary, the LVA describes the landscape character of Beachlands South as rural-coastal in nature and notes that the landform is characterised by deeply incised and heavily vegetated stream gullies and an extensive coastal cliff edge. It is these features which are considered to significantly contribute to the overall landform character of the plan change area. The land also offers high quality outlook to the coastal marine area owing to its elevated and sloping nature in addition to a number of coastal cliffs extending along the seaward boundary of the land. The southern portion of the plan change area proposed to be rezoned Future Urban is generally more elevated and steeper with more challenging contours to manage in the future. Conversely, the northern portion which is proposed to be live zoned in this application presents gentler contours, the opportunity for more intensive forms of development and the opportunity to pursue additional height. This additional height is proposed to be applied by way of the Height Variation Control on less sensitive parts of the land within the Village Centre sub-precinct which is also ideally located in close proximity to the Pine Harbour Ferry Terminal.

The LVA divides the plan change area into five visual catchments¹¹ and assesses landscape and visual effects of plan change in context of the broader categories of effects on coastal character, rural character, integration with the existing urban area of Beachlands and the boundary of the plan change area itself.

The LVA concludes that the landscape, natural character and amenity effects arising from the proposed rezoning urbanisation of the land will range from scales of low to moderate. This is because, in the longer term, the extensive coastal margin of the plan change area will revegetate and existing vegetation within the stream gullies present on site will become more established too. In addition, when viewed from the coastal marine area, the steep nature of the existing coastal cliffs combined with the EPAN standard which requires the protection and enhancement of existing vegetation including along this coastal edge, and the Coastal Protection Yard standard which requires a building setback for any new buildings, will collectively ensure that the future built form will be largely screened from view.

The plan change will also protect and maintain the defining landscape character qualities of Beachlands South in terms of the deeply incised and heavily vegetated stream gullies by applying the EPAN overlay over these areas. The proposed precinct provisions include corresponding standards for the EPAN which does not permit earthworks, development or vegetation removal (unless otherwise specifically permitted) and the requirement to protect and maintain this by way of a covenant or

¹¹ (1) Lifestyle Area Near Clifton & Porterfield Roads, (2) Whitford-Maraetai Road Near the Farm, (3) Whitford-Maraetai Road near the Lifestyle Blocks, (4) Beachlands Village and (5) The CMA Off Pine Harbour Marina.

other legal protection mechanism and thereby maintaining this significant landscape character of the plan change area in perpetuity.

The elevation and alignment of Whitford-Maraetai Road is such that it provides panoramic coastal views across the plan change area and viewing audiences currently travelling along this arterial road experience a rural landscape character. In response to this and to soften the appearance of future development along Whitford-Maraetai Road, the precinct provisions require 10m and 15m building setbacks along this entire road frontage of the plan change area. The standards also require this setback to be planted with a mixture of native trees, shrubs and ground cover plants to achieve a high-quality landscape buffer and integration with the rural landscape character on the eastern side of Whitford-Maraetai Road.

Finally, the LVA concludes the proposed precinct provisions appropriately respond to the protection of rural landscape, amenity and natural character values by applying the EPAN over natural gullies and significant terrestrial, wetland and freshwater ecological value areas, the requirement for 10m and 15m landscaped buffers along Whitford-Maraetai Road, applying a minimum 30m coastal protection yard standard to ensure buildings are adequately setback from the coastal edge as well as applying the Large Lot Zone and Subdivision Variation Control over this zone to preserve a spacious coastal landscape character. These proposed provisions in the Plan Change are considered to embody the landscape character, amenity values and environmental qualities of the Whitford Precinct and will overall maintain and enhance these.

Overall, having regard to the analysis and conclusions of the LVA and proposed precinct provisions, the potential built form outcomes that will be enabled by the plan change are considered to be most appropriate in terms of the landscape, natural character and visual amenity effects.

9.2 ECONOMICS AND CENTRES HIERARCHY

An Economic Assessment for the plan change has been undertaken by Property Economics and this is enclosed as **Appendix 10**. With reference to the Beachlands South Structure Plan and proposed zoning sought in the plan change, the report acknowledges that a range of residential typologies, retail and commercial service activities, office spaces and industrial land uses will be provided in Beachlands South as part of urbanisation of the land.

In terms of residential dwelling capacity and demand, the report concludes that there is a deficit in the Beachlands/Howick area of 3,650 dwellings in the medium term (2028-2038) and a deficit of 6,930 dwellings over the long term (2038-2048). The plan change providing for the rezoning of Beachlands South will significantly contribute to

enabling some of this housing capacity shortfall to be met. This is achieved by applying the Residential – Terrace Housing and Apartment Buildings and Residential – Mixed Housing Urban zones over a large proportion of the live zoned area which provides the opportunity for the development of high-density residential activities and a variety of housing typologies.

In terms of commercial growth, the local retail catchment which includes Whitford, Beachlands and Maraetai generates around \$158m in annual retail expenditure. Based on the future development of Beachlands South (plus expected growth elsewhere in the catchment), retail spending is expected to grow to \$314m annually by 2043. A significant portion of the retail expenditure is expected to occur in higher order centres such as the Botany Metropolitan Centre, as well as within the existing smaller Local and Neighbourhood Centre zones within the Whitford, Beachlands and Maraetai area. In this regard, any retail development within Beachlands South is considered to be complementary to these centres and the overall centres hierarchy.

The Economic Assessment also states that the following is sustainable within Beachlands South:

- Approximately 7,000m² GFA of retail and commercial services (including a 1,400m² metro format supermarket);
- Approximately 1.5 -2 hectares of business zoned land to accommodate the above; and
- Approximately 960 jobs can be provided through local employment opportunities

Based on this advice, the most appropriate zone for the Beachlands South commercial area/Village Centre is Local Centre because this often takes the form of a small to medium sized centre anchored by an appropriately sized supermarket. This would provide for the development of mainly convenience retail and commercial services and some office activity.

The Business – Local Centre zoning of the commercial heart/Village Centre of Beachlands South is considered to be consistent with the centres hierarchy of the AUP and will not compromise the economic viability of the existing business centres or result in an out of context centre. The limited size of the centre within the plan change area will ensure that it remains complementary to the centres hierarchy and will not grow to a size that creates future inconsistencies challenging the centres approach of the AUP. Further, the Economics Assessment states that the comprehensively planned local centre within Beachlands South, supported by employment opportunities and higher density residential development opportunities close to public transport options will be a positive outcome for the community.

Overall, the assessment concludes that the potential economic benefits of the Beachlands South plan change outweigh the potential economic costs by a considerable margin.

9.3 SUSTAINABILITY

A unique and significant attribute of the plan change is its approach to sustainability and contributing to mitigating the effects of climate change and biodiversity loss. Sustainability forms one of the key design principles for the Structure Plan and sizeable scale of Beachlands South at approximately 307 hectares presents the significant opportunity to enable sustainable urban development. In response to this, the Beachlands South Sustainability Strategy (“Sustainability Strategy”) has been developed for the plan change area and this is enclosed as **Appendix 7**.

With reference to this Sustainability Strategy, the key focus areas include the following:

- Water Management and water sensitive design;
- Biodiversity and ecological regeneration;
- Health, wellbeing and culture;
- Low-carbon development;
- Renewable energy and energy efficiency; and
- Transport – modal shift and healthy streets.

These focus areas of the Sustainability Strategy are all embodied within the proposed precinct provisions by incorporating these in the precinct-wide objective and policies and referencing this strategic document in the assessment criteria for new buildings (requiring resource consent). In addition, the precinct provisions establish the approximately 80 hectare EPAN across the plan change area which will act as an on-site carbon sink consisting of proposed forest planting and extensive native forest and bush. The plan change area also has capacity for 20ha of significantly enhanced open space and road planting measures to provide further carbon sequestration. This equates to an estimated sequestration value that has potential over a 100 year period to offset the estimated carbon emissions of house construction anticipated by the proposed zoning for the land.

Other sustainable development features of the plan change include:

- Restoration, replanting and enhancement of the native forest vegetation within the site.
- Forest sequestration to mitigate carbon from the development.

- Providing the opportunity for people to live, work and recreate close to nature offering significant benefits for health and wellbeing and reducing emissions.
- The creation of compact neighbourhoods surrounded by nature and an enhanced ecological network to deliver an innovative spatial framework with increased residential densities enabling increased forest yield.
- A balance of nature and urban development while respecting landscape character features.
- Creation of a transit-adjacent development to reduce car dependency and encouraging a modal shift to active mobility and the greater uptake of public transport by creating attractive, connected and walkable urban environments.

Having regard to these key focus areas and the Sustainability Strategy developed, a highly sustainable and coastal town is envisaged for Beachlands South.

9.4 CULTURAL VALUES

The wider Beachlands-Maraetai area is of cultural significance to mana whenua and Ngāi Tai ki Tāmaki in particular. BSLP have engaged with all mana whenua (10 groups) that have a registered interest over land included in the plan change area. This engagement specifically requested if any of the iwi groups wish to engage in this project or if they wish to defer to others, noting that Ngāi Tai ki Tāmaki have been engaged as a development partner for Beachlands South. To date, no response from iwi groups have been received following this engagement.

Ngai Tāi ki Tāmaki in particular hold a long and continuous cultural relationship with the surrounds including the Pohutukawa coast extending across to the Rangitoto, Motutapu and Motuihe islands. This exceptional relationship with their ancestral lands has received the highest form of acknowledgement in the Ngāi Tai ki Tāmaki Claims Settlement Act 2018. The Structure Plan was developed in consultation with Ngāi Tai ki Tāmaki to ensure Ngāi Tai values are appropriately recognised and implemented to facilitate a collaborative partnership for future development. There has been on-going dialogue with Ngāi Tai ki Tāmaki in respect of the plan change application and this is reflected in the proposed precinct provisions. The precinct provisions specifically include a Cultural Landscape Plan in Precinct Plan 4 which was developed in collaboration with Ngāi Tai ki Tāmaki to afford special recognition of the recorded historic Pā site (R11/1619) and protection of this by way of the Mana Whenua related standards proposed. This Cultural Landscape Plan also provides recognition to key views and spiritual connections of significance to Ngai Tai which ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.

A Cultural Values Assessment (CVA) has also been prepared by Ngai Tai in support of the plan change and this is enclosed as **Appendix 28**. In summary, this CVA provides endorsement that meaningful and enduring engagement has occurred between Ngai Tai and BSLP to the extent that the plan change is considered to positively recognise iwi values and is aligned with these values too. The CVA also confirms that Ngai Tai supports the plan change on the basis of the detailed technical reports accompanying the plan change application and proposed mitigation measures which are either captured in the proposed precinct provisions or would be secured in subsequent resource consent processes.

Overall, having regard to the supportive CVA and the compelling partnership between BSLP and Ngai Tai with elevated formal recognition in the proposed precinct provisions, it is considered that adverse effects on cultural values will be avoided. Further, the proposed riparian planting standard in the precinct provisions will manage freshwater quality and the mana whenua standard will provide protection to the Pa site. On the whole, the plan change presents a significant opportunity to protect, restore and enhance cultural values.

9.5 HERITAGE AND ARCHAEOLOGY

Clough and Associates have prepared an Archaeological Assessment of the site and this is enclosed as **Appendix 27**. Consistent with the Auckland Unitary Plan planning maps, this assessment confirms that there are no sites of historic heritage value within the plan change area.

In respect of archaeological sites, this assessment confirms that there are a series of recorded archaeological sites within the plan change area that are protected under the Heritage New Zealand Pouhere Toanga Act 2014 and an authority from Heritage New Zealand Pouhere Taonga would be required to destroy or modify the whole or any part of these archaeological sites. The location and extent of these archaeological sites in the plan change area are depicted on the figure below and indicatively captured on Precinct Plan 4 - Cultural Landscape too. This indicative depiction on Precinct Plan 4 also serves as a reminder for the presence of archaeological sites within the plan change area for future planning and development phases and should be avoided as far as practicable.

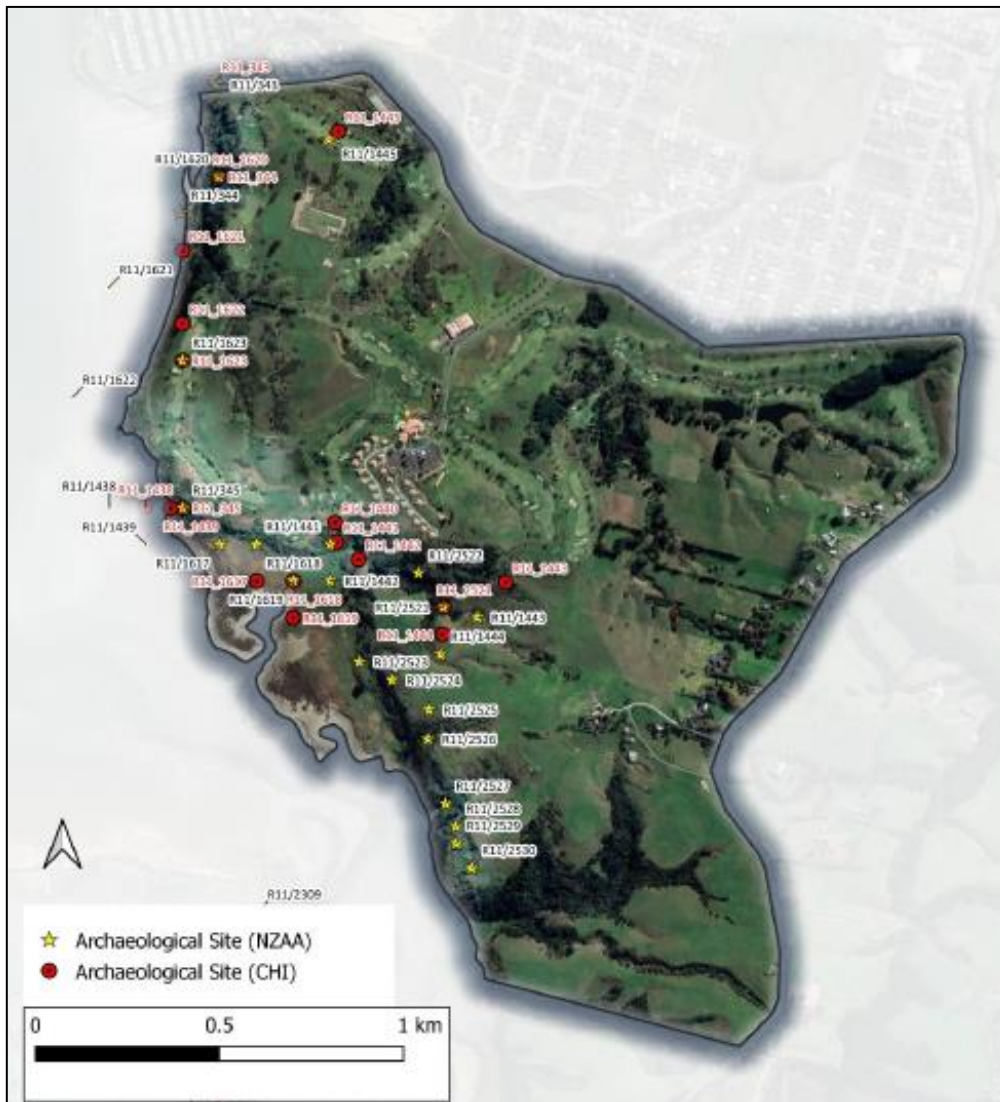


Figure 26: Map of archaeological sites within PPC area.

The Archaeological Assessment notes that the recorded archaeological sites are predominantly along the coastal margins and on steeper slopes of the southern plan change area. This coastal margin remains relatively unmodified and the archaeological sites recorded there are still likely to be present. A significant feature of the plan change captured in the relevant precinct plans is an indicative walking and cycling coastal pathway providing access to and along the adjacent coastal marine area. This feature has been assessed in the archaeological report and it is noted that this could potentially impact on archaeological features in the future. It is recommended that the final location and alignment of this coastal walking avoids any recorded archaeological site which will be addressed at the time of future planning and design for this coastal walkway. In relation the other recorded sites along the coastal margin, it can be seen in Precinct Plan 4 that these sites are predominantly located within the EPAN overlay whereby the corresponding standard in the precinct provisions do not

permit earthworks or the development of any buildings or structures. The EPAN is also required to be protected by way of a covenant or other legal protection mechanism which provides an additional layer of protection to the recorded archaeological sites, beyond the HNZPT Act.

Importantly, the historic Pā site (R11/1619) assessed as considerable significance will be protected by way of identifying its location and extent on the Cultural Landscape Plan and proposed Mana Whenua standard which does not permit earthworks or development within its extent.

Finally, it also notes that the Formosa Golf Resort, being the largest property in the plan change area and to be live zoned in this application, has been subject to extensive bulk earthworks in the past to existing the golf course, resort buildings and associated internal access roads. To that extent, a substantial portion of the plan change area has been subject to previous modifications such that archaeological features are no longer likely to be found where earthworks have occurred.

Overall, in the event that modification of a pre-1900 archaeological site/s (including any unrecorded sites) is necessary for future development, an Authority issued under the HNZPTA would need to be sought prior to the commencement of site works. It is also anticipated that standard accidental discovery protocols will be implemented in the event that any archaeological material is uncovered during excavation works, and any sites will be recorded for inclusion in the Cultural Heritage Inventory. On this basis, it is considered that the effects on any archaeological values existing within the plan change area will be appropriately managed or mitigated through the methodologies outlined in this report

9.6 SOILS

The plan change area is currently zoned Countryside Living and is therefore not currently intended for rural production purposes but rather for rural lifestyle living. The area to be live zoned is currently a golf course. Notwithstanding this, AgFirst has prepared a Soil and Land Use Capability (LUC) Assessment to understand the productive potential of the soils for agricultural purposes and the presence of any elite or prime soils - refer **Appendix 26**.

This LUC assessment confirms there are no elite soils within the plan change area. The poor to moderate soil types and strongly rolling land have led to the conclusion that these parcels do not have high productive agricultural value or offer many opportunities for cultivation land uses. The overall soil quality does not represent highly productive land and is suitable to be developed for urban purposes. A desktop assessment has been undertaken for the block of land fronting Whitford Maraetai Road which is outside the ownership of BSLP. This has concluded that similar low soils

most likely exist on this portion of land also. While some land is classified as prime, none of it is classified as elite. This is an important distinction, as elite soils are generally to be protected as opposed to prime soils.

9.7 CONTAMINATION

A Detailed Site Investigation (DSI) has been undertaken for a significant portion of plan change area covering sites owned by BSLP and this enclosed as **Appendix 25**.

This DSI confirms that some of the previous land uses undertaken on this piece of land are considered to actually be or potentially contaminated by activities on the Hazardous Activities or Industries List (HAIL) and therefore the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (“NES”) regulations apply. Sources of potential contamination included areas of uncontrolled fill material, application of pesticides, former livestock spray race, sewage/wastewater treatment, fuel storage, ACM in building materials, and lead based paints.

The DSI confirms also that the concentration of contaminants exceeds the permitted activity criteria under the NES regulations and discharge criteria under the AUP such that resource consents would be required for small areas of the site. The DSI records that the potential for HAIL activities only exists over approximately 1.2ha of the 250ha site investigated, which is a very small portion of the site. This may also reduce upon further detailed soil testing as part of any future resource consent process. A Site Management Plan would be required at the time of resource consent to demonstrate how the works will be managed to prevent exposure to workers, the public and environmental receptors during works to ensure adverse effects on human health and the environment are avoided and mitigated. This is considered to be common for rural sites of this nature and standard earthworks procedures for potentially contaminated land will ensure any potential adverse effects can be appropriately mitigated.

Importantly, the DSI concludes overall that the Plan Change area is suitable for future residential and commercial development and there is no evidence to suggest the presence of contamination that would prevent the proposed rezoning of land as sought in the plan change. Notwithstanding that consent will be required under the NES and AUP, and any future applications will be supported with an appropriate assessment to determine the likely level of contaminants present on-site, this is considered to be standard practice for any development projects. Overall, it is considered that land contamination will be appropriately managed through the resource consent process and under the current statutory framework with respect to the NES regulations and AUP for any discharges.

9.8 GEOTECHNICAL HAZARDS

A Geotechnical Report has been prepared to inform the plan change and this is included as **Appendix 24**. The findings of the geotechnical report are based on published geotechnical and geological information, Auckland Council's GeoMaps database, aerial photographs, historical geotechnical site investigations and a site walkover. Hand auger boreholes and machine boreholes were undertaken within the BSLP owned sites.

Based on these investigations, the report concludes that historical and recent landslip movements have been detected and there may be other unstable areas requiring further detailed geotechnical site investigations to confirm suitability for development. Other geotechnical hazards identified include significant topographical features (i.e. deeply incised gullies) and some localised fill areas have resulted in some parts of the site requiring specific geotechnical design consideration. The geotechnical report notes that active and potential slope instability is common for land in Auckland and it is appropriate for these hazards to be assessed and managed at the time of subdivision design and development. Additionally, the geotechnical report states that issues associated with subdivision in ECBF terrain are well understood and unlikely to become a critical impediment to the proposed development of the site. The potential for medium to large scale instability are generally anticipated to be mainly in the ecological overlay areas. The plan change responds to this by applying the EPAN overlay over these areas which does not permit any earthworks or development within this.

The Geotechnical Report has assessed the ground conditions and geotechnical implications for each sub-precinct relative to their development potential based on the proposed zonings and under the two broad categories of Building Restriction Lines and Building Limitation Lines. The former relates to coastal hazards (assessed separately below) along the coastal margins and is not anticipated to be required elsewhere in the plan change area. In terms of Building Limitation Lines, this represents areas requiring specific geotechnical design at the time of subdivision and development based on more detailed geotechnical investigations and slope stability analyses for particular development proposals. Any necessary measures to stabilise unstable slopes can include techniques such as design of earthworks to reduce loads on slopes, excavating weak soils, placement of engineered fill, installation of subsoil drains and installation of in-ground structures such as piles, retaining walls and reinforced earth.

Overall, the geotechnical report concludes that ground conditions within the plan change area is generally suitable for the indicative land uses guided by the proposing zonings in the plan change. Normal geotechnical investigations and analysis should be carried out during design of the subdivision and development, to establish Building

Limitation Lines and/or to inform design of earthworks. Additionally, the current AUP framework and Auckland-wide provisions in Chapter E36 in particular are considered to be sufficient for addressing any geotechnical hazards at the time of future subdivision or development and no specific mitigation is required for the plan change.

9.9 COASTAL HAZARDS

A Coastal Hazards Assessment has also been prepared in support of the plan change and this is enclosed as **Appendix 22**. This includes a local scale assessment of Areas Susceptible to Coastal Instability and Erosion (ASCIE) of both consolidated (cliff/terrace) and unconsolidated (beach) shorelines, and an assessment of the inundation hazard of the site based on scenarios supplied by Auckland Council.

In reference to this assessment, only beach and salt-marsh areas are susceptible to coastal inundation and are also the most likely to be affected by tsunamis. These low-lying areas around the coastal edge have only been considered for recreational amenity in terms of the EPAN overlay and indicative coastal walkway. No habitable buildings will be located in these areas. The location of the indicative coastal walkway is assessed as situated sufficiently landward and is of an elevation that reduces the risk of inundation to negligible for sea level rise of up to 1.5m. The final location and design of this coastal walkway will be determined at the time of development and adaptive responses can be considered in the long term to raise or relocate in response to the dynamic nature of any coastal hazards.

Importantly, the assessment concludes that all property parcels, key assets and infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion. No coastal inundation or tsunami hazard will occur on property parcels, key assets and infrastructure, even with a consideration of 2 m sea level rise. It is recommended that any structures or development within the future inundation areas should be landward of the erosion susceptibility extent and designed to accommodate or be adaptable to coastal inundation hazards to reduce the risk of coastal hazards for any development within these areas.

In response to the recommendation above and to protect against coastal hazards, the proposed precinct provisions include a Coastal Protection Yard standard which imposes a minimum 30m setback for any buildings or structures from MHWs which has been adopted from the current Whitford Precinct provisions under the AUP. This coastal protection yard is considered to be adequate for managing the future development of buildings or structures adjacent to the coastal edge and there is no reason from a coastal hazard perspective to depart from this existing standard. In addition, having reviewed the Structure Plan, the assessment concludes that development will be located to avoid coastal hazards to the extent that any existing hazards will not be exacerbated or accelerated.

The Auckland-wide provisions in Chapter E36 of the AUP currently includes standards for activities on land in the “coastal erosion hazard area” and E36.9 includes a Special Information Requirement to provide a Hazard Risk Assessment when subdivision, use or development requiring a resource consent is to be undertaken on land that may be subject to natural hazards. For coastal hazards in particular, the assessment is required to include consideration of the effects of climate change over at least a 100-year timeframe and cover storm inundation of the 1 percent annual exceedance probability (AEP) plus 1 m of sea level rise.

Overall, it is considered that coastal hazard effects will be appropriately managed having regard to conclusions the technical assessment undertaken, the proposed precinct provisions and existing Auckland-wide provisions under the AUP.

9.10 FLOODING AND STORMWATER MANAGEMENT

9.10.1 Flooding

The Plan Change area is identified on Council’s GIS mapping system as being subject to overland flow paths and flood plains, and is within flood prone areas. A Draft Stormwater Management Plan (SMP) has been prepared by Harrison Grierson, and is included as **Appendix 14**. The SMP reports on the Flood Risk Assessment carried out within the Plan Change area to identify any flooding effects associated with development of the Plan Change area and whether there is any need to provide flood mitigation measures.

The flood risk assessment involved developing a hydraulic model using topographical survey data to identify stream extents and flood hazards within the existing site with consideration to future development potential from the plan change. Notably, the modelling has taken into account the Medium Density Residential Standards proposed in the precinct provisions and the maximum probable development scenarios (i.e. impervious areas) based on these standards. A total of five hydraulic model simulations were completed. The results of these model simulations provide stream extents for stream and future lot boundary definition, existing flood plain extents to approximate current infrastructure constraints and downstream hazards, plus how these might change as a result of the future development in the live zoned portion of the plan change area. Based on this modelling and flooding analysis undertaken, results indicate that without peak flow attenuation there is in some areas an increase in peak water levels in the watercourse receiving runoff from stream catchments 1 & 2 of 20 to 140 mm. Hydrographs in the draft SMP indicate that in all five sub-catchments, the peak discharge generated in the 10% and 1% AEP MPD scenarios is greater than the peak discharge generated in the 1% AEP ED scenario. This signals the requirement for peak flow attenuation controls across the plan change area.

In response to the above, the following measures have been recommended in the draft SMP to address flooding effects:

- Increases in downstream flood hazards mitigated using peak flow attenuation devices throughout the site sub-catchments.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 1% AEP event for catchments discharging to the existing watercourse north of the site.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 50% AEP event for catchments discharging to the Waikopua Creek via tributary watercourses within the site.

The standard provisions in Chapter E36 of the AUP would apply to any development within identified flood plains and/or overland flow paths, which would sufficiently manage the effects of potential development in these areas. Therefore, the identified increases to flood levels can be minimised through optimising the design through the resource consent stage.

9.10.2 Stormwater Management

The Draft SMP included in as **Appendix 14** aims to align the proposed stormwater management approach for the Plan Change area with the requirements of the Auckland Unitary Plan (AUP), taking into account the catchment specific issues, constraints and opportunities. It is proposed that the SMP will be adopted into the region-wide stormwater Network Discharge Consent and provisional approval for the SMP will be sought during the plan change process.

9.10.3 Stormwater Management – Quality

The findings of the SMP are that the impacts on stormwater management – quality, from the land use change from rural to urban can be managed through the use of a water sensitive design approach to treat contaminants at source. This will include the following:

- Vegetated bio-retention devices comprising of a combination of swales, tree pits and raingardens to treat runoff from all roads and high contaminant generating car parks. Water quality treatment to target sediment, metals and gross pollutants should also be provided;
- The generation of contaminants will be minimised by requiring inert building materials on residential lots and roof areas. If building materials such as unpainted zinc are used on buildings, further site-specific water quality treatment measures will be required;

- Erosion protection will be provided if required in the stormwater system including discharges to streams. This could include green outfalls and vegetated channels for discharging to streams.

Standards for achieving this standard of stormwater quality consistent with GD01 are have been included in the proposed precinct provisions. The Auckland-wide stormwater quality provisions included within Chapter E9 of the AUP will also apply within the Plan Change area. Collectively, this will ensure that there are rules in place to manage the stormwater runoff quality from new impervious areas that have the potential to adversely affect waterways. Specific green infrastructure mitigation measures as set out within the SMP will be considered as part of a future resource consent process and/or via the certification requirements of the Council's regional Network Discharge Consent. This will enable an assessment of proposed options for managing the quality of stormwater runoff in the context of a particular development proposal.

In addition to this, the SMP proposes stormwater quality treatment for all roads, and not just high use roads as required by the Section E9 of the AUP. This goes beyond what is required by the AUP and is generally consistent with the approach of the Council's regional Network Discharge Consent. The proposed approach to managing Stormwater – quality will ensure that stormwater runoff quality from new impervious areas that have the potential to adversely affect waterways, including high contaminant generating carparks and all roads will be appropriately managed.

9.10.4 Stormwater Management – Flow

The findings of the SMP are that the impacts on stormwater management – quality, from the land use change from rural to urban can be managed through providing hydrological mitigation (detention and retention) for impervious surfaces within the Plan Change area.

The SMP identifies the following stormwater management strategy for providing hydrological mitigation in accordance with the Stormwater Management Area Flow 1 (SMAF1) requirements set out in Table E10.6.3.1.1 of the AUP¹²:

- In communal management catchments, SMAF1 detention is provided within the live storage zone of dual-purpose wetlands or ponds.
- In at-source management catchments, SMAF1 detention is provided within bioretention devices such as living roofs, swales, or rain gardens, and where

¹²Retention (volume reduction) of at least 5 mm of runoff depth from impervious surfaces and detention (temporary storage); and A drain down period of 24 hours for the difference between the pre-development and post-development runoff volumes from impervious surfaces in the 95th percentile, 24 hour rainfall event minus the achieved retention volume. Where infiltration features and stormwater reuse are not feasible options, it is recommended that retention volumes are added to the detention volumes for hydrological mitigation purposes.

this is infeasible, within rain water tanks, wetlands, or ponds where this is infeasible.

- Retention volumes should be provided as a non-potable water source or infiltrated into the ground over a 72-hour period to promote baseflow in local streams.
- In areas where geotechnical assessments or percolation tests demonstrate instability issues or that subsoils have insufficient drainage capacity to support infiltration, retention volumes may be provided as part of the detention volume.

The findings of the SMP are that the stormwater management approach outlined above will result in hydrological mitigation that is consistent with Policy E1.3.10. The application of the SMAF1 Control will ensure that specific mitigation measures as set out within the SMP will be considered as part of a future resource consent process. This will enable an assessment of proposed options for managing the quality of stormwater runoff in the context of a particular development proposal.

Overall, it is considered that the above methods will be sufficient to achieve hydrological mitigation of the effects of stormwater runoff generated by increased impervious areas, to ensure aquatic ecosystems remain healthy.

9.10.5 Stormwater Management – Conveyance

In terms of conveyance, it is proposed to convey stormwater runoff in the 10% AEP rainfall event through the primary stormwater network into the receiving environment. In order to reduce the embodied carbon associated with pipe networks, bioretention swales should be provided in small headwater catchments where feasible, to provide treatment, hydrological mitigation, and conveyance of the 10% AEP runoff into the network.

Conveyance of any excess or secondary flows generated in events greater than the 10% AEP rainfall event and up to the 1% AEP rainfall event will be through the secondary network. Secondary runoff should be established within road carriageways and engineered overland flow paths and reviewed against criteria to ensure safe conveyance from the site.

Overall, it is considered that the proposed methods for the conveyance of stormwater will ensure that the effects of urban development will be acceptable.

9.11 SERVICING – WATER SUPPLY AND WASTEWATER

Water Supply and Wastewater Assessments prepared by GWE detailing how the plan change area and the live zoned portion in particular will be serviced with the necessary

water supply and wastewater infrastructure explained in the reports enclosed as **Appendix 12 and 13**. The specific servicing requirements are detailed below.

9.11.1 Water Supply

Water supply for future development will be provided from bores into below ground aquifers. Existing bores provide water to Pine Harbour Living Limited (PHLL) and Formosa Golf Resort. The partnership has an agreement with PHLL to supply water to Beachlands South and the existing Formosa bore water will be progressively transferred from being used for the golf course purposes to being used to service future development, as the golf course gradually transitions from an 18-hole course to a 9 hole course.

Potable water supply will also need to be supplemented from additional bores on the 620 Whitford Maraetai site for both the live zoned land and the FUZ. It is proposed to apply for the required permits during the processing of the PPC in order to confirm sufficient water is available to service the PPC land.

In order to ensure this the PPC includes Standard I.7.4 that requires adequate water supply and wastewater infrastructure to be provided at the time of subdivision or development. Additionally, Standard I.7.13 requires all new dwellings to install rainwater harvesting tanks for non-potable use and water efficient fixtures. This will result in improved water efficiency and a reduction in water usage than would otherwise be the case. As a result, the assessment undertaken by GWE uses both low and average daily water usage volumes in order to assess water supply requirements to service development within the PPC land. Details of the demand and supply of water are provided in the table below.

	LIVE ZONE	FUTURE URBAN ZONE	TOTAL LZ + FUZ
Water Requirements			
150 litres/person/day	1,245 m³/day	482 m³/day	1,727 m³/day
175 litres/person/day	1,424 m³/day	563 m³/day	1,987 m³/day
Sources			
PHLL	765 m ³ /day		765 m ³ /day
Formosa Bore*	300 m ³ /day		300 m ³ /day
"620 bore"	250 m ³ /day		250 m ³ /day
Southern bores	250 m ³ /day	500 m ³ /day	750 m ³ /day
TOTAL	1,565 m³/day	500 m³/day	2,065 m³/day
Treatment			
	PHLL & Formosa upgraded to treat additional capacity		At the new WTP near the Southern bore field or

	LIVE ZONE	FUTURE URBAN ZONE	TOTAL LZ + FUZ
			alternatively near or at PHLL
Service Reservoir	4,500 m ³	2,000 m ³	6,500 m ³
	72 hours storage	72 hours storage	72 hours storage
	Split between 2 reservoirs for adequate turnover	Split between 2 reservoirs for adequate turnover	Split between 4 reservoirs for adequate turnover

**the Formosa bore will go from 0 to 300 m³/day over the course of the LZ as the golf course gets decommissioned.*

The table demonstrates that the approximate 1,987m³/day (higher usage figure) of water required for both the live zone land and FUZ is met by a combination of existing and proposed bores. These will also provide supply for the proposed service reservoirs.

9.11.2 Wastewater

GWE have undertaken an assessment of wastewater treatment and disposal options for the PPC land and conclude as follows. Wastewater reticulation and treatment is proposed to be provided through a private on-site private treatment facility. This system will reticulate wastewater through the site via a Low-Pressure Sewer System (LPSS) and treat wastewater via a Membrane Bioreactor (MBR) plant.

A low-pressure sewer system (LPSS) was determined to be the preferred reticulation option for the development as it provided substantial benefits over alternative reticulation methods due to its suitability for catchments with varying topography and the nature of its installation/construction minimising inflow and infiltration (I&I) related flows. LPSS systems have been successfully used in a number of developments across New Zealand, with the design, construction and maintenance of the system well understood within the New Zealand wastewater industry.

A membrane bioreactor (MBR) treatment plant was identified to be the most viable wastewater treatment option to service the development. MBR treatment systems are able to reliably provide a high degree of contaminant removal, including nutrients and are expected to outperform alternative treatment technologies while maintaining a small footprint. MBR's are a maturing, robust and well understood technology that is increasingly being employed across NZ and accepted by Watercare where best-practice treatment is required, particularly for discharges to sensitive receiving environments.

A high-level assessment of suitable wastewater disposal options was also undertaken by GWE. There are a number of feasible wastewater disposal options for the PPC area, including the disposal of treated wastewater to land or disposal to a polishing pond

system then into a permanent stream and subsequently to the coastal marine area. A summary of the proposed options is provided below. Each of the options are considered to be feasible.

1. Land disposal to FUZ land combined with a tertiary polishing wetland/pond near the existing ponds on the golf course and disposal over the 9-hole golf course land. Approximately 50 hectares of land are required for disposal fields plus an additional 33-50% reserve disposal area in the event the primary disposal area fails or does not perform as expected. The GWE report confirms this land area is available within the PPC land on the FUZ zoned land and the 9-hole golf course part of the site.

GWE also advise that the proposed disposal areas will not affect ecological habitats, waterways or the EPAN and will not affect the aquifer. Further, it will not prevent the FUZ land being used for residential purposes in the future, subject to a replacement wastewater disposal option being available.

2. Tertiary polishing wetland at the head of the western gully followed by discharge into the permanent stream in the western gully and subsequently to the coastal marine area.

In addition, the possibility of treating wastewater through an expanded treatment facility at Okaroro Road will form part of ongoing discussions with Watercare, should that option become viable.

The PPC also includes a standard that requires adequate wastewater infrastructure to be provided at the time of time subdivision or development. This standard ensures development will not progress without the necessary wastewater infrastructure.

Based on the above analysis, the PPC can be viably serviced for wastewater through the solutions identified in this report and no constraints have been identified that would suggest the land within the PPC area is not suitable for urbanisation.

9.12 ECOLOGY

Tonkin and Taylor have undertaken a comprehensive analysis of a full range of ecology effects to support the plan change covering the specific topics of freshwater, wetland, terrestrial and coastal marine ecology and these are enclosed as **Appendices 15-20**. A combination of desktop assessments and site visits were carried out for the plan change area to identify these ecological values and to inform the preparation of Precinct Plan 2 – Natural Features included with the precinct provisions. A range of mitigation measures have been recommended by Tonkin and Taylor, which are summarised in the Executive Overview report, to address and manage potential ecological effects arising from the plan change. These have either been translated into

precinct provisions or would be required as part of future resource consents or and under separate regulations (i.e. Wildlife Act 1953). These are discussed further below with respect to the specific ecology topics.

9.12.1 Wetland Ecology

The Wetland Assessment in **Appendix 18** has undertaken a detailed analysis of potential wetlands within the plan change area and a specific analysis as to whether the wetlands are natural, induced or constructed. The assessment has been undertaken in accordance with the National Policy Statement for Freshwater Management (NPS-FM) and the associated National Environmental Standard (NES) to determine if these are qualifying natural wetlands.

In summary, the investigations and analysis undertaken indicate that few, if any, natural wetlands would have existed in the part of the plan change area to be live zoned. All wetlands currently present on the golf course site are considered to be constructed wetlands as a result of the substantial earthworks and landscape modification required to form the golf course and therefore do not meet the definition of 'natural wetland' under the NES-FM. Importantly, the analysis confirms that there are no 'natural wetlands' within the live zoned portion of the plan change area and therefore, no adverse effects on natural wetlands are anticipated from the rezoning and subsequent future development activities.

With respect to values, Tonkin and Taylor have assessed all wetland types within the plan change area as being moderate due to the threat status of wetlands and habitat suitability for threatened species. Those wetlands considered to be of high value have been identified and the EPAN overlay has been applied over these particular areas to ensure their protection, maintenance, restoration and enhancement by way of the proposed precinct provisions. Additionally, a standard requiring a minimum 5m building setback for all buildings and structures from the wetland margin buffer planting is included in the precinct provisions to ensure these significant habitats are appropriately protected from future development. The precinct provisions are therefore the most appropriate.

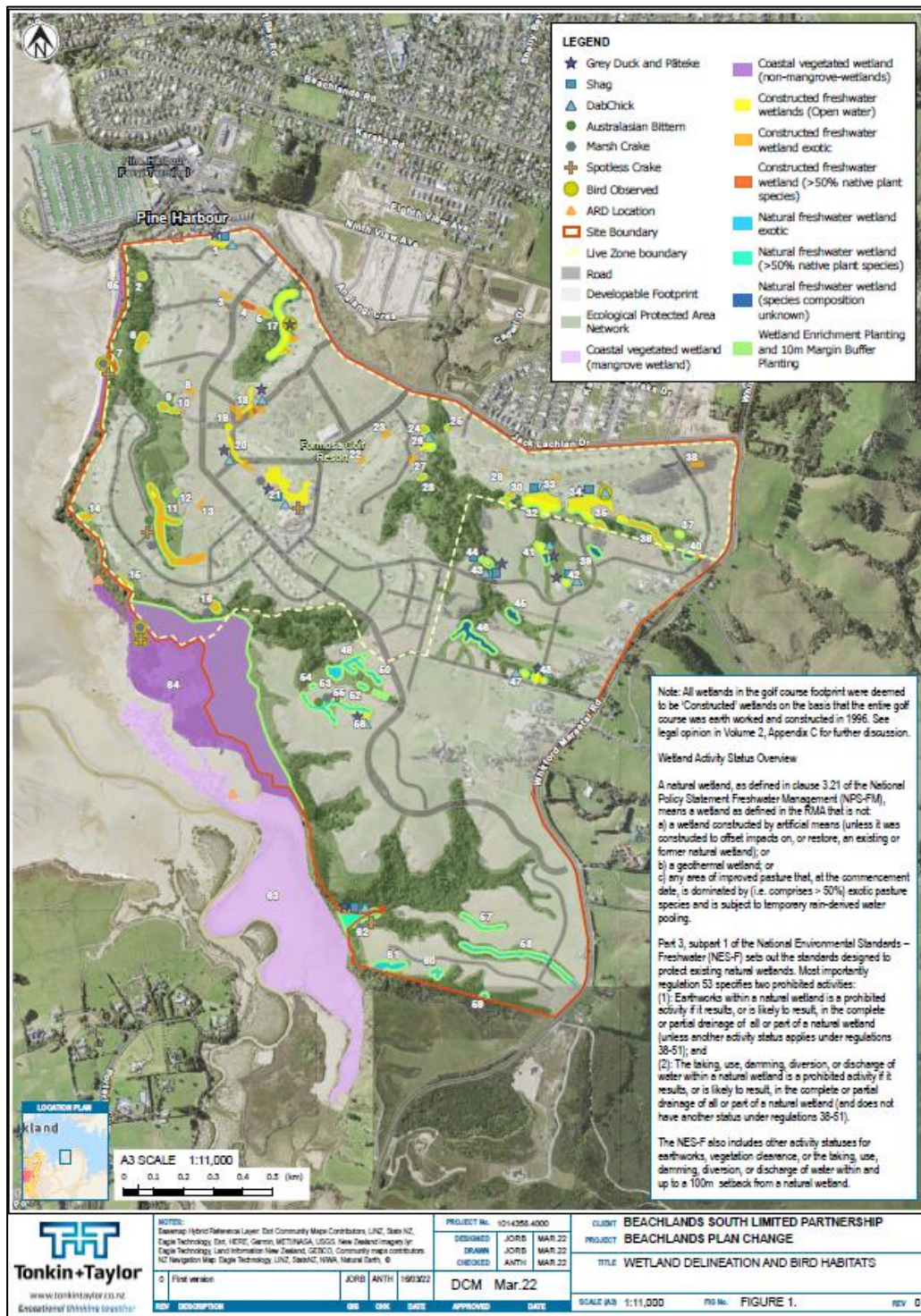


Figure 27: Map of natural and constructed wetlands within the PPC area and coastal wetlands in the adjacent coastal marine area

Beyond the proposed precinct provisions, the NES Freshwater regulations and Chapter E3 of AUP already provides a comprehensive national and regional framework for activities around and on natural wetlands. Specifically, a discretionary or non-complying activity status would apply to activities involving or affecting wetlands which provides the Council with broad scope for assessing and managing effects in future resource consents including any necessary compensation measures to address residual effects from future earthworks and development activities. Tonkin and Taylor have undertaken Biodiversity Compensation Modelling based on the indicative Masterplan and this indicates that any compensation requirements can be provided for within the site and principally within the EPAN overlay. These measures include wetland enrichment and wetland planting plus mammalian pest control with the latter required by way of a Biodiversity Management Plan which is a Special Information Requirement in the precinct provisions.

Overall, it is considered that there are no fundamental wetland issues that would prevent the rezoning of land in this plan change. The existing NPS-FM, NES Freshwater regulations and Auckland-wide provisions of the AUP together with the proposed precinct provisions will provide the most appropriate and robust framework for the protection and enhancement of wetlands.

9.12.2 Freshwater Ecology

Tonkin and Taylor have prepared a detailed analysis of Freshwater Ecology Effects with respect to streams and this is enclosed as **Appendix 16**.

This report describes the plan change area as being divided between four different catchments of differing ecological values and characteristics. In summary, the catchments are a combination of watercourses that have been subject to extensive modifications through the installation of perched culverts creating barriers for fish passage, construction of online ponds and significant historical modifications, including the significant earthworks and modifications that have occurred on the Formosa Golf Course site which will be lived zoned. The very southern catchment is the least modified with the majority of this land in its natural state. The southern gully system contains a series of permanent and intermittent streams with extensive riparian vegetation providing a high degree of shading and filtering throughout the catchment. Stream ecological values vary across the site from Low to High based on the extent of modification, water quality, the macroinvertebrate and fish communities present and habitat quality and function as assessed using the Stream Ecological Valuation methodology. The highest stream ecology values present on the overall site are associated with the SEA-T's on the 620 site (within the area to be zoned FUZ).

This report has undertaken a comprehensive analysis of a wide range of potential effects on streams and freshwater ecology from the plan change. An overall summary of those effects has been considered alongside the proposed mitigation/compensation measures ensured through the proposed precinct or Auckland-wide provisions in Chapter E3 of the AUP, as set out in the table below.

Potential effects associated with the proposed land-use change	Level of effects category
Stream water quality effects due to construction related discharges	Very Low to Low
Construction related effects on native fish	Very Low to Low
Effects on native fish passage	Very Low to Low
Loss of stream habitat (intermittent streams only)	Moderate to High
Effects due to modified stream hydrology	Very Low to Low
Effects due to stormwater discharge	Very Low to Low
Effects due to the discharge of treated wastewater	Very Low to Low

As seen from the table above, effects on stream habitats and the receiving environment will largely be very low to low associated with land use change and subsequent development on stream habitats. It is only the loss of stream habitat from the reclamation of intermittent streams which are assessed as moderation to high. At the time of future development, it may be necessary to modify or reclaim some intermittent streams to facilitate urban development. Impacts to streams and reclamation of streams that return low ecological value scores will require resource consents under the Auckland-wide provisions of Chapter E3 Lakes, rivers, streams and wetlands and the Freshwater NES as non-complying or discretionary activities. The extent of these streamwork activities will be determined at the time of future development when final development layouts are determined. However, the compensation modelling by Tonkin and Taylor carried out to date demonstrates that for the area to be live zoned effects from the reclamation of intermittent streams outside the EPAN can be adequately offset and compensated for within the plan change area and land owned/controlled by BSLP. Any compensation requirements will be determined as part of future resource consents.

Overall, it is considered that the impacts of the urbanisation of land within the Plan Change area can be managed to mitigate or offset any adverse effects on aquatic and freshwater quality within the Plan Change area. Furthermore, the Plan Change presents an opportunity to restore and enhance the aquatic and freshwater quality values in the Plan Change area to achieve a no net less, and overall net gain in ecological values

9.12.3 Terrestrial Ecology

Tonkin and Taylor have prepared a detailed analysis of Terrestrial Ecology Effects and this is enclosed as **Appendix 17**. This report describes the plan change area as featuring a combination of mature native forest, regenerating native forest and areas of exotic vegetation. The southern gully consists of riparian vegetation in the form of mature and regenerating forest in gully systems and is mapped as a Terrestrial Significant Ecological Area under the AUP. Similarly, the vegetated buffer along the western cliffs of the plan change area is also mapped as a Significant Ecological Area and includes mature native vegetation such as pohutuakawa, puriri and broadleaved forest. There are no terrestrial SEA's within the live zone portion of the plan change area.

In terms of potential effects on terrestrial ecological values, the following have been identified:

- Terrestrial, habitat loss, fragmentation and degradation through earthworks and vegetation clearance.
- Direct mortality or injury to species that may be harmed during vegetation clearance or earthworks activities.
- Construction and operations related noise, vibrations, dust, or lighting effects.
- Ongoing disturbance effects, particularly on habitat margins/edges, through noise, dust and lighting associated with infrastructure and housing and the increased presence of people and introduced species in previously less accessible areas.

To avoid, remedy or mitigate these adverse effects, the plan change applies the EPAN to avoid and minimise habitat loss of existing and potential high value habitats and wetlands (plus permanent and intermittent streams discussed above). The proposed EPAN standard also requires particular ecological values listed to be identified and protected by a covenant or other legal protection mechanism, and these areas must be managed and enhanced in accordance with a Biodiversity Management Plan (BMP). Both a BMP and a Lizard and Bat Management Plan are required as Special Information Requirements for subdivision and bulk earthworks in the precinct to ensure effects on terrestrial ecological values are appropriately avoided or mitigated, and enhanced overall. Additionally, a standard is included in the precinct provisions requiring a 5m building setback from high value terrestrial and wetland habitats.

Based on the compensation modelling undertaken by Tonkin and Taylor to address residual effects on terrestrial ecological values, through the EPAN framework and other proposed provisions with respect to ecology and biodiversity it is predicted that

there will be an overall net gain outcome in terms of terrestrial ecological values from this statutory analysis.

9.12.4 Marine Ecology

Effects on marine ecology have also been assessed by Tonkin and Taylor in **Appendix 19** with particular reference to the receiving marine environment located adjacent to the Waikopua Creek and along the coastal margin of the plan change area. The coastal area is part of the Hauraki Gulf Marine Park and comprises three distinct tidal creeks (Waikopua, Turanga and Maungamaungaroa Creeks) which are identified as being regionally and nationally significant. Turanga Creek is the largest estuarine habitat (including mangrove shrubland ecosystems) in the Hunua Ecological District and provides a complex of intertidal mud, sand and shell flats. The intertidal banks are a rich feeding ground and important mid-tide roost for a variety of international migratory and New Zealand endemic wading birds.

The Tonkin and Taylor report has undertaken a comprehensive analysis of a wide range of potential effects on marine ecology from the plan change. The range of potential effects have considered the land use pattern, construction staging, on-site water sensitive urban design, erosion and sediment control in line with best practice, and wastewater treated through a E-MBR system to achieve a high level of contaminant removal. These measures to avoid, remedy or mitigate adverse effects on marine ecology are required by the proposed precinct or current Auckland-wide provisions in Chapter D3 Significant Ecological Areas Overlay.

Table ES.1: Summary of ecological values, magnitude of effect and overall ecological effect on ecological values in the Beachlands South marine receiving environment

Habitat attribute / species	Ecological value	Magnitude of residual effect on ecological values after measures to avoid, remedy or mitigate effects	Potential overall level of residual effect on ecological values
Marine habitats	Seagrass - high	Low	Low
	Firm muddy sand flats / cockle shell covered flats – very high	Low	Moderate
	Shellbanks – very high	Low	Moderate
	Sandstone reef - high	Low	Low
	Soft gloopy mud – moderate	Negligible	Very Low
	Rock revetment - low	Negligible	Very Low
Fish	High	Low	Low
Coastal saline vegetation	Mangroves – moderate	Low	Low
	Saltmarsh and saltmeadow - high	Low	Low
Coastal birds	Waders – Low to Very high	Moderate	Very Low to High
	Water column feeders – Low to Very High	Negligible	Very Low to Low
	Generalist Feeders - Low to Very High	Negligible	Very Low to Low
	Coastal fringe and wetland species - High	Low	Low

As seen in the table above, effects arising from the plan change from rezoning associated Land use change and subsequent development on marine habitats and values will be very low to high provided the recommended measures to avoid remedy or mitigate effects are implemented, including:

- Implementation of Erosion and Sediment Control (ESC) during construction phases on site, as outlined in the ESC Plan (HG, 2021). Construction will be staged over several earthworks seasons with open earthworks limited within sub-catchments;
- Stormwater treatment on site in line with GDO1 and as outlined in the draft stormwater management plan;
- Inclusion of an E-MBR WWTP that provides a high level of treatment for wastewater outputs; and
- A suite of measures to manage coastal bird disturbance effects (i.e. alignment of coastal walkway and mammalian pest control).

In respect of the residual moderate or higher effects that should be offset or compensated (including residual effects on firm muddy sand flat / cockle shell covered flats, shellbank habitats and coastal birds), the marine ecology report outlines potential compensation options for consideration at the time of future resource consent applications. The details of the compensation measures will be confirmed during this future resource consent process; however, the analysis has shown that these residual effects can be compensated for.

Overall, it is acknowledged that the rezoning and urbanisation of land in the plan change area will require careful management of effects on marine ecology and by doing so in accordance with effects management measures it is considered that a no net loss outcome for marine ecological values can be achieved by application of the proposed precinct and Auckland-wide provisions in the AUP.

9.13 COASTAL WATER QUALITY AND SEDIMENTATION

Tonkin and Taylor have undertaken a coastal water quality and sedimentation assessment in **Appendix 21** and Harrison Grierson have undertaken an earthworks and sediment control assessment in **Appendix 23**. These assessments consider the effects of sediment discharge on the receiving marine environment for earthworks during construction phases and post-development overland flows from stormwater and waste water discharges.

The earthworks assessment recommends the implementation of specific methodologies to ensure any construction related effects (including erosion and sediment management measures) and effects from stormwater and wastewater

discharges are avoided, remedied or mitigated to ensure the protection of sensitive coastal environments and habitats. The proposed erosion and sediment control plan includes a higher level of mitigation to ensure such protection. For example, as is explained below it is proposed that smaller areas of the site are exposed for earthworks at a single time and that the silt ponds are larger, in comparison to the standard Auckland Council earthworks Erosion and Sediment Control Guidance Document (GD05).

The erosion and sediment control can be dealt with through the resource consent process via the rules in Chapter E11 Land disturbance – Regional and Chapter E12 Land disturbance – District within the AUP. However, the earthworks assessment divides the plan change area into five earthworks catchments and discharge locations which has informed the modelling in relation to sediment discharge to the Whitford Embayment undertaken by Tonkin and Taylor. As part of the overall erosion and sediment strategy for Beachlands South, the maximum exposed area at any one time for each catchment is 4 hectares. The plan change has responded to this by including a standard to this effect and Precinct Plan 7 which illustrates the location and extent of each sub-catchment. This provision is the most appropriate way to deal with these effects.

Tidal modelling in the coastal water quality and sedimentation assessment has also been undertaken in order to determine the rate at which any sediment discharged from the site is removed by tidal flows. It is noted at present discharges from the site into the receiving marine environment are uncontrolled and include silt laden material. Under the developed landscape scenario, annual TSS (Total Suspended Solids, measured in tonnes) is predicted to reduce by 64% compared with loads under the existing landscape. Copper and zinc will accumulate, but metal concentrations within the surface mixed layer will remain below the ERC amber threshold (19 mg/kg and 124 mg/kg for copper and zinc, respectively). In this respect, the urbanisation of the site will result in the existing quality of the discharge being improved and a positive effect on the environment.

During the earthworks phase, there would be a level of stormwater treatment but sediment runoff from the site will increase compared to sediment runoff from the existing landscape. For sediment discharged from streams A and B (in the proposed live zoned area) in a 100-year ARI event, worse case deposition occurred under spring tide conditions. A peak discharge over high tide had the potential for approximately 3 ha coverage of 5 mm or more in the upper intertidal area. Approximately 1 ha was similarly affected within the lower intertidal area at other times. No appreciable areas with more than 5 mm deposition were noted under neap-tide conditions. For sediment discharged from streams C, D and E (in the proposed FUZ area) in a 100-year ARI event, largest deposition areas with more than 5 mm occurred over up to 3.5 ha

under neap tide conditions, when tidal currents were higher (ebb/flood) enabling a greater spread of discharge material. Sediment deposited in the vicinity of Waikopua Stream, where it is sheltered from winds and waves, is likely to remain in place. However, under neap tidal flow conditions, no appreciable areas with more than 5 mm of deposited sediment remained after 10 days.

Overall, while bulk earthworks and construction phases would potentially result in adverse sediment discharge effects on the receiving environment, it is considered that the currently AUP framework under Chapters E11 and E12 are the most appropriate and will adequately manage and address these effects in accordance with best practice and alongside the proposed precinct provisions to limit the amount of exposed areas per catchment. Additionally, the urbanisation of the site will result in improvements to the existing quality of the sediment discharge which will be a positive effect from the plan change.

9.14 URBAN FORM AND QUALITY BUILT ENVIRONMENT

An Urban Design Assessment of the proposed Plan Change has been undertaken by Jasmox which references the Masterplan Design Report collaboratively prepared between several design studios and are enclosed as **Appendices 5 and 6**. The Master Design Report communicates the overall development aspirations for Beachlands South and provide design strategies for achieving the objectives and outcomes of the Beachlands South Structure Plan.

This Masterplan Design Report analyses the proposed design responses in terms of the key themes of sustainability, open space network, movement and transport, and built form and housing. These key themes were then analysed in context of the sub-precincts proposed within the live zoned and has, in turn, informed development of the proposed precinct provisions to ensure a high-quality built environment is planned for the Beachlands South Precinct. The Urban Design Assessment has considered the proposed precinct provisions and concludes that the precinct-wide and sub-precinct specific objectives will give effect to many of the key design outcomes that will underpin the success of the built form, streets and open spaces. Additionally, the precinct provisions are considered to be adequate and appropriate for ensuring that future development will have regard to the desired design outcomes and vision for Beachlands.

To ensure a high-quality design outcome, all new buildings in the precinct (except for the development of up to 3 residential units on a site, as provided for by the MDRS) will require restricted discretionary activity consent. This will enable a qualitative design assessment against the relevant matters of discretion and assessment in respective of the underlying zoning provisions and the bespoke provisions for Beachlands South on a precinct-wide basis, for the relative sub-precinct provisions. In

particular, the development of new buildings within the Employment sub-precinct with a proposed Light Industrial and Mixed Use zoning will require restricted discretionary activity as well as a 15m wide landscape buffer along Whitford-Maraetai Road. This will provide opportunity for a design-based assessment (new buildings in the Light Industry zoning provisions is permitted) to ensure a high-quality built form is achieved at this particular corner and gateway entrance into Beachlands South.

The proposed zoning pattern and additional controls/overlays as illustrated on Precinct Plan 1 also appropriately responds to the surrounding specific site conditions. In particular, highest density residential is directed in the Marina Point sub-precinct closest to the Pine Harbour Ferry Terminal by way of the THAB zoning providing opportunities for urban residential living in the form of apartments and terraces. This is supported by the indicative Fairway Reserve area which is envisaged as a linear park to support the amenity of high density living in this location and to provide an attractive walking and cycling connection between the Village Centre and Ferry Terminal. Standards have been included in the precinct provisions to ensure these particular outcomes are achieved or through appropriate assessment in a discretionary activity resource consent process where there are any departures from this.

With respect to residential built form in the THAB and MHU zones, the proposed precinct provisions have adopted and incorporated the Medium Density Residential Standards (MDRS) which will be applied across the Auckland region shortly. In that regard, the future built form of residential activity in the precinct is expected to be consistent with the urban built character of residential activity planned regionally and nationally in line with central government direction but in an appropriate spatial configuration for Beachlands guided by the proposed zoning pattern and series of precinct plans.

Overall, the Plan Change provisions facilitate the redevelopment of the Plan Change area in a way that is consistent with the outcomes sought within the RPS in relation to a quality-built environment. The proposal will result in positive effects and will achieve a quality compact urban development and a successful urban form with a suitable level of amenity.

9.15 TRANSPORT

Stantec have prepared an Integrated Transport Assessment (ITA) in support the plan change including an analysis of the Pine Harbour ferry services and this is enclosed as **Appendix 11**. The ITA identified that current transport options for the Beachlands area offers limited bus services and walking and cycling facilities, and Whitford-Maraetai Road (being the key road connection between Beachlands South and the wider Auckland region) is already at or near capacity and there are existing road safety issues

on this network. This is an existing traffic problem that has been exacerbated as development of Beachlands has grown and no significant roading improvements have been provided in a comprehensive or coordinated manner.

The proximity and accessibility of the plan change area to the Pine Harbour Ferry terminal as well as the scale and density of development enables Beachlands South to become a high density and highly public transport focussed development which capitalises on public transport availability and achieves the optimum levels of land use-transportation integration. This staged rezoning approach balances the existing roading infrastructure with the necessary upgrades required to enable the land to be zoned for urban development. This strategy aims to deliver good land use and transport outcomes, by creating densities that are supportive of public transport in coordination with other roading infrastructure upgrades.

Key matters addressed in the ITA include the following:

- External road network and access to the plan change area;
- Additional upgrades required to enable development within the plan change area; and
- Proposed transportation network.

The matters are addressed in turn below.

9.15.1 Access to the Plan Change Area

It is proposed to provide staged accesses to the Plan Change area in response to the level and rate of development and required roading infrastructure. Initially, the plan change area will be accessible primarily via Jack Lachlan Drive/Whitford-Maraetai Road to the north adjacent to the live zoned area. This intersection is currently uncontrolled. To provide safe access into the plan change area at the very first stage of development in the live zoned area, it is proposed to upgrade this into a signalised intersection to facilitate safe turning movements. As the remainder of the Future Urban land is rezoned, the plan change area will also be serviced by the 722-770 Access / Whitford-Maraetai Road intersection, 620 Access / Whitford-Maraetai Road intersection and the Jack Lachlan Drive / Whitford- Maraetai Road intersection.

It is proposed to provide staged accesses to the Plan Change area in response to the level and rate of development alongside required roading infrastructure. Upgrades to the existing adjacent roads that may be required to support the proposed development will also be provided in stages, corresponding to the actual quantum of development.

The ITA has investigated external access options and proposed infrastructure upgrades for the plan change through detailed traffic modelling with a particular focus on the live zoned area. Development of the live zoned area is anticipated to commence in 2024 and completed by 2038. This has formed the basis for the modelling assessing the forecast years and assessing traffic for the morning and evening peak periods.

9.15.2 Additional Upgrades Required to Enable Development within the Plan Change Area

Traffic modelling has been undertaken to assess the effects of the proposed developments within the live zone portion of the plan change area on the external transport network. The modelling has considered the effects on the wider network and upgrades to existing ferry services to the extent that commuter ferry services to the city centres becomes a more attractive and viable option and this reduces the number of private vehicle trips during peak periods.

The modelling has also determined the requiring timing of the upgrades and how this is coordinated with the release of residential, retail, light industrial and commercial development capacity. The ferry patronage was also forecasted annually from 2023, 2031 and 2038 to establish an estimated future ferry demand, on top of existing demand and growth from within the Beachlands area. The estimated future ferry patronage was determined by assessing the number of dwellings proposed by the Plan Change and in the Beachlands area, the number of people travelling to the city centre for work/education and the ferry mode share of people from the wider area that travel to the city centre for work or education. The ferry patronage is given over a two-hour morning peak period (6:45am to 8:45am) which indicated that the ferry demand for the threshold years 2024, 2031 and 2038 are 458 people, 737 people and 1117 people, respectively.

In general, the modelling has found that development in the live zoned portion of Beachlands South can be accommodated by the surrounding transport network, with several targeted local upgrades between 2024 to 2038. It is proposed to expand and improve on the existing ferry network to enable increased capacity, increased frequency, and improved customer Level of Service (LOS).

The ITA recommends that additional number of dwellings and commercial GFA (in sqm) within the Beachlands South should not exceed the thresholds outlined in the table below until such time that the identified infrastructure upgrades are constructed and operational.

Conceptual designs of the relative transport infrastructure upgrades at Sites A-D are included in the ITA and these demonstrate that the upgrades can be accommodated within the existing road reserve corridors or any existing designation boundaries. The

ferry passenger upgrades also recognises that the maximum existing capacity during the morning peak period is 500 passengers (i.e. 250 persons per hour) and the additional provision is therefore above the existing baseline provision.

Table 2: Transport Infrastructure Upgrades for Subdivision and Development in the Precinct

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,		Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a)	Up to a maximum of 250 dwellings and/or residential lots	Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection to traffic signals; and Site (D) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to a double roundabout.
(b)	A provision of: iii. More than 250 and up to 550 dwellings or residential lots; and iv. Up to 3,500m ² light industrial GFA;	Provision for an additional capacity of 100 ferry passengers (total capacity of 600 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays; and
(c)	A provision of: v. More than 550 and up to 820 dwellings or residential lots; vi. More than 3,500m ² and up to 5,700m ² light industrial GFA; vii. Up to 400m ² retail GFA; and viii. Up to 1,100m ² commercial GFA.	Provision for an additional capacity of 200 ferry passengers (total capacity of 700 passengers) from Pine Harbour Ferry Terminal during the two-hour peak period between 0645 -0845 on weekdays; and Site (B) on Precinct Plan 6: Provision of an additional 30m left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.

(d)	<p>A provision of:</p> <ul style="list-style-type: none"> v. More than 820 and up to 1,900 dwellings or residential lots; vi. More than 5,700m² and up to 12,300m² light industrial GFA; vii. More than 400m² and up to 2,100m² retail GFA; and viii. More than 1,100m² and up 3,300m² commercial GFA. 	<p>Provision for an additional capacity of 400 ferry passengers (total capacity of 900 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays; and</p> <p>Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) intersection.</p>
(e)	<p>A provision of:</p> <ul style="list-style-type: none"> v. More than 1,900 and up to 2,918 dwellings or residential lots; vi. More than 12,300m² and up to 18,000m² light industrial GFA; vii. More than 2,100m² and up to 5,700m² retail GFA; and viii. More than 3,300m² and up to 5,100m² commercial GFA. 	<p>Provision for an additional capacity of 650 passengers (total capacity of 1150 passengers) from Pine Harbour during the two-hour peak period between 0645 -0845 on weekdays.</p>

These thresholds are included as a standard in the proposed precinct provisions. Infringing the above thresholds or not providing the necessary transport infrastructure upgrades would require consent as a discretionary activity and would be subject to the normal tests for notification. Precinct Plan 6 also captures the precinct area as subject to these transport triggers standard and the general location of the roading infrastructure upgrades.

The identified transport infrastructure upgrades required to accommodate the extent of development in the live zoned area will be funded BSLP and at no cost to the Council.

9.15.3 Proposed Transportation Network

The Plan Change area is proposed to be serviced by a combination of collector and local roads. The indicative location of collector roads and where these will intersect with the existing road network is shown indicatively on proposed Precinct Plan 5. The

location of these roads is principles-based and is not intended to be precise. It is expected that the location of these roads would be confirmed through the resource consent process.

The Plan Change also includes provisions to guide the location and layout of the road network to ensure these achieve a highly connected street layout that integrates with the surrounding transport network. The Plan Change includes indicative road cross sections to ensure that the road network within Beachlands South integrates with existing development in the surrounding area. The indicative road design details and road cross sections include provision of pedestrian and cycle paths to promote active transport modes and are included with the proposed precinct provisions as an appendix for assessment in the resource consent process.

Assessment of the movement network in Beachlands South for people, cyclists and cars are included by way of assessment criteria with reference to Precinct Plan 5 and the indicative road designs/cross sections in Appendix 1. This will ensure that a highly integrated, safe and accessible movement network for all transport modes is provided within the precinct and is connected to key destinations such as the Pine Harbour Ferry Terminal.

While the exact form and function of the road network within the Plan Change area will be determined as part of future resource consent applications, the Precinct provisions will guide this process to ensure an integrated road network across Beachlands South.

9.15.4 Transport Summary

The effects of the Plan Change on the existing and future transport network have been assessed in the ITA and are determined to be acceptable. The ITA has shown that extent of development enabled by live zoning in the plan change can be accommodated on the surrounding road network while maintaining acceptable levels of safety and efficiency between 2034 to 2028 with the identified transport infrastructure upgrades. Beyond this period, additional infrastructure upgrades will be required in coordination with the planned extent of development. The Plan Change will enhance accessibility of all modes of transport within Beachlands South by providing a connected an integrated road network which provides for cyclists and pedestrians and creates linkages to the existing Pine Harbour Ferry Terminal.

9.16 SUMMARY OF EFFECTS

The actual and potential effects of the proposed Plan Change have been considered above, based on extensive reporting and analysis undertaken by a wide range of technical experts. On the basis of this analysis, it is considered that the area is suitable

for urban development and the proposed mix of uses will result in positive effects on the environment in terms of the social and economic well-being of the community. Where adverse effects are anticipated, the proposed policies and rules of the Plan Change, in addition to those in the Auckland-wide and zone provisions, will ensure they are appropriately avoided, remedied or mitigated.

10.0 SECTION 32 ANALYSIS

The following section addresses the Section 32 RMA requirements for preparing and publishing an evaluation report that assesses the PPC. The report must:

- a. *Examine the extent to which the objectives are the most appropriate way to achieve the purpose of the RMA;*
- b. *Examine whether the provisions are the most appropriate way to achieve the objectives, by*
 - (i) *Identifying other reasonably practicable options for achieving the objectives;*
 - (ii) *Assessing the efficiency or effectiveness of the provisions in achieving the objectives; and*
 - (iii) *Summarising the reasons for deciding on the provisions.*
- c. *Contain a level of details corresponding to the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of the proposal;*
- d. *An assessment under (b)(ii) above must identify and assess the costs and benefits of the environmental, economic, social and cultural effects that are anticipated from the implementation of the provisions from implementing the provisions including opportunities for economic growth and employment. The assessment should also include a quantification of costs/benefits (if appropriate) and the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.*

10.1 APPROPRIATENESS OF THE PROPOSAL TO ACHIEVE THE PURPOSE OF THE ACT

Section 32(1)(a) of the RMA requires an evaluation to examine the extent to which the objectives of the proposed Plan Change are the most appropriate way to achieve the purpose of the RMA.

10.2 OBJECTIVES OF THE PLAN CHANGE

The purpose or overarching objective of the PPC is to deliver a well-functioning urban environment through the expansion of the existing Beachlands-Maraetai coastal town. The PPC will achieve integrated Mana Whenua outcomes and a connected ecological network. The PPC will also achieve low, medium and high density residential and commercial activities incorporated with a comprehensive multi-modal transport network. Overall, the PPC is considered to be complementary to the Beachlands South Structure Plan.

The objectives of the PPC will achieve the above purpose. The objectives seek the following outcomes:

- The extension of the existing Beachlands-Maraetai coastal town to create a well-functioning urban environment with a variety of housing types as well as commercial, community, recreation and employment opportunities.
- A public transport and active mode focus that capitalises on the existing Pine Harbour ferry service and requires increases in the capacity of the ferry service as development progresses.
- The protection, restoration, enhancement and maintenance of ecological habitats and networks within the site.
- Identification, recognition, protection, and enhancement of Mana Whenua cultural values associated with the site and locality
- Sustainability and carbon reducing initiatives
- Development coordinated with the provision of infrastructure and transport upgrades
- Adverse effects on the coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised or mitigated.
- The Marina Point sub-precinct achieves the highest residential density within Beachlands South based around a linear open space (Fairway Reserve) and with good connections to the Pine Harbour ferry terminal.
- The Village Centre sub-precinct provides commercial, recreational, community, employment and residential opportunities for precinct occupants and visitors. It will be a vibrant local centre at the heart of the precinct that supports the social, economic and cultural well-being of the community.
- The Community sub-precinct includes a destination public open space and enables education, visitor accommodation and community activities.

- The Coastal sub-precinct retains the natural topography and landform character of the coastal edge by restricting development density and enabling positive landscape and ecological outcomes.
- The Golf sub-precinct provides for ongoing golfing and recreational activities while also enabling complementary residential development.
- The Employment sub-precinct provides local employment opportunities while ensuring quality built form outcomes.

The general precinct objectives combined with the more specific sub-precinct objectives combine to enable a comprehensive and integrated urban development outcome whilst also achieving positive environmental outcomes. The requirement for growth and transport/infrastructure upgrades to be developed together will also ensure development progresses in a coordinated manner.

Table 3: Assessment of Objectives against Part 2 of the RMA

Objectives	RMA S5 Purpose	RMA S6 Matters of national importance	RMA S7 Other matters	RMA S8 Treaty of Waitangi
Theme 1: Well-functioning Urban Environment				
(1) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural well-being and for their health and safety now and into the future.	Mandatory objectives within Schedule 3A of the RMA not evaluated further.			
(2) A variety of housing types and sizes that respond to: a) Housing needs and demand; and b) The neighbourhoods planned urban built character.				
Theme 2: Extent of Urbanisation of Beachlands and Land Use Pattern				
(3) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation and employment activities.	The proposed objectives seek to enable the urbanisation of the Plan Change area in a way that provides for residential, commercial activities and employment areas in addition to supporting community facilities and open space. This will enable future communities of Beachlands to meet their social, economic, and cultural well-being while reducing the need to travel out of the area supporting sustainable management outcomes.	This objective does not compromise the recognition of, or the provision of the relevant matters of national importance. The PPC and the AUP contain a suite of objectives which will appropriately manage matters of national importance within the Plan Change area.	These objectives do not compromise the recognition of, or the provision of other matters. In particular the objectives support the efficient use of natural and physical resources by seeking to ensure a land use pattern that provides for more intensive residential activities in accessible locations and in close proximity to public transport. In addition, the objectives support the efficient use of natural and physical resources by enabling business activities in accordance with relative market demand.	These objectives will not offend against the Treaty of Waitangi.
(15) The highest density urban living is developed in sub-precinct A closest to the Pine Harbour Ferry Terminal and along key planned public transport routes and the Fairway Reserve.				
(19) An innovation hub for employment, community facilities and social amenities to foster a sense of place, local identity and social interaction.				
(27) Provide for on-going organised sport and recreation (including golf) for the Beachlands community.				
Theme 3: Coordinating the development of land with infrastructure in Beachlands				
(10) Subdivision and development in the precinct is coordinated with the efficient provision of required transport, water, energy and telecommunications infrastructure.	The alignment of infrastructure and land use planning will ensure development occurs in a sustainable manner through ensuring that there is adequate infrastructure to service staged growth and mitigate the adverse effects of development on the receiving environment.	This objective does not compromise the recognition of, or the provision of these matters of national importance. The AUP contains existing objectives that manages any potential conflict between matters of national importance and infrastructure.	These objectives do not compromise the recognition of, or the provision of other matters. In particular the alignment of infrastructure and land use planning will ensure development makes efficient use of land where there are funded infrastructure solutions available.	This objective will not offend against the principles of the Treaty of Waitangi.
Theme 4: Achieving integrated and quality development				
(8) Beachlands South is public transport focussed development that supports high density residential, employment generating, retail and community activities within walking and cycling distance of the Pine Harbour Ferry Terminal in a manner which prioritises active modes of transport.	The emphasis of the proposed objectives on achieving a public transport focused and connected development with a high-quality public realm and community amenities will enable future communities of Beachlands to meet their social, economic, and cultural well-being.	This objective does not compromise the recognition of, or the provision of these matters of national importance. The AUP contains existing objectives that manages matters of national importance. In addition, Objective 26 provides for the preservation of the natural character of the coastal environment through ensuring that subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.	The objectives have regard to the maintenance and enhancement of amenity values and the quality of the environment through ensuring: <ul style="list-style-type: none"> The maintenance and enhancement of amenity values through seeking to achieve an integrated and connected development which exhibits a high-quality built form and reinforces a distinctive sense of place. 	Objective 26 recognise that a significant issue for Ngāi Tai ki Tāmaki identified through ongoing engagement on the PPC is managing the impact of development on coastal character. These objectives are consistent with the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
(9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that: (a) Results in a significant mode shift to public and active modes of transport including walking and cycling; (b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, housing, jobs, open spaces and the Pine Harbour Ferry Terminal; and				

(c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.			<ul style="list-style-type: none"> The maintenance and enhancement of the quality of the environment through ensuring that development complements the coastal environment. <p>Additionally, the objectives have particular regard to the effects of climate change through ensuring that development is public transport focused with a highly connected street network to enhance walkability and contribute to a reduction in greenhouse emissions.</p>	
(16) A series of high-quality, safe and well-connected of open spaces are established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.				
(17) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.				
(18) A built form featuring a variety of mixed-use and multi-level buildings with increased vertical density that supports the social, economic and cultural well-being of the community.				
(20) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.				
(21) Development of a destination public open space and associated public amenities as the focal point of sub-precinct C that serves Beachlands South and the wider community.				
(22) Development of visitor accommodation in a high-quality architectural built form that complements the coastal environment.				
(23) The development of new schools provides for the educational needs of school students within existing and planned communities.				
(24) Opportunities for communities to use school facilities, and for the co-location of school and community facilities are provided.				
(26) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.				
(28) Residential development complements the golf course.				
(29) Local employment opportunities in a quality-built environment and the development of residential accommodation above the ground floor in the Mixed Use Zone.				
(30) Development is of a form, scale and design quality that reinforces Beachlands distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.				
Theme 5: Natural Environment, Sustainability and Climate Change				
(4) Development of Beachlands South creates a distinctive sense of place which maintains and enhances significant ecological features, and responds to natural site features, landform and mana whenua values.	The emphasis of the proposed objectives on the protection and enhancement of natural and ecological features as well as the reduction of carbon emissions and adverse effects on receiving water bodies will ensure that the natural resources within the Plan Change area are sustained for future generations.	The objectives recognise and provide for the preservation of the natural character of the coastal environment, wetlands and rivers and their margins through ensuring: <ul style="list-style-type: none"> The maintenance and enhancement of the ecological values within stream, wetland and coastal habitats; and Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to 	The objectives have regard to the intrinsic value of ecosystems and the maintenance and enhancement of the quality of the environment through ensuring: <ul style="list-style-type: none"> The maintenance and enhancement of the ecological values within stream, wetland and coastal habitats; and That subdivision and development avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network. 	These objectives recognise that guiding principles for Ngāi Tai ki Tāmaki identified through ongoing engagement on the PPC include the protection of taonga and the restoration of mana to taonga. These objectives are consistent with the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
(7) Beachlands South is a highly sustainable and low-carbon coastal town.				
(11) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are protected, restored, maintained and enhanced.				
(12) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.				
(13) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised or mitigated				

(14) A high-quality coastal walkway and connected network of open spaces is established which recognises the need to protect and manage effects on the marine significant ecological areas.		coastal landforms and landscape features.	Additionally, the objectives have particular regard to the effects of climate change through ensuring that development results in reduced carbon emissions.	
(25) Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to coastal landforms and landscape features.		Additionally, the objectives provide for enhancement of public access to and along the coastal marine area through the directive to include a high-quality coastal walkway.		
Theme 6: Mana Whenua Cultural Landscape				
(5) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.	Recognising and protecting sites and places of significance to Ngāi Tai ki Tāmaki enables Ngāi Tai ki Tāmaki to meet their own cultural well-being while ensuring these resources are sustained for future generations.	The Beachlands area is notable for its continued association with Ngāi Tai ki Tāmaki since pre-European times. Fundamental guiding principles for Ngāi Tai ki Tāmaki include the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance. These objectives recognise and protect these values and therefore provide for the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga as matter of national importance.	These objectives will support the recognition of, or the provision of other matters. In particular the recognition and protection of the Māori cultural landscape and Pa site is consistent with kaitiakitanga.	These objectives recognise the Māori cultural landscape plan which has been developed in partnership with Ngāi Tai ki Tāmaki consistent with the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
(6) The tangible and intangible mana whenua values of the pa site identified on Precinct Plan 4 are protected and enhanced.				

10.3 APPROPRIATENESS OF THE PROVISIONS TO ACHIEVE THE OBJECTIVES

10.3.1 The Objectives

Section 32(1)(b) of the RMA requires an evaluation to examine whether the provisions (i.e. policies and methods) of the proposed Plan Change are the most appropriate way to achieve its objectives by:

- Identifying other reasonably practicable options for achieving the objectives;
- Assessing the efficiency and effectiveness of the objectives;
- Summarising the reasons for deciding on the provisions.

As the proposed Plan Change is amending the AUP (District Plan), the above assessment must relate to the provisions and objectives of the proposed Plan Change, and the objectives of the AUP to the extent that they are relevant to the proposed Plan Change and would remain if the Plan Change were to take effect¹³.

In addition to the objectives of the proposed plan change which are outlined above, the AUP objectives with particular relevance to this plan change are summarised below:

Within the RPS:

- A quality compact urban form that enables a higher quality urban environment, better use of existing infrastructure and efficient provision of new infrastructure, improved public transport and reduced adverse effects;
- Ensure there is sufficient development capacity to accommodate growth and require the integration of land use planning with the infrastructure to service growth;
- Urbanisation is contained within the Rural Urban Boundary, towns and rural and coastal towns and villages;
- A quality-built environment where subdivision, use and development respond to the intrinsic qualities and physical characteristics of the area, reinforce the hierarchy of centres and corridors, contribute to a diverse mix of choice and maximise resource and infrastructure efficiency;
- Ensure residential intensification supports a quality compact urban form and land within and adjacent to centres and corridors or in close proximity to public transport is the primary focus for residential intensification;

¹³ RMA s32(3)

- 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;
- Ensure employment and commercial and industrial opportunities meet current and future demands;
- Ensure recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities and that public access to streams is maintained and enhanced;
- Ensure the mauri of, and the relationship of Mana Whenua with, natural and physical resources including freshwater, geothermal resources, land, air and coastal resources are enhanced overall;
- Indigenous biodiversity is maintained through protection, restoration and enhancement in areas where ecological values are degraded, or where development is occurring;
- Auckland's lakes, rivers, streams and wetlands are restored, maintained or enhanced; and
- Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.

Within the Residential Zones:

- Within the Terrace Housing and Apartment Building zone - 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;
- Within the Mixed Housing Urban zone - enable a range of housing types at a range of densities and in a manner that is in keeping with the planned urban built character of the zone;
- Within the Large Lot zone – development is appropriate for the physical and environmental attributes of the site and any infrastructure constraints; and
- Ensure land is used efficiently in areas close to centres and public transport.

Within the Business Zones -

- Provide a strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales;
- Ensure business activity is distributed in locations, that is accessible and is of a form and scale that provides for the community’s social and economic needs;

- Moderate to high intensity residential activities and employment opportunities are provided for, in areas in close proximity to, or which can support the public transport network; and
- Light industrial activities locate and function efficiently within the Light Industry zone.

Within the Future Urban Zone:

- Land is used and developed to achieve the objectives of the Rural – Rural Production Zone until it has been rezoned for urban purposes.

Within the Open Space Zones:

- Recreational needs are met through the provision of a range of quality open space areas that provide for both passive and active activities.

Within the Auckland-wide Provisions:

- Auckland- wide objectives relating to lakes, rivers, streams and wetland, water quality, stormwater, land disturbance and vegetation management and biodiversity seek to avoid adverse effects where possible but recognise the need to use land identified for future urban land uses efficiently;
- Auckland-wide objectives relating to subdivision seek to ensure that subdivision has a layout which is safe, efficient, convenient and accessible and that Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner; and
- Auckland-wide objectives relating to transport seek to ensure that an integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.

The objectives and provisions of the Plan Change and the relevant objectives of the AUP can be categorised into the following themes:

- Theme 1: Extent of Urbanisation of Beachlands and Land Use Pattern
 - Issue 1.1: Extent of Urbanisation of Beachlands
 - Issue 1.2: Land use Pattern – Residential
 - Issue 1.3: Land use Pattern – Commercial
- Theme 2: Coordinating the development of land with transport infrastructure in Beachlands
- Theme 3: Achieving integrated and quality development
- Theme 4: Natural Environment, Sustainability and Climate Change

- Theme 5: Mana Whenua Cultural Landscape

10.4 OTHER REASONABLY PRACTICABLE OPTIONS FOR ACHIEVING THE OBJECTIVES

10.4.1 Theme 1: Extent of Urbanisation of Beachlands and Land Use Pattern

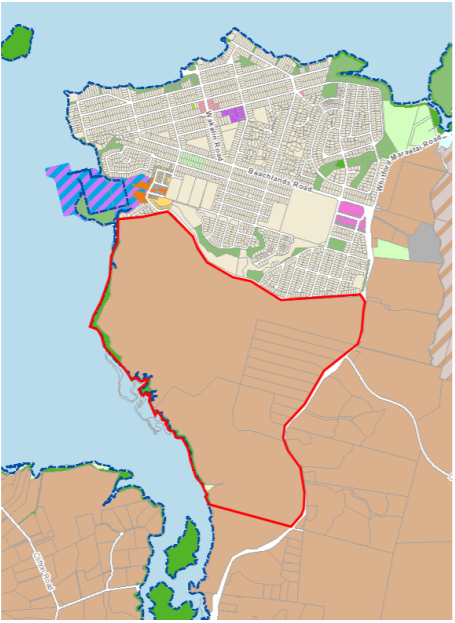
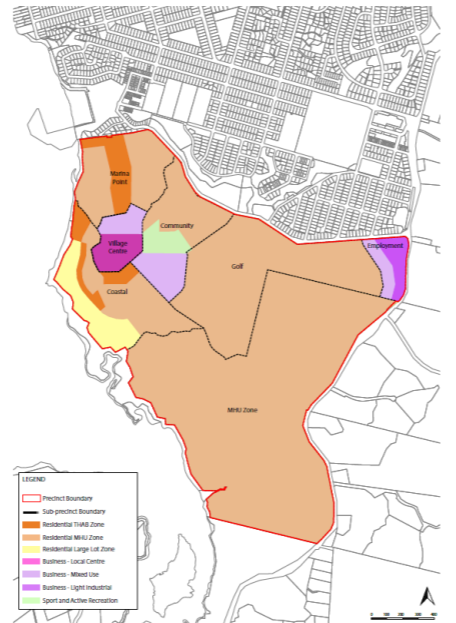
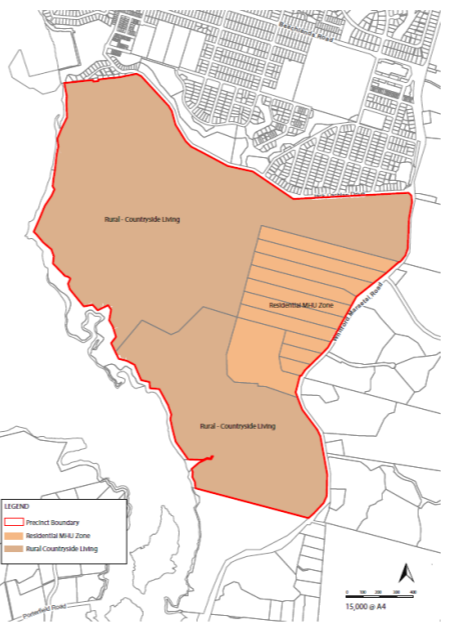
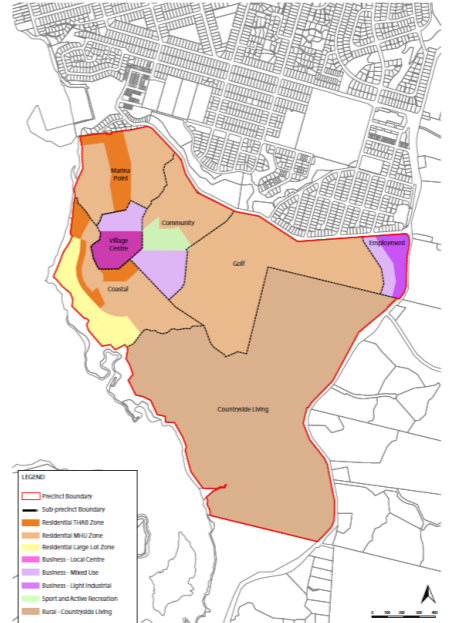
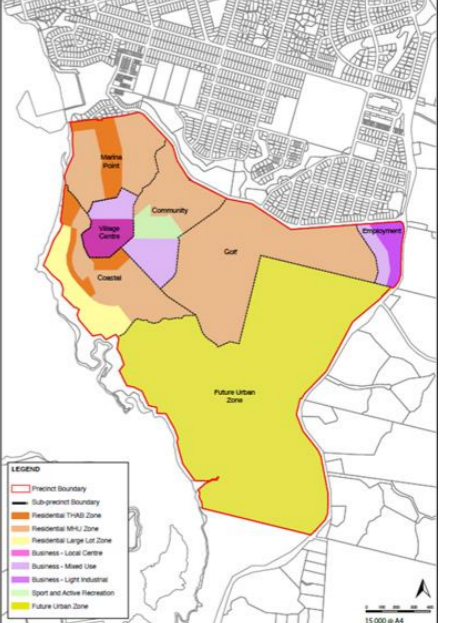
The AUP objectives which have particular relevance for Theme 1 include:

- B2.2.1 (1) A quality compact urban form that enables a higher quality environment, better use of existing infrastructure and efficient provision of new infrastructure, improved public transport and reduced adverse effects.
- B2.2.1(3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.
- B2.2.1(4) Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.
- B2.3.1 (1) A quality built environment where subdivision, use and development do all of the following: (a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting; (b) reinforce the hierarchy of centres and corridors; (c) contribute to a diverse mix of choice and opportunity for people and communities; (d) maximise resource and infrastructure efficiency; (e) are capable of adapting to changing needs; and (f) respond and adapt to the effects of climate change.
- B2.4.1 (1) Residential intensification supports a quality compact urban form.
- B2.4.1 (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.
- B2.4.1 (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.
- B2.4.1 (5) Non-residential activities are provided in residential areas to support the needs of people and communities.
- B2.5.1 (1) Employment and commercial and industrial opportunities meet current and future demands.
- B2.6.1 (1) Growth and development of existing or new rural and coastal towns and villages is enabled in ways that: (a) avoid 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 or special

character unless growth and development protects or enhances such values; and (b) avoid elite soils and avoid where practicable prime soils which are significant for their ability to sustain food production; and (c) avoid areas with significant natural hazard risks; (d) are consistent with the local character of the town or village and the surrounding area; and (e) enables the development and use of Mana Whenua's resources for their economic well-being.

- B2.6.1 (2) Rural and coastal towns and villages have adequate infrastructure.
- B2.7.1 (2) Public access to and along Auckland's coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced.
- B2.7.1 (1) Recreational needs of people and communities are met through the provision of a range of quality open spaces and recreation facilities.
- H11.2(4) Business activity is distributed in locations, and is a scale and form, that (a) provides for the community's social and economic needs; (b) improves community access to goods, services, community facilities and opportunities for social interaction; and (c) manages adverse effects on the environment, including effects on infrastructure and residential amenity.
- H13.2(6) Moderate to high intensity residential activities and employment opportunities are provided for, in areas in close proximity to, or which can support the City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone and the public transport network.
- H17.2(1) Light industrial activities locate and function efficiently within the zone.

Table 4: Evaluation of Provisions Theme 1.1: Extent of Urbanisation in Beachlands

	Option 1: Do Nothing	Option 2 – Live zone entire area	Option 3 – A series of staged plan changes over smaller land parcels	Option 4 – Apply live zones in accordance with the Plan Change but retain the Countryside Living zoning within the balance of the Plan Change area	Option 5 – Proposed Plan Change
<p>Description of Options</p>	 <p>This option involves retaining the Countryside Living Zone within the Plan Change area and not enabling any further urbanisation at Beachlands.</p>	 <p>This option involves live zoning the entire Plan Change area through this plan change rather than taking a staged approach to future urbanisation.</p>	 <p>This option proposes live zoning the Plan Change area through a series of staged plan changes over smaller land parcels. This will result in the Beachlands settlement growing gradually over time.</p>	 <p>This option proposes to live zone the northern portion of the Plan Change area consistent with the Plan Change while retaining the current Countryside Living zoning within the southern portion of the Plan Change area.</p>	 <p>This option proposes enabling future urbanisation of Beachlands consistent with the proposed plan change.</p>
<p>Benefits - <i>Environmental</i></p>	<p>This option will maintain the existing rural character of the Plan Change area.</p> <p>This option will preserve the natural character of the coast.</p> <p>There is no change to the AUP provisions proposed through this option. Existing rules will apply.</p>	<p>Infrastructure solutions are not currently feasible to accommodate this level of development and this could result in adverse environmental effects.</p> <p>While there are opportunities to preserve the natural character of the coast through the application of a low density zone, this will alter the coastal character more than the other options.</p>	<p>This option will not result in significant environmental benefits as it does not enable integrated and coordinated development.</p>	<p>This option will maintain the existing rural character of the southern portion of the Plan Change area, however, the boundary between rural and urban development is not based on natural features that form a logical urban edge and a “green buffer” for urban development as directed by clause B2.2.2(2)(m) of the ARPS.</p>	<p>This option provides an opportunity to take a holistic view on the staged approach to urban growth and form of Beachlands providing the essential elements that contribute to a successful coastal town consistent with the planning framework of the Regional Policy Statement while setting aside land for future urban development until infrastructure solutions are available.</p> <p>This option will maintain rural character and rural productivity by utilising the</p>

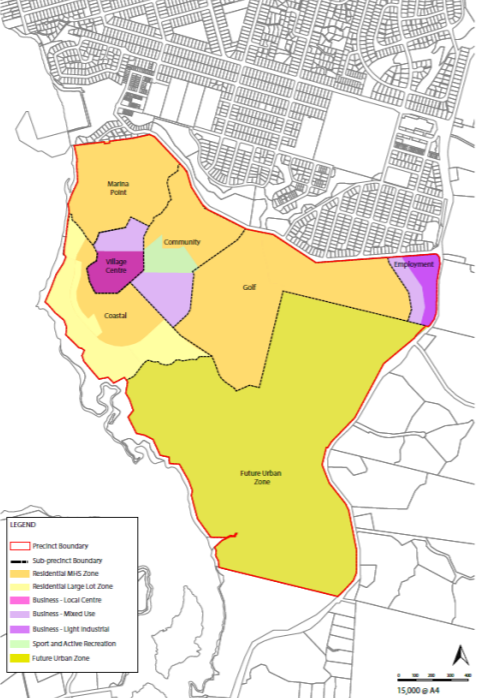
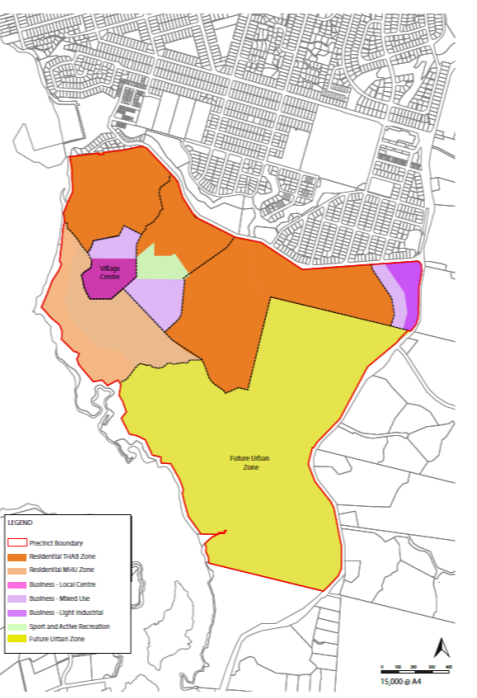
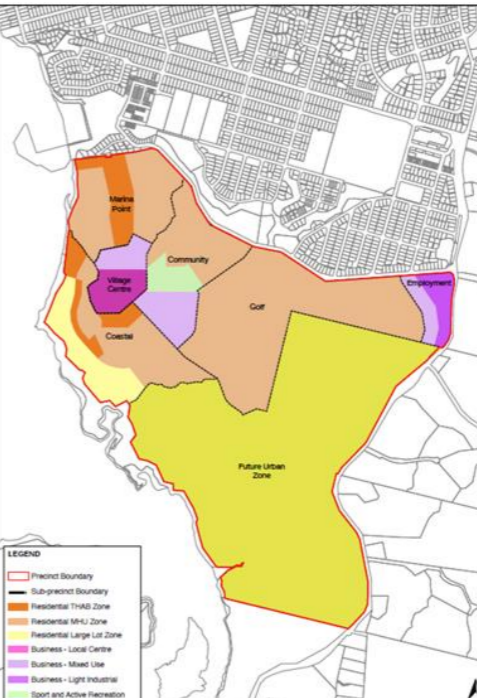
					<p>foothills to the east of Whitford-Maraetai Road as a natural topographical edge of the urban area. On the southern boundary a significant ecological corridor provides a natural boundary which forms a suitable urban edge. This option retains a rural buffer for land further east and provide a 'greenbelt' between Beachlands-Maraetai and land further south west and south, which incorporates the Maraetai Forest and the Hunua Ranges.</p> <p>The land subject to the PPC does not contain any scheduled items and is not subject to significant natural hazard risks. Infrastructure solutions are available and funded and therefore there are no significant constraints to urban development of the Plan Change area.</p>
Economic	<p>This option provides the least economic benefit of all the options. While the current Countryside Living zoning enables some further development opportunity and consequential economic benefit, this is very limited. Further development under the Countryside Living zoning is more likely to result in the fragmentation of land for countryside living purposes which will compromise the economic use of the land for rural production, while not adding significantly to residential capacity.</p> <p>In terms of economic benefits associated with ongoing rural use the Soil and Land Use Capability Report confirms that the land does not have high productive agricultural value or offer many opportunities for additional land uses.</p>	<p>This option will provide the greatest capacity for residential and commercial development however, the extent of live zoning has not been sized to meet the short to medium term need with Beachlands and the availability of infrastructure. This could lead to lower density development across a larger land area to deliver the same capacity as Option 5 resulting in an inefficient use of land.</p>	<p>The cost of delivering development within Beachlands will be staged with less likelihood of achieving economies of scale through the delivery of integrated bulk infrastructure solutions.</p>	<p>The Soil and Land Use Capability Report confirm that the land is not considered to be elite soil and therefore has compromised productivity value and viable economic use if retained for rural use.</p>	<p>Based on the Auckland Plan goal of 6% of Auckland's minimum dwelling target to be accommodated in rural areas – this equates to a total of 24,498 dwellings. This option has a potential residential yield of 3,000 dwellings which represents a significant opportunity to deliver approximately 12.2% of Auckland's dwelling target in existing rural areas.</p> <p>Enables the staged development of the Plan change area as infrastructure upgrades are complete, providing additional business and residential capacity from the short term.</p> <p>Provides greater certainty for the council, community, developers and landowners about the nature, extent and pace of development of Beachlands.</p> <p>Prevents the future fragmentation of the southern area of the site and retains its ability to accommodate integrated urbanisation</p>
Social	<p>This option provides the least social benefit of all the options. While the current Countryside Living (CSL) zoning enables some further development opportunity this is at a very limited level. Therefore this option will not</p>	<p>This option may result in a greater scale of development than Option 5 with potentially more opportunity to provide for social amenities to meet the diverse demographic and cultural needs of the</p>	<p>This option is unlikely to achieve the same scale of social benefits as Option 5 as there will be less opportunity to provide the social facilities required to meet the diverse demographic and cultural needs</p>	<p>This option proposes a comprehensive and integrated development over part of the land holding that is contiguous with existing urban development on the opposite side of Jack Lachlan Drive. This scale of</p>	<p>This option proposes a comprehensive and integrated development over a large land holding that is contiguous with existing urban development on the opposite side of Jack Lachlan Drive. This scale of</p>

	provide population growth to support additional social facilities for Beachlands.	future and existing Beachlands community in a coordinated manner.	of the future and existing Beachlands community in a coordinated manner.	development will enable social amenities such as schools, open spaces, ecological corridors, community facilities and a village centre to be established.	development will enable social amenities such as schools, open spaces, ecological corridors, community facilities and a village centre to be established. This option also enables the future urbanisation of the southern portion of the site which will provide for further social benefits.
Cultural	This option avoids further intensification and development of land around sites of cultural significance.	The proposed precinct provisions to recognise and protect the cultural landscape do not extend to the entire Plan Change area. That may result in development of land around sites of significance and development which compromises the cultural landscape. .	Future plan changes may be able to include provisions to recognise the mana whenua cultural landscape however, this will not be as well coordinated as Option 5.	Within the northern area of the site, this option can include the same precinct provisions to recognise and protect the cultural landscape as option 5 and therefore will result in the same cultural benefits.	This option has been developed in consultation with Ngāi Tai ki Tāmaki includes precinct provisions that will holistically recognise and protect the cultural landscape and sites of significance.
Costs -					
Environmental	<p>This option is less likely to result in the environmental improvements provided for through Option 5, including the protection and restoration of 80 hectares of the EPAN and riparian margins.</p> <p>Environmental impacts associated with ongoing rural use and on-going uncontrolled sediment discharge to the CMA.</p>	<p>This option has not been informed by a Masterplan and supporting technical analysis and therefore does not take into account key features and constraints of the land within the southern portion of the Plan Change area.</p> <p>This option will not result in the environmental improvements provided for through Option 5, including the protection and restoration of 80 hectares of the EPAN and riparian margins.</p> <p>This option will not maintain rural character to the same extent as Option 5 as the boundary is not based on natural features that form a logical urban edge and a “green buffer” for urban development.</p>	<p>The Beachlands Maraetai area is a growing coastal town that has developed through a series of plan changes. If growth continues to be provided for through ad-hoc plan changes there is little opportunity to achieve comprehensive and integrated development.</p> <p>This option less likely to result in the environmental improvements provided for through Option 5, including the protection and restoration of 80 hectares of the EPAN and riparian margins.</p>	<p>Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Beachlands, within the northern portion of the Plan Change area.</p> <p>Environmental impacts associated with ongoing rural use.</p>	<p>Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Beachlands.</p>
Economic	<p>This option does not make efficient use of land where there are funded infrastructure and transport solutions to service growth.</p> <p>Does not add to Auckland’s housing and business land supply to accommodate growth in the short term and is therefore likely to have a negative impact on economic growth and employment.</p> <p>This option is more likely to result in the fragmentation of land for countryside living purposes which will significantly compromise the economic use of the land for rural production. Furthermore, this likely</p>	<p>This option will result in the application of residential and commercial zones.</p> <p>Costs involved in undertaking the development and delivery of transport infrastructure necessary to service a larger live zoned area. The costs for providing the necessary transport infrastructure to service the entire PPC area is significant and requires significant funding commitment which is uneconomic for BSLP to deliver alone.</p>	<p>Less certainty for the community council, community, developers and landowners about the nature, extent and pace of development of Beachlands.</p> <p>Taking into account the timeframes required to process a plan change and prepare the land for urban development, this option is likely to result in a significant delay in the redevelopment of land, where there are efficient and effective infrastructure solutions.</p> <p>Does not enable a coordinated approach to providing for employment</p>	<p>Costs involved in undertaking the development and delivery of infrastructure in a fragmented manner.</p> <p>The fragmentation of CSLZ land within the southern area will reduce the long term population and consequentially the economic benefits associated with the use of schools, open spaces, ecological corridors, community facilities and a village centre to be established in the live zoned area.</p> <p>Application of the CSL to the southern portion of the land will lead to further land</p>	<p>Costs involved in undertaking the development and delivery of infrastructure.</p>

	compromise the integrated urbanisation of land in the future.		opportunities or retail use within Beachlands to meet the growing community's needs. Less likelihood of achieving economies of scale through the delivery of integrated bulk infrastructure solutions.	fragmentation, eroding the economic viability of rural production activities.	
Social	This option does not provide for any additional community facilities or open spaces to meet the diverse demographic and cultural needs of the future and existing Beachlands community.	The scale of development delivered through this option is less likely to achieve the social benefits of intensification due to the potential for dispersed development.	This option does not enable a coordinated approach to providing for social facilities within Beachlands to meet the future populations needs.	The scale of development will be of a reduced density and consequentially reduce the long-term population. This will reduce social benefits associated with intensification and use of community facilities.	The scale of development delivered through this option may be considered by some members of the community to be not in keeping with the community's expectations given the current rural zoning.
Cultural	There is no change to the cultural environment through this option. However, has the potential to result in CSL development which may compromise cultural landscape values and the existing Pa site. Option 5 includes precinct provisions that will recognise and protect the cultural landscape and the existing Pa.	May result in development of land around sites of significance.	This option does not enable a coordinated approach to providing for the mana whenua cultural landscape within Beachlands.	The southern area of the site could be developed based on the existing CSLZ requirements and compromise sites of significance and the cultural landscape.	May result in development of land around sites of significance however, the mana whenua cultural landscape is recognised and protected through proposed precinct provisions.
Efficiency & Effectiveness	This option is not efficient or consistent with B2.2.1(3) and the requirements of the NPS-UD as no additional business and residential capacity is enabled in the short – mid-term despite analysis being prepared to show that the Plan Change it is consistent with the RPS, particularly, B2.6(1) and B2.2.1(1).	This option is not efficient and effective at achieving B2.6(1) and B2.6(2) because analysis has not yet been undertaken to determine an appropriate development pattern to avoid constraints within the southern portion of the Plan Change area. Further analysis is also required to determine the extent of infrastructure that will be required to service this greater land area that can potentially be developed. This option may not be as efficient or effective at achieving B2.2.1(1) as the zones have not been sized to meet the short to medium term need within Beachlands. This could lead to lower density development across a larger land area inconsistent with quality compact outcomes.	This option is efficient and effective at achieving B2.6(1) as it will lead to ad hoc development and not an integrated approach to extending the Beachlands settlement.	This option is not efficient and effective at achieving B2.2.1(3) as it makes no provision for long term residential and commercial capacity at Beachlands.	This option is efficient and effective at achieving B2.6(1) as the potential development of the land does not affect any scheduled items, avoids elite soils and natural hazards. Additionally, the effects of built form enabled by the PPC are consistent with and complementary to the local character of the Beachlands area and precinct provisions will protect the mana whenua cultural landscape. This option is efficient and effective at achieving B2.6(2) as analysis undertaken as part of this PPC request confirms there are infrastructure solutions available and able to be funded. This option is efficient and effective at achieving B2.2.1(1) as it supports a high quality environment that is integrated with the ferry terminal to support public transport use and reduce adverse effects. This option is efficient and effective at achieving B2.2.1(3) as it will enable the development of 3,000 dwellings which represents a significant opportunity to deliver approximately 12.2% of Auckland's dwelling target in existing rural areas, while also making provision for long term

					residential and commercial capacity at Beachlands via the FUZ.
Summary	<p>Option 5 is preferred. The extension of the settlement at Beachlands within the Plan Change area is consistent with B2.6.1 in that urban development of coastal towns is enabled in a way that avoids elite soils, significant natural hazard risks and enhances mana whenua values, the coastal environment and natural and physical resources while in keeping with the local character. Analysis undertaken as part of this PPC request confirms there are infrastructure solutions available and able to be funded, without reliance on funding from Council. Furthermore, this option enables efficient use of land around the existing ferry terminal supporting transport mode shift and quality compact outcomes while delivering additional residential and commercial capacity.</p> <p>This option is efficient and effective at achieving B2.2.1(3) as it will enable the development of 3,000 dwellings which represents a significant opportunity to deliver approximately 12.2% of Auckland’s dwelling target in existing rural areas, while also making provision for additional term residential and commercial capacity at Beachlands via the FUZ.</p>				

Table 5: Evaluation of Provisions Theme 1.2: Land Use Pattern – Residential

	Option 1 – Lower Density Approach	Option 2 – Higher Density Approach	Option 3 – Proposed plan change
<p>Description of Options</p>	 <p>This option will apply a combination of the Mixed Housing Suburban zone and the Large Lot zone to enable residential development at lower densities.</p>	 <p>This option will apply a combination of the Mixed Housing Urban zone and the Terrace Housing and Apartment Building zone to enable residential development at higher densities.</p>	 <p>This option involves a refined zoning approach that will see a mixture of zones that will provide for residential development at different densities.</p>
<p>Benefits</p>			
<p>Environmental</p>	<p>This option retains the low-density nature of the existing development within Beachlands.</p> <p>This option will result in development along the coast that retains the sense of openness preserving the natural character of the coastline.</p>	<p>This option will provide the greatest capacity for residential development however, the extent of the THAB and MHU zoning has not been sized to align with the provision of infrastructure which could lead to a dispersed pattern of residential development.</p> <p>Other benefits include greater proximity of residential to ferry services and public transport; and increased population to support local employment.</p>	<p>This proposed zoning layout includes opportunities for different housing types and intensity that are complementary to the residential character of the area and has been informed by a master planning exercise.</p> <p>This option will result in development along the coast that retains the sense of openness preserving the natural character of the coastline.</p> <p>This option makes efficient use of land which is within an accessible walking catchment to the ferry terminal and proposed centre through the application of the THAB zone, thereby giving effect to the NPS-UD.</p>
<p>Economic</p>	<p>This option will provide for in the least residential capacity within Beachlands compared with the other options and is likely to result in a dispersed pattern of residential development.</p>	<p>This option will provide for the greatest level of residential capacity of all the options supporting competitive development markets. However, a dispersed and lower density pattern of</p>	<p>This option provides for a range of housing typologies that will result in a range of housing prices, some of which will be affordable for the area. The opportunity for community and social</p>

	This option provides for lower residential development capacity and may not require as much infrastructure and funding to enable residential development, thereby providing economic benefit.	development is likely to arise due to insufficient infrastructure provision.	housing providers will also exist in the future and will enable additional affordable housing options
Social	This option will provide for low level terraces within the Mixed Housing Suburban zone however, it will not provide the range of housing typologies and choice provided for through option 2 or 3.	This option provides for a range of housing typologies and choice to meet the diverse needs of the Beachlands population. It will enable development yields that can support the development of additional community facilities. The scale of development will increase the long-term population with a greater area high density residential zoning and consequently the social benefits associated with intensification and use of community facilities.	This option provides for a range of housing typologies and choice to meet the diverse needs of the Beachlands population. It will enable development yields that can support the development of additional community facilities.
Cultural	Will preserve cultural values associated with the natural character of the coast.	This option will not result in cultural benefits as the zoning pattern has not been designed to preserve the openness of the natural character values of the coast.	Will preserve cultural values associated with the natural character of the coast.
Costs			
Environmental	The proposed zoning layout will result in low density residential development which is an inefficient use of land, particularly in areas of the Plan Change area that are within walking distance to the ferry terminal and proposed local centre.	This proposed zoning layout provides for development at an intensity and scale which is different to the residential character of the area. This layout has not been informed by a master planning exercise. This zoning layout may result in intensive development along the coast which will reduce the sense of openness and impact that natural character.	Potential effects on adjoining properties and surrounding land uses as a result of urban development at a greater height and density than currently provided for within Beachlands.
Economic	This option will limit the range of housing types and price points available within Beachlands. Costs involved in undertaking the development and delivery of infrastructure.	This option will result in the application of residential zones that have not been sized to meet the short-medium term market demand and infrastructure availability. Costs involved in undertaking the development and delivery of transport infrastructure necessary to service a higher density lived zoned residential area. The costs for providing the necessary transport infrastructure to service the entire PPC area is significant and requires significant funding commitment which is uneconomic for BSLP to deliver alone.	Costs involved in undertaking the development and delivery of infrastructure.
Social	This option does not make efficient use of land and therefore may not result in the development yields to support the development of additional community facilities to support the growing population within Beachlands.	While a higher density zoning pattern would be applied, the scale of development will actually be of a reduced density due to infrastructure limitations and consequentially reduce the long-term population. This will reduce social benefits associated with intensification and use of community facilities.	The scale of development delivered through this option may be considered by some members of the community to not be in keeping with the community's expectations given the current rural zoning.
Cultural	The zoning layout will result in urban development in an existing rural area which could result in development of land around sites of cultural significance.	This zoning layout will result in intensive development along the coast which will impact mana whenua values associated with the character of the coastline.	While the zoning layout will result in urban development in an existing rural area which could result in development of land around sites of cultural significance this option has been developed in consultation with Ngāi Tai ki Tāmaki and there are precinct provisions to ensure mana whenua values are recognised and provided for.
Efficiency & Effectiveness	This option is not efficient and effective at achieving B2.3.1 (1) as the zoning pattern has not been informed by a masterplan and therefore does not respond to the intrinsic qualities and physical characteristics of the site and area.	This option is not efficient and effective at achieving B2.3.1 (1) as the zoning pattern has not been informed by a masterplan and therefore does not respond to the intrinsic qualities and physical characteristics of the site and area.	This option is efficient and effective at achieving B2.4.1 (1) and B2.4.1 (3) as the THAB zone has been applied to support the efficient use of land within a walkable catchment to the proposed local centre and ferry. This will support quality compact urban form outcomes.

	This option does not efficiently use land within a walkable catchment to the proposed local centre and ferry and therefore is not consistent with B2.3.1 (1).		This option is efficient and effective at achieving B2.3.1 (1) as the zoning pattern has been informed by a masterplan and therefore responds to the intrinsic qualities and physical characteristics of the site and area. This option will efficiently and effectively achieve B2.4.1 (4) as it enables the development of 3,000 dwellings and a variety of typologies to support greater housing capacity and choice.
Summary	Option 3 is preferred. The proposed zoning layout has been informed by a masterplan to respond to the characteristics of the Plan Change area and enables efficient use of land around the existing ferry terminal supporting transport mode shift and quality compact outcomes while delivering additional residential capacity.		

Table 6: Evaluation of Provisions Theme 1.3: Land Use Pattern - Commercial

	Option 1 Neighbourhood Centre with no Mixed Use zone	Option 2 – Local Centre, Mixed Use Zone with no Light Industry Zone	Option 3 – Proposed Plan Change
Description of Options	<p>This option will apply a Neighbourhood Centre zone to enable future residents to meet their day-to-day needs. It will not include any additional Mixed Use or employment land.</p>	<p>This option will apply the Local Centre zone to enable residents to access a wider range of amenities and the Mixed Use zone to provide some limited employment opportunities.</p>	<p>This option involves a refined zoning approach that will provide a local centre, mixed use zoning and a light industry area to provide employment opportunities within Beachlands.</p>
Benefits			
Environmental	This option does not incorporate light industry use so there are no potential reverse sensitivity effects.	This option promotes the collocation of residential and employment land use within Beachlands reducing the need to travel out of the area and the associated environmental effects however, not to the same extent as Option 3.	This option promotes the collocation of residential and employment land use within Beachlands reducing the need to travel out of the area and the associated environmental effects.

		<p>This option makes efficient use of land which is within an accessible walking catchment to the ferry terminal and proposed centre through the application of the Mixed Use zone.</p> <p>This option does not incorporate light industry use so there is no potential reverse sensitivity effects.</p>	<p>This option makes efficient use of land which is within an accessible walking catchment to the ferry terminal and proposed centre through the application of the Mixed Use zone.</p> <p>The PPC provides for industrial activities at the intersection of Whitford Maraetai Rd and Jack Lachlan Drive. This will promote economic development within the locality and its location will avoid conflicts between incompatible activities.</p>
Economic	The limited commercial offering proposed as part of this land use pattern will not detract from any centres or industrial zones in the vicinity.	The limited commercial offering proposed as part of this land use pattern will not detract from any centres or industrial zones in the vicinity.	The size of these proposed zones is not considered to detract from any centres or industrial zones in the vicinity and therefore function, role and amenity of centres will not be compromised by the PPC. The PPC will support, and not challenge the future health and vitality of local centres.
Social	The neighbourhood centre zoning will provide a limited retail offering to meet some of the day to day needs of residents.	The commercial zones within this option may be sufficient to meet the needs of the local community however, this option will not provide the same extent of employment opportunities as Option 3.	The Economic Impact Assessment concludes that the proposed Local Centre and Light Industry zones within the PPC are sufficient to needs to needs of the local community and will also provide employment opportunities for that community.
Cultural	The incorporation of commercial zones will enable a wider mix of activities to establish with Beachlands including cultural activities.	The incorporation of commercial zones will enable a wider mix of activities to establish with Beachlands including cultural activities.	The incorporation of commercial zones will enable a wider mix of activities to establish with Beachlands including cultural activities.
Costs			
Environmental	The zoning pattern will not be sufficient to meet the needs of the local community requiring residents to travel outside of Beachlands to access employment and a wider retail offering.	The zoning pattern will not be sufficient to meet the needs of the local community requiring residents to travel outside of Beachlands to access employment.	The colocation of residential and light industrial use within Beachlands could give rise to potential reverse sensitivity effects however, there are methods within the AUP and the PPC to manage any potential effects.
Economic	<p>This option will result in the application of Neighbourhood Centre with more floor space restrictions on particular commercial activities in this business zoning.</p> <p>There are no additional employment opportunities with a light industrial and mixed use at the corner of Jack Lachlan Drive/Whitford-Maraetai Road.</p> <p>Costs involved in undertaking the development and delivery of infrastructure.</p>	<p>This option will result in the application of commercial zones that have not been sized to meet the short-medium term market demand.</p> <p>Costs involved in undertaking the development and delivery of infrastructure.</p>	Costs involved in undertaking the development and delivery of infrastructure.
Social	This option only provides very limited accessible employment opportunities for the community within Beachlands.	This option will provide additional local employment opportunities when compared with Option 2 however, it will not offer the number and diversity of jobs that can be provided through Option 3.	The community may be opposed to the provision of light industry given the potential for reverse sensitivity however, there are methods within the AUP and the PPC to manage any potential effects.
Cultural	The zoning layout will result in urban development in an existing rural area which could result in development of land around sites of cultural significance.	The zoning layout will result in urban development in an existing rural area which could result in development of land around sites of cultural significance.	While the zoning layout will result in urban development in an existing rural area which could result in development of land around sites of cultural significance. This option has been developed in in consultation with Ngāi Tai ki Tāmaki and there are precinct provisions to ensure mana whenua values are recognised and provided for.
Efficiency & Effectiveness	This option is inefficient as the commercial zones are not sized to meet current and future demands (B2.5.1 (1)) and moderate to high intensity residential activities and	This option is inefficient as while employment opportunities will be enabled in proximity to the ferry terminal, the	This option is efficient and effective at achieving B2.5.1 (1) as the commercial and industrial zones have been sized to meet current and future demands.

	<p>employment opportunities are not enabled in close proximity to the ferry terminal (H13.2(6)).</p>	<p>commercial zones have not been sized to meet current and future demands (B2.5.1 (1)).</p>	<p>This option is efficient and effective at achieving H11.2(4) as the commercial land use pattern provides for the community's social and economic needs, improves access to goods and manages adverse effects on the environment by reducing the need for residents to travel out of Beachlands.</p> <p>This option is efficient and effective at achieving H13.2(6) as it enables moderate to high intensity residential activities and employment opportunities in close proximity to the ferry terminal through the Mixed Use zone.</p>
<p>Summary</p>	<p>Option 3 is preferred. The proposed zoning layout has been informed by economic analysis and therefore the proposed Local Centre and Light Industry zones within the PPC are sufficient to needs to needs of the local community and will also provide employment opportunities for that community.</p>		

10.4.2 Theme 2: Coordinating the development of land with transport and three waters infrastructure in Beachlands

The existing AUP and proposed precinct objectives which have particular relevance for Theme 2 include:

- B2.2.1(5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.
- B3.2.1(5) Infrastructure and land use planning are integrated to service growth efficiently.
- B3.3.1(1)(b) Effective, efficient and safe transport that integrates with and supports a quality compact urban form.
- E27.2(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.
- IX.2(8) Beachlands South is public transport focussed development that supports high density residential, employment generating, retail and community activities within walking and cycling distance of the Pine Harbour Ferry Terminal in a manner which prioritises active modes of transport.
- IX.2(10) Subdivision and development in the precinct is coordinated with the efficient provision of required transport, water, energy and telecommunications infrastructure.

Table 7: Evaluation of Provisions Theme 2: Coordinating the development of land with transport and three waters infrastructure in Beachlands

	Option 1 – Do nothing – no staging provisions	Option 2 – Deferred zoning – when all the local infrastructure upgrades are operational	Option 3 – Proposed Plan Change
Description of Options	This option involves putting in place urban zoning and coordinating the development of land with transport and three waters infrastructure to processes and agreements which sit outside of the AUP.	This option involves putting in place urban zonings with a precinct that applies the Future Urban Zone provisions until a certain date from which the urban zone provisions will take effect. The date will be based on the point in time when all required local infrastructure upgrades are projected to be complete.	This option coordinates development with the delivery of required transport infrastructure within the AUP through the inclusion of a transport staging rule. The transport and three waters staging rules ensure that development does not exceed GFA thresholds until such time as the infrastructure upgrades are constructed and are operational. Subdivision and development that does not comply with staging rules requires resource consent as a full discretionary activity.
Benefits -			
Environmental	Potentially avoids the complexity in the planning provisions associated with Options 2-3, although relying on existing operative zone provisions will also add complexities	This option will ensure that no development occurs prior to the necessary infrastructure being in place to service growth.	This option provides for interim development to increase residential and commercial capacity which can be serviced without the final infrastructure upgrades required to support a full

			build out of the Plan Change area.
Economic	Removes the cost of developing rules for the applicant.	The administration of this rule is less complex than Option 3.	This option enables consenting to progress for land modification or development, which would will reduce unnecessary delays in the development process. This option allows for staged development to proceed, providing associated economic benefits.
Social	Existing rules are retained and community expectations are maintained.	This option provides more certainty to the community than option 1 as there is assurance that development cannot occur until infrastructure is in place.	This option provides the most certainty to the community as the scale of development is tied to specific infrastructure upgrades. This option allows for staged development to proceed, providing associated social benefits, including the potential provision of a school and other social facilities.
Cultural	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.
Costs -			
Environmental	The lack of recognition within the AUP of the required infrastructure may result in significant environmental costs if development was to proceed the required infrastructure upgrades. Management of environmental issues would be reliant on the requirement for	This option does not provide for interim development to increase residential and commercial capacity despite the traffic modelling determining the timing of the transport infrastructure upgrades and how these can be coordinated with	This option is informed by transport modelling that has determined the timing of the transport infrastructure upgrades and how these can be coordinated with the release of residential, retail, light industrial and commercial

	<p>an ITA under clause E27.3(2) and E27.9(5) and three waters issues under criteria E38.11.2(2)(6)(a)(ii), E38.11.2(2)(7)(b)(i), H6.8.2(2)(a)(j), H5.8.2(2)(h) and H1.8.2(1)(a) which provides less certainty than Options 2 and 3.</p>	<p>the release of residential, retail, light industrial and commercial development capacity.</p> <p>This option does not provide for interim development to increase residential and commercial capacity despite the engineering analysis identifying a number of solutions for three water infrastructure.</p>	<p>development capacity.</p> <p>This option is informed by engineering analysis identifying a number of solutions for three water infrastructure.</p>
Economic	<p>This option is heavily reliant on infrastructure/funding agreements that sit outside the AUP. There is nothing in the AUP to tie the release of development capacity with the delivery of transport infrastructure.</p>	<p>This option is blunt and does not enable consenting to progress for land modification or development, which would create unnecessary delays in the development process.</p>	<p>This is a more complex set of provisions which will require greater monitoring by Council than Options 1 & 2. Although there are risks with this approach Council has the ability and technology to monitor this it will just be a matter of putting a system in place.</p>
Social	<p>This option provides no certainty to the community as there is no transparency within the AUP regarding when development will occur.</p>	<p>This option will result in costs to the community as the future urban zoning will not facilitate the development of community facilities to service the existing or future community which can be serviced without the final infrastructure upgrades required to support a full build out of the Plan Change area.</p>	<p>Some members of the community may be disappointed with an increase in traffic volumes and people using as this may not be in keeping with the community's expectations given the current rural zoning. This issue will ultimately arise however, with all options.</p>

Cultural	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.	There is no change to the cultural environment through this option.
Efficiency & Effectiveness	This option is ineffective as there are no provisions within the plan to decline applications for development which cannot be serviced by transport infrastructure, which would not achieve B2.21(5), B3.2.1(5), B3.3.1(1)(b) or E27.2(1).	This option is highly inefficient as traffic modelling shows that the release of residential, retail, light industrial and commercial development capacity can be coordinated with the transport infrastructure upgrades required to service this growth. Therefore, as this option allows for no additional capacity in the interim prior to the completion of the complete infrastructure upgrades it is not in keeping with B3.2.1(5).	This option will efficiently coordinate development with infrastructure and achieve the policy direction of B2.21(5), B3.2.1(5) and B3.3.1(1)(b), because the provisions stage the release of development capacity with the delivery of required infrastructure.
Summary	Option 3 is preferred. Coordinating development with the delivery of required transport infrastructure through the inclusion of a transport staging rule is the most appropriate mechanism for achieving the objectives of the AUP. The proposed provisions will stage the release of development capacity with the delivery of required infrastructure and therefore is consistent with B2.21(5), B3.2.1(5) and B3.3.1(1)(b).		

10.4.3 Theme 3: Achieving Integrated and Quality Development

The existing AUP objectives and proposed precinct objectives which have particular relevance for Theme 3 include:

- B2.3.1 (1) A quality built environment where subdivision, use and development do all of the following: (a) respond to the intrinsic qualities and physical characteristics of the site and area, including its setting; (b) reinforce the hierarchy of centres and corridors; (c) contribute to a diverse mix of choice and opportunity for people and communities; (d) maximise resource and infrastructure efficiency;

(e) are capable of adapting to changing needs; and (f) respond and adapt to the effects of climate change.

- B2.3.1(3) The health and safety of people and communities are promoted.
- B3.3.1(1) Effective, efficient and safe transport that: (a) supports the movement of people, goods and services... (e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.
- E27.2(2) An integrated transport network including public transport, walking, cycling, private vehicles and freight, is provided for.
- E27.2(5) Pedestrian safety and amenity along public footpaths is prioritised.
- E38.2(6) Subdivision has a layout which is safe, efficient, convenient and accessible.
- I.3(9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that: (a) Results in a significant mode shift to public and active modes of transport including walking and cycling; (b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, housing, jobs, open spaces and the Pine Harbour Ferry Terminal; and (c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.
- I.3(16) A series of high-quality, safe and well-connected of open spaces are established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.
- I.3(17) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.
- I.3(20) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.
- I.3(26) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.
- I.3(28) Residential development complements the golf course.
- I.3(30) Development is of a form, scale and design quality that reinforces Beachlands distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.

Table 8: Evaluation of Provisions Theme 3: Achieving Integrated and Quality Development

	Option 1 – Rely on Auckland-wide and Zone Provisions	Option 2 – Proposed Plan Change
Description of Options	<p>The street network and the provision of open spaces are controlled by the development standards, matters of discretion and assessment criteria in the underlying Auckland-wide provisions (E38 Subdivision – Urban, E27 Transport).</p> <p>New buildings and alterations and additions not otherwise provided for are controlled by the policies, development standards, matters of discretion and assessment criteria in the underlying zones only.</p> <p>This option does not apply the Medium Density Residential Standard and therefore a further Plan Change will be required to apply this at a later date.</p>	<p>The proposed Beachlands South Precinct includes a bespoke set of provisions to guide the development of buildings, roads and open spaces within the precinct:</p> <ul style="list-style-type: none"> • Height variation control that enables building height to be optimised close to the Pine Harbour Ferry Terminal and the frequent transport service. • Changes from the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act to incorporate the MDRS into the precinct provisions in relation to the development of residential units. • A subdivision variation control over Large Lot Zone to enable subdivision of these lots to 1,000m². • Design assessment for residential applications that require resource consent. • Assessment criteria and precinct plans that guide the layout and design of key structuring elements including the street network and open space.
Benefits -		
Environmental	The street network, the provision of open spaces and the design and layout of development are controlled by the development standards,	The precinct provisions implement key structuring elements of the Masterplan for Beachlands South which has been developed to ensure

	<p>matters of discretion and assessment criteria in the underlying Auckland-wide and zone provisions.</p>	<p>a high-quality development outcome result.</p> <p>The tailored precinct provisions and assessment criteria which implement the masterplan will result in a built form which reinforces the unique sense of place within Beachlands.</p> <p>The planned open spaces and connected street network will support transport mode shift to active transport modes as they provide safe and convenient movement to and through the precinct.</p> <p>The smaller lot size within the Large Lot zone is appropriate as these sites can be serviced so on site servicing is not required.</p>
Economic	<p>A less complex set of planning provisions will apply within the Plan Change area.</p>	<p>The PPC will provide for housing needs and demands by providing additional development capacity of approximately 2,900 dwellings. The PPC will also deliver variety of housing types which supports competitive markets.</p>
Social	<p>Existing rules are retained and community expectations are maintained.</p>	<p>Expectations and requirements of key stakeholders, land owners and land developers can be clearly set out within the proposed precinct.</p> <p>Increases the amenity values of the Plan Change area as the future residents will enjoy the planned open spaces and connected street network which offers safety to pedestrians and cyclists.</p>
Cultural	<p>This option does not facilitate any improved cultural outcomes.</p>	<p>The precinct provisions implement key structuring elements of the Masterplan for Beachlands South which has been informed by the Cultural Values Assessment and ongoing engagement with Ngai Tāi ki Tāmaki.</p>

Costs -		
Environmental	No requirement to implement the key structuring element of the Masterplan for Beachlands South which responds to the specific characteristics of the Plan Change area and the unique sense of place.	This option will not result in any environmental costs.
Economic	Landowners, developers, the Council and Community will not have clear expectations about where the future street and open space network will be located.	Cost to future applicants to prepare resource consent applications assessing additional planning provisions and implementing the requirements.
Social	Reduced amenity values as the provisions will not achieve an integrated and quality-built environment which responds to the characteristics of the Plan Change Area to the same extent as Option 1.	This option will not result in any social costs.
Cultural	Reduced cultural values as the provisions will not implement the key structuring elements of the Masterplan for Beachlands South which has been informed by the Cultural Values Assessment and ongoing engagement with Ngai Tāi ki Tāmaki.	This option will not result in any cultural costs.
Efficiency & Effectiveness	<p>Ineffective as the indicative primary road network and open space network are not shown in the plan so piecemeal and ad hoc development may occur.</p> <p>Without the guidance of a precinct, the Plan Change area is unlikely to be developed in a comprehensive and coordinated manner.</p> <p>Area - specific approaches are not considered, which is less effective in achieving B2.3.1(1)(a).</p>	<p>This option is effective as the provisions seek to ensure adequate provision of public open space in accordance with Objective B2.7.1(1).</p> <p>This option is effective as the provisions seek to ensure development provides a connected street network which promotes safe cycling and a walkable urban form in accordance with B3.3.1(1) and B2.3.1(3).</p> <p>The proposed precinct meets Objective B2.3.1(1)(a) of the RPS as it ensures that subdivision, use and development will respond to the intrinsic qualities and physical characteristics of the site.</p>

Summary	Option 2 is the preferred option. The inclusion of a bespoke set of provisions to implement the structuring elements of the Masterplan for Beachlands South and require quality built form outcomes that respond to the unique sense of place enables the PPC to efficiently and effectively achieve B2.7.1(1), B3.3.1(1), B2.3.1(3) and B2.3.1(1)(a).
----------------	--

10.4.4 Theme 9: Natural Environment, Sustainability and Climate Change

The existing AUP and proposed precinct objectives which have particular relevance for Theme 4 include:

- B7.2.1(2) Indigenous biodiversity is maintained through protection, restoration and enhancement in areas where ecological values are degraded, or where development is occurring.
- E3.2(2) Auckland's lakes, rivers, streams and wetlands are restored, maintained or enhanced.
- E15.2 (2) Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.
- IX3(7) Beachlands South is a highly sustainable and low-carbon coastal town.
- IX3(11) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are protected, restored, maintained and enhanced.
- IX3(12) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.
- IX3(13) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised or mitigated

Table 9: Evaluation of Provisions Theme 4: Natural Environment, Sustainability and Climate Change

	Option 1 – Rely on Auckland-wide and Zone Provisions	Option 2 – Proposed Plan Change
Description of Options	The natural environment and response to climate change are controlled by the development standards, matters of discretion and assessment criteria in the underlying Auckland-wide provisions.	The proposed Beachlands South Precinct includes a bespoke set of provisions to enhance the natural environment and reduce carbon emissions: <ul style="list-style-type: none"> • The requirement of a planted riparian margin along permanent and intermittent streams.

		<ul style="list-style-type: none"> • High-value terrestrial vegetation/habitats, gully systems, NPS qualifying natural wetlands and high-value streams will be protected within 'Ecological Protected Area Network' (EPAN) with corresponding standards in the precinct. • The requirement for a 10m planted buffer strip along the Whitford Maraetai Road frontage. • Connections between the Pine Harbour ferry and high-density development in proximity to the ferry terminal will ensure ferry usage in combination with the transport triggers which require increase in ferry patronage capacity as development within Beachlands grows.
Benefits -		
Environmental	It is possible to achieve good environmental outcomes under this approach but this will rely largely on non-statutory mechanisms.	<p>This option will enhance the ecological values of streams through requiring planted riparian margins along both sides of permanent and intermittent streams and is consistent with the rule included in other greenfield precincts within the AUP.</p> <p>The 'Ecological Protected Area Network' will ensure that high-value terrestrial vegetation/habitats, gully systems, NPS qualifying natural wetlands and high-value streams are protected, enhancing ecological values.</p> <p>The proposed carbon reduction (increase in ferry patronage capacity) and forest sequestration initiatives (Ecological Protected Area Network) will support a reduction in greenhouse gases and sustainable outcomes.</p>
Economic	Less costs associated with developing along streams as there is no requirement to provide riparian planting, or costs	The connections between the Pine Harbour ferry and high-density development will support a reduction in congestion through reducing

	<p>to residents to protect and maintain the EPA.</p> <p>A less complex set of planning provisions will apply within the Plan Change area.</p>	<p>commuter traffic. This will have benefits to the wider transport network which will ultimately benefit the economy.</p>
Social	<p>Existing rules are retained and community expectations are maintained.</p>	<p>Increased aesthetic and amenity values for communities as a result of riparian planting along streams and the Whitford Maraetai Road frontage. Increased opportunities for social connections through adopting a land use pattern that promotes the use of public transport.</p>
Cultural	<p>This option does not facilitate any improved cultural outcomes.</p>	<p>This option will enhance Mana Whenua values associated with water and the natural environment.</p>
Costs -		
Environmental	<p>No requirements to provide riparian planting along streams within the Plan Change area and therefore the ecological values of streams will not be enhanced.</p> <p>No requirement to protect high-value terrestrial vegetation/habitats, gully systems, NPS qualifying natural wetlands and high-value streams through the 'Ecological Protected Area Network' which could result in the loss of habitat and degradation of ecological values.</p> <p>Underutilising land that is well serviced by public transport will not result in an increase public transport patronage and the associated reduction in carbon emissions.</p>	<p>This option will not result in any environmental costs.</p>
Economic	<p>Underutilising land that is well serviced by public transport will not result in an increase public transport patronage and the associated economic benefits.</p>	<p>The requirement for riparian planting will increase the costs when developing along streams.</p> <p>The Ecological Protected Area Network provisions will sterilise land from future development, and will involve maintenance costs with the actions required under the Biodiversity Management Plan.</p>
Social	<p>Reduced aesthetic and amenity values for communities from a lack of riparian planting along streams and planting along the</p>	<p>This option will not result in any social costs.</p>

	Whitford Maraetai Road frontage.	
Cultural	Reduced cultural values associated with a lack of indigenous biodiversity along streams and within the Ecological Protected Area Network.	This option will not result in any cultural costs.
Efficiency & Effectiveness	<p>This option is not efficient or effective and will not achieve B7.2.1(2), E3.2(2) and E15.2 (2) as there is no requirement to plant riparian margins along streams and therefore there is no assurance that indigenous biodiversity along streams will be restored to enhance the ecological values of streams.</p> <p>This option is efficient or effective and will not achieve B7.2.1(2), E15.2 (2) and IX3(12) as there is no requirement to protect ecological features within the Ecological Protected Area Network.</p>	<p>This option is efficient at achieving B7.2.1(2), E3.2(2) and E15.2 (2) as they ensure that indigenous biodiversity along streams is restored to enhance the ecological values of streams while maintaining flexibility for appropriate development of cycle and pedestrian paths.</p> <p>This option is efficient and effective at achieving B7.2.1(2), E15.2 (2) and IX3(12) as it will protect ecological features within the Ecological Protected Area Network.</p> <p>This option is efficient and effective at achieving IX3(7) as the proposed carbon reduction (increase in ferry patronage capacity) and forest sequestration initiatives (Ecological Protected Area Network) will support a reduction in greenhouse gases and sustainable outcomes.</p>
Summary	Option 2 is the preferred option. The inclusion of a bespoke set of provisions to enhance the natural environment and reduce carbon emissions enables the PPC to efficiently and effectively achieve B7.2.1(2), E3.2(2), E15.2 (2), IX3(7) and IX3(12).	

10.4.5 Theme 5: Mana Whenua Cultural Landscape

The existing AUP and proposed precinct objectives which have particular relevance for Theme 4 include:

- B2.6.1 (1) The mauri of, and the relationship of Mana Whenua with, natural and physical resources including freshwater, geothermal resources, land, air and coastal resources are enhanced overall.
- IX3(5) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.
- IX3(6) The tangible and intangible mana whenua values of the pa site identified on Precinct Plan 4 are protected and enhanced.

Table 10: Evaluation of Provisions Theme 5: Mana Whenua Cultural Landscape

	Option 1 – Rely on Auckland-wide and Zone Provisions	Option 2 – Proposed Plan Change
Description of Options	The Mana Whenua Cultural Landscape within the precinct is controlled by the development standards, matters of discretion and assessment criteria in the underlying Auckland-wide provisions.	The proposed Beachlands South Precinct includes a bespoke set of provisions to enhance the Mana Whenua Cultural Landscape: <ul style="list-style-type: none"> • The Beachlands South precinct recognises and respects these values of Ngai Tai by incorporating provisions requiring the protection of sites and places of significance within the precinct to ensure Mana Whenua values are protected and enhanced. • The Cultural Landscape Plan on Precinct Plan 4 also recognises the historic Pa site, spiritual connections, archaeological sites, a key outlook point and key views of cultural significance to Ngai Tai to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history.
Benefits -		
Environmental	There is no change to the AUP provisions proposed through this option. Existing rules will apply which will not cover any additional features including the historic Pa site identified by Ngai Tai.	This option will protect additional features such as the historic pa site not currently protected through the AUP provisions.
Economic	A less complex set of planning provisions will apply within the Plan Change area.	The maintenance and enhancement of many of the values recognised through the Cultural Landscape Plan such as key outlook points and key views

		are likely to have wider benefits in terms of establishing a unique sense of place which will contribute to the identify of Beachlands attracting visitors into the area.
Social	Existing rules are retained and community expectations are maintained.	The maintenance and enhancement of many of the values recognised through the Cultural Landscape Plan such as key outlook points and key views are likely to have wider social benefits.
Cultural	This option does not facilitate any improved cultural outcomes.	The Beachlands area is notable for its continued association with Ngāi Tai ki Tāmaki since pre-European times. Fundamental guiding principles for Ngāi Tai ki Tāmaki include the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance. This option recognise and protect these values resulting in much greater cultural benefits than option 1.
Costs -		
Environmental	This option will not result in any environmental costs.	This option will not result in any environmental costs.
Economic	This option will not result in economic costs.	A more complex set of planning provisions will apply within the Plan Change area. The provisions may restrict development within some areas or result in a more complex design process.
Social	The maintenance and enhancement of many of the values recognised through the Cultural Landscape Plan such as key outlook points and key views are likely to have wider social benefits which this option does not provide for.	This option will not result in any social costs.
Cultural	This option does not specifically provide for the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance to Ngāi Tai ki Tāmaki	This option will not result in any cultural costs.

	within the Plan Change area to the same extent as Option 2.	
Efficiency & Effectiveness	This option is not efficient or effective and will not achieve B2.6.1 (1), IX3(5) and IX3 (6) as there is no recognition and protection of the Mana Whenua Cultural Landscape unique to Beachlands.	This option is efficient and effective at achieving B2.6.1 (1), IX3(5) and IX3 (6) as it will ensure Mana Whenua cultural, spiritual and historical values with local history and whakapapa is recognised, protected.
Summary	Option 2 is preferred as it will ensure Mana Whenua cultural, spiritual and historical values with local history and whakapapa is recognised, protected and enhanced and it is most efficient and effective at achieving B2.6.1 (1), IX3(5) and IX3 (6).	

10.5 RISK OF ACTING OR NOT ACTING

In this case, there is sufficient information about the subject matter of the provisions to determine the range and nature of environmental effects of the options set out in the report above. For this reason, an assessment of the risk of acting or not acting is not required.

10.6 SECTION 32 ANALYSIS CONCLUSION

On the basis of the above analysis, it is concluded that:

- The proposed objectives in the Beachlands Precinct are considered to be the most appropriate way to achieve the purpose of the RMA by applying a comprehensive suite of planning provisions to enable appropriate urbanisation of the site;
- The proposed provisions are considered to be the most efficient and effective means of facilitating the use and development of the subject land into the foreseeable future; and
- The proposed provisions are the most appropriate way to achieve the objectives of the AUP and the proposed precinct, having regard to their efficiency or effectiveness and the costs and benefits anticipated from the implementation of the provisions.

11.0 CONSULTATION

Section 6 of Schedule 4 of the RMA (which is included by cross reference from Section 22(2) of Schedule 1 of the RMA) states that, where consultation has been undertaken,

details are to be provided. The summary below outlines the consultation that has been undertaken.

A Consultation Summary Report for the Plan Change is enclosed as **Appendix 29**. A high-level overview of the summary undertaken to date is set out below:

11.1 AUCKLAND COUNCIL AND COUNCIL CONTROLLED ORGANISATIONS

11.1.1 Auckland Council

The Plan Change was introduced to Auckland Council on multiple occasions, including in presentations to Megan Tyler (Chief of Strategy) on 27 April 2021 and the Plans and Places Team on 23 November 2021.

The presentations introduced the Beachlands South Structure Plan and the proposed Plan Change. Key information such as the site, Auckland Unitary Plan context and opportunities and challenges of the site were presented to Auckland Council. The key design principles (including but not limited to retaining and protecting ecological areas, establishing a village centre near the existing Pine Harbour Marina and establishing infrastructure to support the Beachlands Community), potential number of dwellings, areas of employment and open space, as well as the range of technical documents and specialists preparing these were also presented to Auckland Council.

The Structure Plan was provided to the Council for comment in December 2021.

11.1.2 Auckland Transport

The project was presented to Auckland Transport on 18 May 2021. Similar to the Auckland Council presentations, the presentation to Auckland Transport introduced the site and opportunities and challenges of the site. The presentation covered in detail the regional and transportation context of the site, the key transport principles (such as Transit Adjacent Development ('TAD'), trip internalisation and sustainable internal travel) for the project and proposed external transport connections.

11.1.3 Watercare

The PPC was discussed with Watercare in February 2021. This discussion was at a high level to introduce the overall scope of the plan change and proposed infrastructure servicing options and philosophies.

11.1.4 Franklin Local Board

A meeting was held with the Franklin Local Board on 29 October 2021 to provide an update on the project. The project was generally well received by the Local Board, in particular the coastal walkway, inclusion of schools and employment opportunities were supported. Some concerns were raised over the need to upgrade the ferry terminal and over traffic.

11.2 MINISTRY OF EDUCATION

BSLP undertook regular consultation with officers of the Ministry of Education (MoE) on the developing master plans. A site visit to Formosa with members of the MoE Auckland team was held on 11 August 2021 to walk over the areas planned for the primary and secondary schools.

Two of the Local Board members facilitated a meeting on 1 April 2021 with the Hon Jan Tinetti Associate Minister of Education, Anahila Kanongata'a-Suisuiki – Labour List MP for Papakura, iwi and local resident group representatives for BSLP to present the master plan and in particular the areas designated for both a primary and secondary schools. The opportunity to provide a secondary school campus at Beachlands South was highly supported as the community saw this as an immediate requirement for the area.

11.3 IWI

BSLP have engaged with all mana whenua (10 groups) that have a registered interest over land included in the plan change area. This engagement specifically requested if any of the iwi groups wish to engage in this project or if they wish to defer to others, noting that Ngāi Tai ki Tāmaki have been engaged as development partner for Beachlands South. To date, no response from iwi groups have been received following this engagement.

11.3.1 Ngāi Tai ki Tāmaki

Ngāi Tai ki Tāmaki have a strong historical connection to the area and as such have been engaged with since the project's inception. A number of hui with Ngāi Tai ki Tāmaki have been held to date and are summarised as follows:

- 15 April 2021 – Presentation by BSLP to introduce the site and project, structure plan, project objectives and the proposed open space network.
- 20 May 2021 – Presentation by Ngāi Tai ki Tāmaki outlining their area of interest and the Waikōpua Restoration Planting Plan. The indicative expectations of Ngāi Tai ki Tāmaki in relation to the Plan Change were discussed, including

those Ngāi Tai values are recognized and implemented, involvement extends to collaboration and empowerment and that the project reflects their social, cultural and economic aspirations (among others).

- 17 June 2021 – Discussions around the Waikōpua inlet, coastal area and coastal walkway. The discussions centered on the health of the estuary and what work needs to be done to restore the Waikōpua inlet. The team walked and drove around the Formosa coastal edge and the path of the Formosa Golf Resort to trace the proposed coastal walkway alignment.
- 29 July 2021 – Presentation to provide an update on ecology and development of the structure plan, precinct plan, open space and other plans. The ecological field investigations confirmed vegetation across the site was impacted by possum, rabbit, stock and potentially drought. Wetland mapping was undertaken with both man-made constructed wetlands/pond and natural inland wetlands found to be present on the site. Stream Ecological Valuation (SEV) surveys were undertaken, with native fish such as eels, inanga, banded kokopu and bullies found to be present. Most streams were confirmed to be protected through the masterplan development. Several at-risk and threatened coastal and wading bird species were present.
- 12 August 2021 – This involved a visit to the pa site and update on the project. An updated structure plan was presented and discussions were held on internal roading plans and cross sections, the updates stormwater strategy and proposed solutions. The attendees walked the pa site, identified midden locations on the north-western cliff edges and banks. Mapping of the pa site was to be undertaken by the project archaeologist.

11.4 PUBLIC CONSULTATION

BSLP has also undertaken public consultation. Open days were held on the weekend of 3 and 4 December 2021. The purpose of the open days was to gain feedback on the proposed land use scenarios, proposed infrastructure and roading initiatives, developing concepts and provide opportunities to better understand people's views. Due to COVID-19 restrictions, pre-registration for the open days were required. A total of 93 people attended the open days, with written responses/comments received from 37 people.

The majority of the responses/comments received were positive and, overall, agreed with the proposed approach to the Beachlands South Plan Change. Some common key themes in the responses included:

- Support for providing employment opportunities to encourage working and living in Beachlands;

- Support for housing areas and locations, including higher density housing towards the marina was supported;
- It will be important to provide a range of housing and vehicle access;
- Concerns were raised about the inclusion of social housing;
- Location of the village centre and proposed schools was highly supported;
- A greater need for light industrial uses and storage area was highlighted;
- Strong support for a secondary school; and
- The provision of parks and a coastal walkway was strongly supported.

11.5 NEIGHBOURING OWNERS

The neighbouring owners of properties included in the plan change request but not owned by BSLP also attended the public open days in December 2021.

The feedback provided was generally positive and the neighbouring landowners expressed a genuine interest in the plan change request. The neighbouring landowners questioned whether it was possible to rezone all the land within the plan change request to urban zonings at the same time now to which BSLP responded it is not possible at this time due to the unknown extent of effects. Other questions included the potential number of houses that could be developed within the plan change area and whether the public would still be access the coastal walkways and golf course as a result of the plan change. In response, BSLP provided an indication of Beachlands South Plan Change Prepared by Unio Environmental Consultation Summary Report 9 July 2022 dwellings that could be developed within the plan change area and confirmed the public would still have access this these public amenities.

12.0 CONCLUSION

This report has been prepared in support of BSLP's request for a private plan change to rezone the provisions that apply to the Beachlands South Precinct over the subject land. The PPC has been developed in close consultation with Mana Whenua and this engagement process is reflected in the plan change and supporting technical reports.

The PPC proposes to rezone the land from Countryside Living to a variety of AUP zones as listed below. The land area proposed to be lived zoned is 159.54 hectares and the land area subject to the Future Urban Zone is 147.5761 hectares. This staged approach to live zoning is for the coordinated funding and delivery of infrastructure to service development capacity enabled by the PPC.

- Residential - Mixed Housing Urban zone (MHU)
- Residential – Large Lot Residential
- Business - Local Centre zone (BLC)
- Business – Mixed Use zone (BMU)
- Business – Light Industry zone (BLI)
- Open Space – Sport and Active Recreation zone (OSSAR)
- Future Urban zone (FUZ)

Further, it is proposed to remove the PPC area from the existing Whitford Precinct provisions and apply the proposed Beachlands South Precinct provisions over the PPC area.

The request has been made in accordance with the provisions of Schedule 1 and 32 of the Resource Management Act 1991.

Specialists have been prepared in support the application covering a wide variety of disciplines including, open space, urban design, landscape and visual, transport, ecology, stormwater, economic, geotechnical and contamination (and others). Based on these reports, a comprehensive analysis of potential positive and adverse effects has been provided in this report where it was concluded that the proposed plan change provisions will result in the most appropriate suite of provisions and any adverse effects can be avoided, remedied or mitigated.

An assessment against the provisions of Section 32 of the RMA is provided in Section 9 of the report. This includes an analysis with respect to the extent to which the objectives of the plan change are the most appropriate to achieve the purpose of the Act and an examination of whether the provisions of the plan change are the most appropriate way to achieve its objectives, including any alternatives.

For the above reasons, it is considered that the PPC accords with the sustainable management principles outlined in Part 2 of the Act and satisfies section 32 of the Act.

Vijay Lala, Nick Roberts & Mary Wong
Unio Environmental Limited

Dated: 30 September 2022