



Beachlands South Structure Plan

Beachlands South Limited Partnership
December 2021







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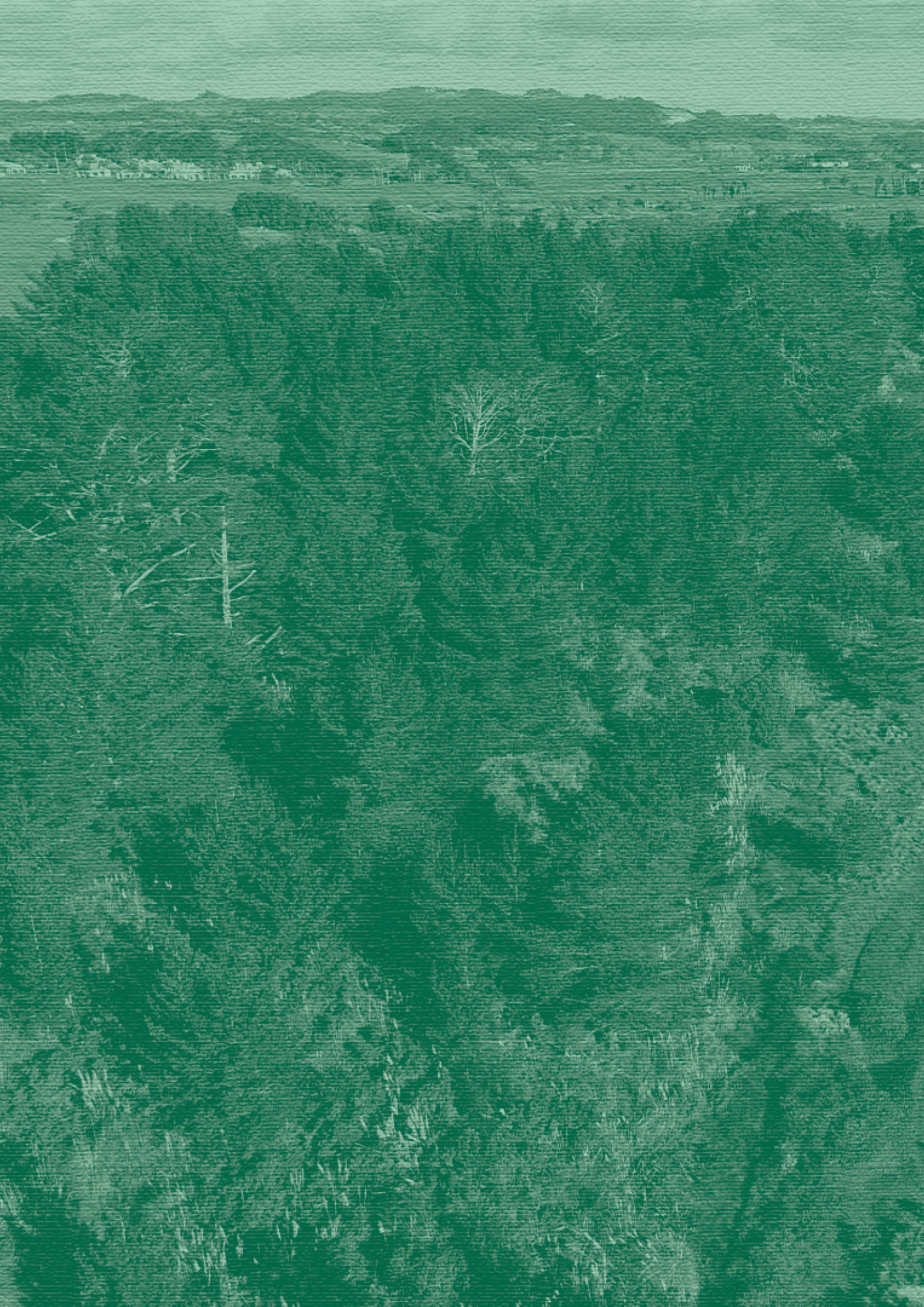
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01.

THE BEACHLANDS SOUTH
STRUCTURE PLAN

1. THE BEACHLANDS SOUTH STRUCTURE PLAN

This is a proposal to expand an existing Beachlands Maraetai Coastal Town as provided for under Policy B2.6.2 of the Auckland Regional Policy Statement. 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 Beachlands South Structure Plan (Structure Plan) has been developed with careful consideration given to the existing environment and how this can best be integrated into a well-functioning future urban environment for the wider Beachlands-Maraetai area. The Structure Plan enables the expansion of the existing Beachlands coastal town in the manner provided for within the Auckland Regional Policy Statement (RPS) and as set out in Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan. This Structure Plan analyses both the existing environment and the RPS in detail as well as infrastructure requirements to enable the urbanisation of the land and integration with the existing Beachlands area.

It is proposed to rezone the land included within the Structure Plan from its current Countryside Living zone to a variety of urban zones as well as the Future Urban Zone (for part of the land). It is also proposed to replace the existing Whitford Precinct provisions with the Beachlands South Precinct provisions (as part of a subsequent private plan change process). The precinct provisions will give effect to the Structure Plan provisions identified below. The Structure Plan format is as follows:

- Vision
- Key Outcomes
- Design Principles
- Key Spatial Design Moves
 - o Natural and Cultural Landscape
 - o Open Space and Recreation
 - o Movement and Transport
 - o Local Centres and Social Infrastructure
 - o Neighbourhoods and Housing
 - o Land Use and Activities

Following these key elements, this Structure Plan report addresses the Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan (as required by the RPS). This includes the following:

- Structure Plan Purpose and Context
- Matters to Identify, Investigate and Address
- Strategic Planning Context
- Consultation and Engagement
- Specialist Documents

The strategic location of Beachlands South provides a compelling proposition for urbanisation because it will enable expansion of the existing rural-coastal town of Beachlands. All necessary infrastructure to service urbanisation of the land can be provided on site and delivered by the applicant without requiring funding from Auckland Council. Infrastructure cost and funding details are provided below in this Structure Plan. 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.

In terms of transport infrastructure, only localised improvements and upgrades to the transport network are required to service the areas that will be sought to be live zoned via the future plan change and these improvements will be fully funded and delivered by the applicant.

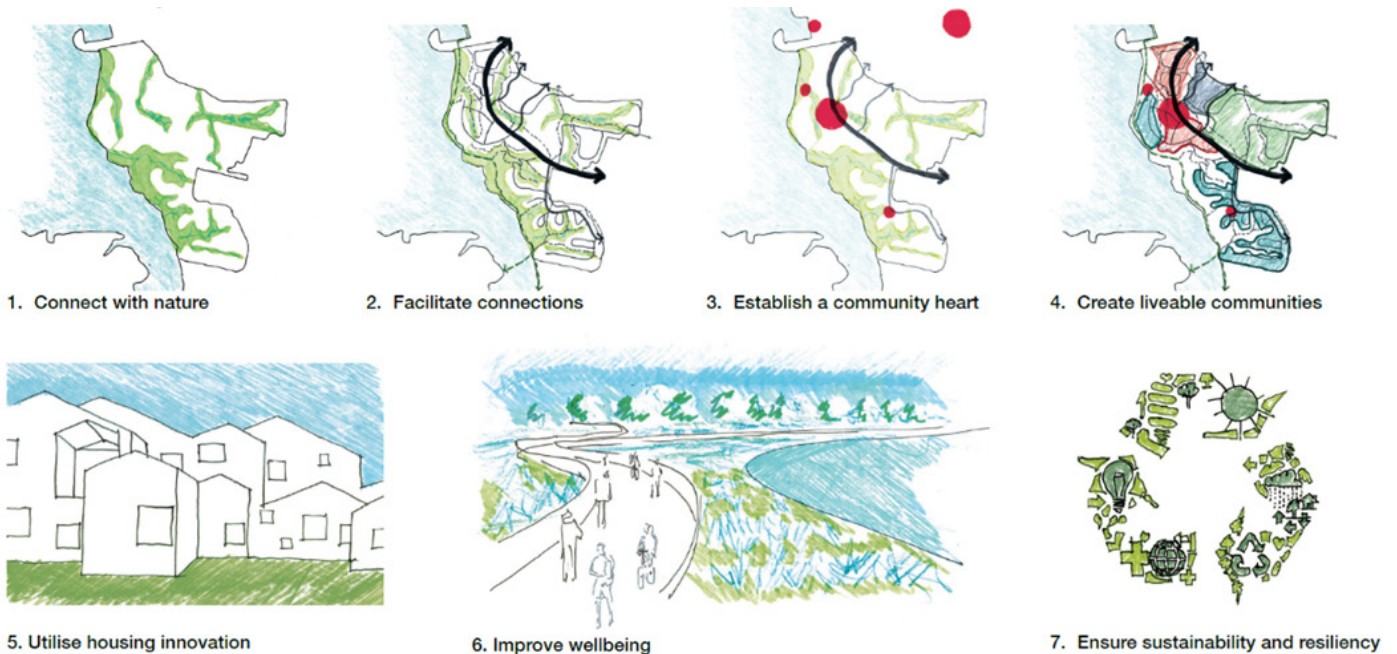
It is considered the Beachlands South Structure Plan satisfies the Appendix 1 – Structure Plan Guidelines of the Auckland Unitary Plan and gives effect to the Auckland Regional Policy Statement.

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

1.1 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.”

1.2 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

1.3 DESIGN PRINCIPLES

The Structure Plan has been 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.

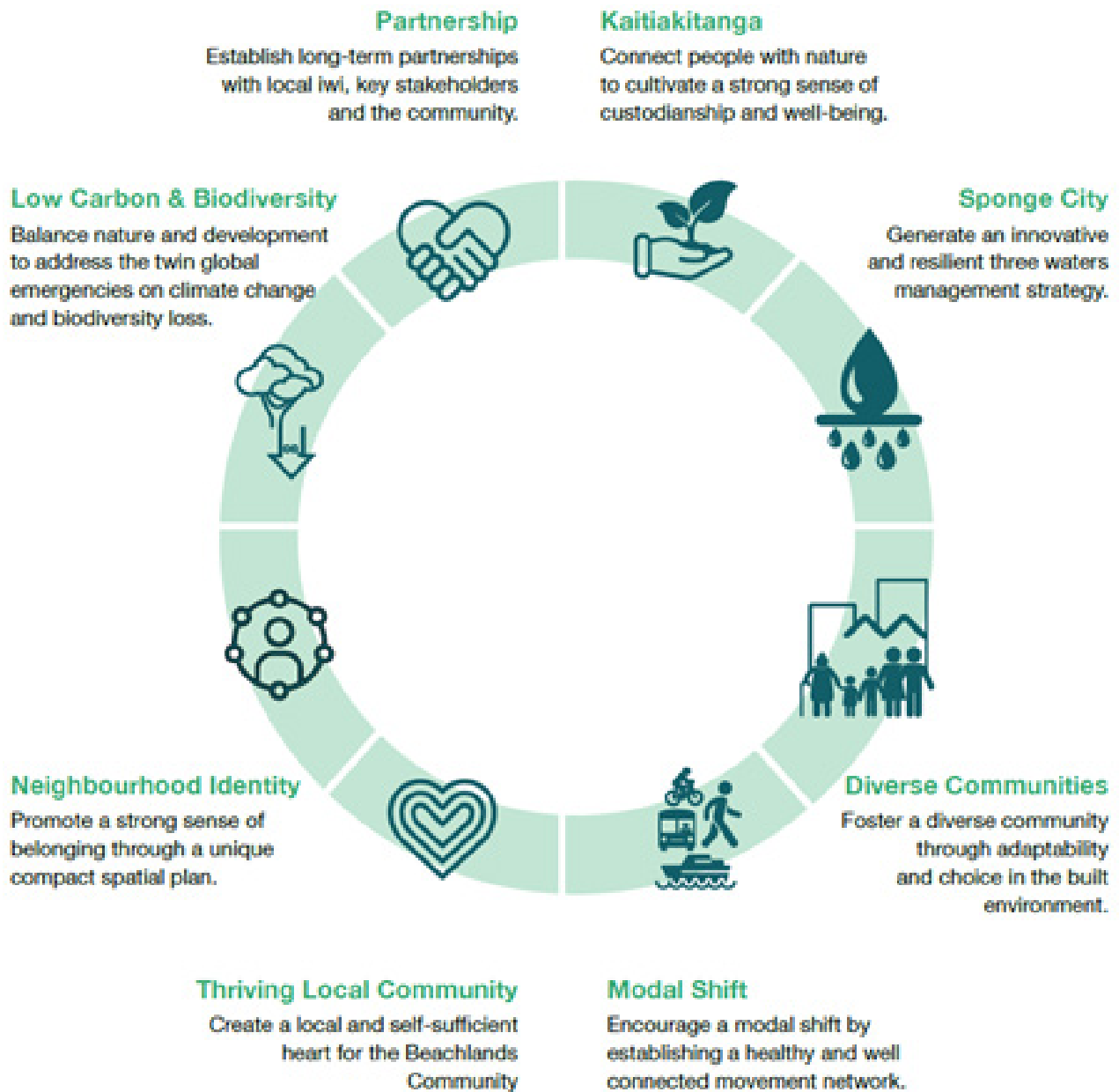


Figure 1: Design Principles Wheel

PARTNERSHIP



Establish long-term partnerships with local iwi, key stakeholders and the community.

- A collaborative decision-making process where key partners and the existing and future community are engaged
- Establish targets and measurable goals to monitor the project's progress to achieving the Vision, Key Outcomes, Design Principles and Design Moves
- A project governance structure that has clearly defined roles and responsibilities to enable the community and partners to monitor success
- A commercially-viable development supported by stakeholders

LOW-CARBON & BIODIVERSITY



Balance nature and development to address the twin global emergencies of climate change and biodiversity loss.

- Reduce and mitigate the carbon footprint of the development through sustainable masterplanning and the design of buildings, landscape and infrastructure
- Protect, enhance and expand native planting habitats for native flora & fauna to thrive
- Enhance the on-site native forest network to maximise its carbon capture potential

NEIGHBOURHOOD IDENTITY



Promote a strong sense of belonging through a unique compact spatial plan.

- Ensure each sub-precinct has a distinct character that reflects its relationship with nature, the existing landscape, and a strong sense of place
- Cluster social uses in compact, liveable, safe (CPTED) and well-connected neighbourhoods to foster a sense of local community
- Establish a strong 'sense of ownership' with opportunities for community custodianship and governance

THRIVING LOCAL COMMUNITY



Create a local and self-sufficient heart for the Beachlands Community

- Provide social infrastructure and local amenities to complement the existing Beachlands township and community needs, such as a secondary school.
- Design a built environment that embodies principles enabling and upholding the mental, social, cultural and physical wellbeing of residents and visitors of Beachlands South.
- Design local centres to be highly accessible (walkable and cyclable) hubs, with strong connections to the existing open space network and existing community

KAITIAKITANGA



Connect people with nature to cultivate a strong sense of custodianship and well-being.

- Recognise and celebrate local mana whenua, cultural and ecological values of Beachlands
- Create opportunities to form meaningful relationships with nature to promote custodianship and engagement with the natural environment.
- Maintain high-value ecological areas with enhanced restoration for the benefit of the local and wider community.

SPONGE CITY



Generate an innovative and resilient three waters management strategy.

- Protect, enhance and restore the estuarine edge and waterways in Beachlands South
- Create an integrated stormwater, wastewater and potable water infrastructure system
- Achieve long-term benefits to the wider community and surrounding natural environment

DIVERSE COMMUNITIES

Foster a diverse community through adaptability and choice in the built environment, integrating residential and non-residential uses.



- Provide high-quality housing choice through innovative typologies and ownership models that support diverse communities and affordability
- Encourage adaptable, mixed and shared use spaces and zoning to enable flexibility and better work-life balance
- Provide opportunities for diverse ways of living and working to promote long-term resilience and self-sufficiency for Beachlands

MODAL SHIFT

Encourage a modal shift by establishing a healthy and well-connected movement network.



- Design streets as places- not solely movement corridors
- Prioritise active and public transport modes (including car share) to reduce car dependence
- Design a permeable and legible movement network to promote a well-connected community
- Design attractive and functional car-free housing typologies

1.4 KEY SPATIAL DESIGN MOVES

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.

A Sustainable and Resilient Community

The following diagrams illustrate the six key spatial organising elements that form the basis of the Structure Plan.

Retaining, protecting and enhancing the natural ecological areas form the foundation to the spatial organisation of this expanding Beachlands community. Beachlands South features an extensive network of gullies that stretch across the site, containing ecologically significant habitat and culturally significant waterways that once gave life to important food sources, some of which hold culturally significant archaeological remnants and landforms.

The landscape character of Beachlands South is defined by the undulating topography and sweeping views across the Hauraki Gulf, with Rangitoto, Motuihe, Motutapu and Waiheke Islands on the horizon. The spine road weaves its way across this landscape, following the natural contours and ridge lines, bending and straightening to orientate towards these key view shafts. The spine road forms a central organising element, from which subsequent local roads extend into characteristically unique neighbourhoods or sub-precincts.

The Village Centre is located to be in proximity to the existing Pine Harbour Marina and existing Beachlands neighbourhoods, oriented with views down the gully over the coastal edge and beyond to Rangitoto, reinforcing the connection with the sea. This location maximises potential new development capacity, provides amenity to new neighbourhoods and is aligned on the spine road, enabling future public transport connections. Clustering social uses and community facilities around the Village Centre creates a "heart" for the community, strengthening the spatial cohesion of existing and future communities of Beachlands.

As a compact and walkable precinct, Beachlands South will be supported by a robust network of on and off road walkways and cycle paths that maintain and enhance public access to and along the coastal edge.

Residential density is located in response to proximity to high frequency public transport and near to community facilities and amenities. The residential density of the precincts naturally lowers further away from both these new local facilities and from the existing Pine Harbour Marina, with the lowest densities being located at the southern end of Beachlands South.



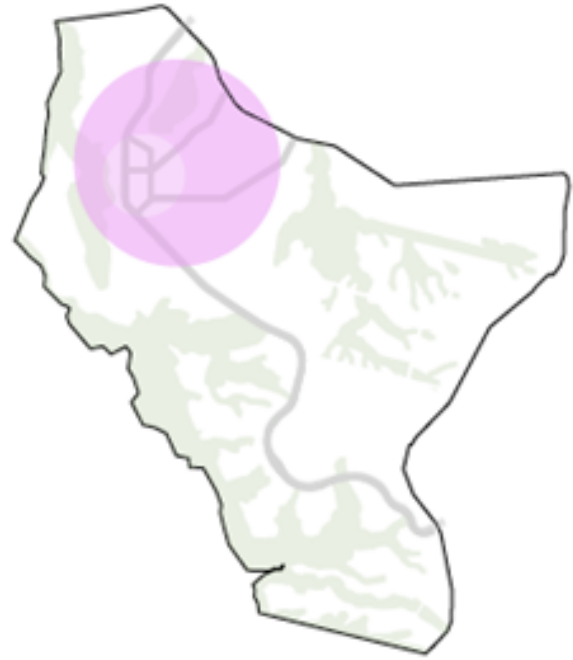
Retain, protect and enhance natural ecological areas



Creation of a spine road as a central organising element



Locate the village centre in the heart of the development and close to the existing Pine Harbour Marina



Establish local employment opportunities, social and community infrastructure to support the existing and future Beachlands community



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.

NATURAL AND CULTURAL LANDSCAPE

Living in a healthy natural environment

Address the biodiversity crisis by placing the natural environment at the heart of the development - protecting and enhancing habitat areas for fauna and flora and providing for Mana Whenua values

Key Objectives

Mana Whenua values are respected and celebrated

Protect, enhance and restore key riparian corridors

Protect and enhance the existing and future habitat networks

A REGENERATIVE CULTURAL LANDSCAPE

Well-protected, self-regenerating and highly connected natural areas provide a wide range of benefits, including local fauna and flora habitat that positively impact the wider regional ecological network between the Hunua Ranges and the Hauraki Gulf.

The Structure Plan outlines the protection and restoration of ecologically significant streams, wetlands and forest through an extensive planting programme and robust conservation measures on both public and private land, ensuring minimal degradation to Ngā Tai e Rua, Waikōpua and coastal edge. The following opportunities having been identified:

- Establish a protocol for archaeological findings and enhancement of pā site in accordance with consultation and collaboration with Ngāi Tai ki Tāmaki.
- Protect and enhance identified significant marine and terrestrial ecological areas through sustainably managed native forest planting, supporting regionally significant fauna and flora habitat networks.
- Establish a protective buffer (between 10 and 20m wide) around intermittent and permanent streams, including stabilising stream banks with native planting to reduce erosion, stream turbidity and sediment flow into the estuary.

Permanent On-site Carbon Sink

The Structure Plan aims to contribute to New Zealand's climate change goals by enhancing, establishing & protecting an on-site carbon sink through:

- An approximate 70ha on-site carbon sink consisting of existing established forest, alongside newly established native forest and bush, with a sequestration value that has the potential over a 100yr period to meet the estimated carbon emissions of house construction anticipated by the proposed site zoning.
- A provision for significantly enhanced open space and road planting measures, which will exceed those anticipated by a business-as-usual approach.
- Provisions to protect and maintain this carbon sink will be provided during the plan change process.

Integrated Three Waters Network

- Approximately 5.3ha of stormwater attenuation across the site including stormwater wetland devices and detention basins, that store and filter stormwater before it enters the receiving environment.
- On-site wastewater management through a Membrane Bioreactor that is then stored and filtered through a series of wetlands and planted troughs.
- Individual rainwater collection tanks at every household for everyday uses with additional reservoirs on site to provide a secondary potable water supply for the community. These will be fed through an on-site groundwater bore water supply.
- Creating rain gardens/bio-retention facilities along streets, open spaces and on-lot to capture road run-off and other urban contaminants before entering streams and leaching into groundwater.
- A development that will sustainably manage and respond to environmental effects such as coastal erosion, sedimentation, climate change and sea-level rise.

The Design Response to this key spatial design move is set out in the Natural and Cultural Landscape Plan identified below. It includes the following key elements:

- Historic Pa site
- Archaeological sites
- Ecological areas (land and marine)
- Landscaping areas
- Potential stormwater wetlands
- Potential wastewater treatment plant
- Potential water reservoir locations;
- Waterways
- Roding

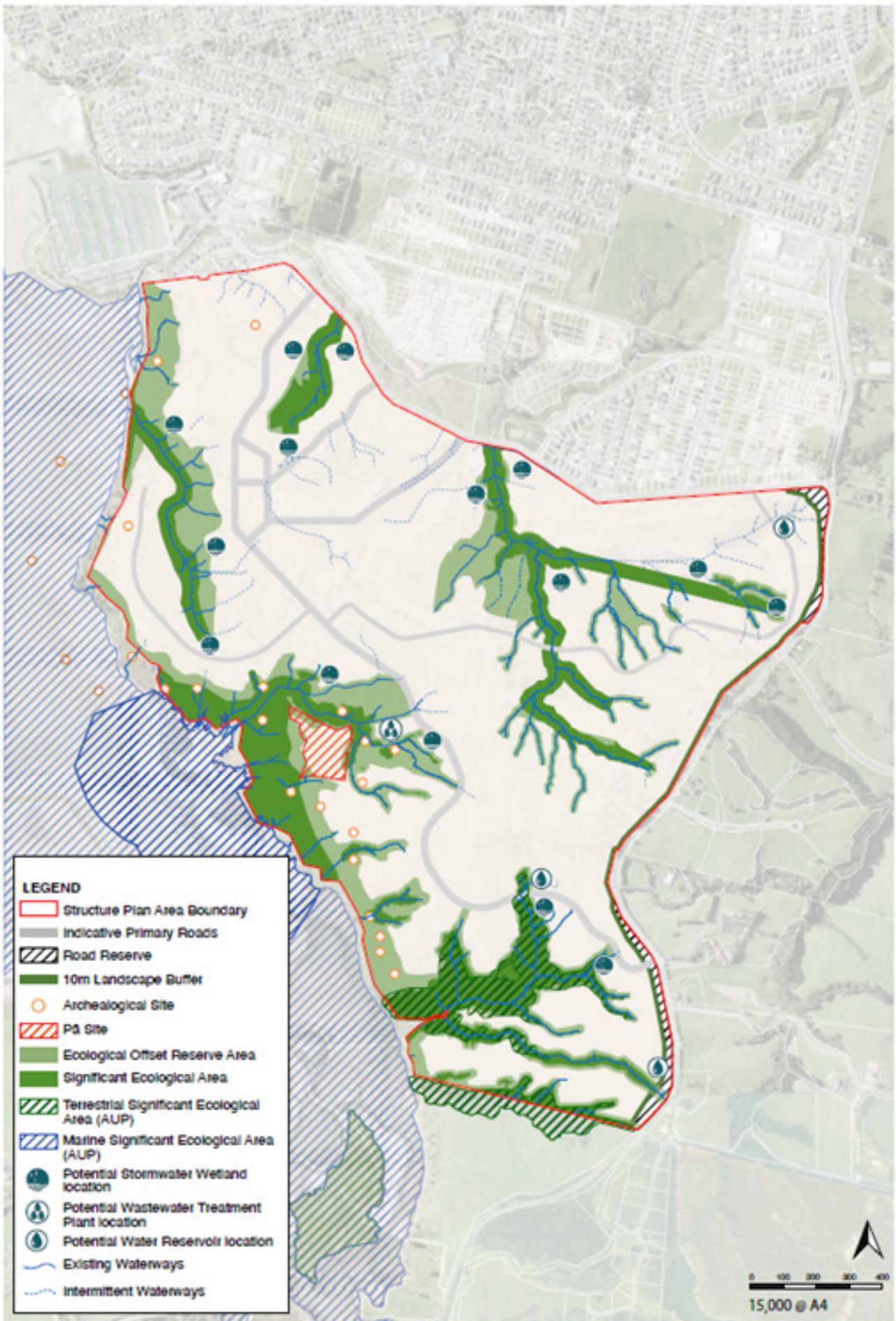


Figure 2: Natural and Cultural Landscape Plan

OPEN SPACE AND RECREATION

An accessible open space network

A well-connected network of open spaces and walkways that integrates access to and contact with nature into everyday life activities, while protecting and conserving our natural environment.

Key Objectives

Celebrates the coastal edge

An extensive network of green links to the coast

A diverse range of opportunities for passive and active recreation

RESILIENT OPEN SPACES FOR EVERYBODY

Beachlands South will be a place that is defined by its symbiotic relationship with our natural environment. Within that environment is a resilient and multi-functional open space network that can evolve with changing community needs over time.

Open Space Provision

The Auckland Council Open Space Provision Policy (OSPP) informs investment decisions to create a high-quality open space network and principles that guide how high-quality open spaces should be located and configured in relation to the social, built and natural environment. Following the principles and provision metrics under the OSPP, the following recreational and open spaces are required:

- The establishment of a publicly accessible coastal reserve along the entire coastal edge, with well-defined connections into adjacent neighbourhoods and centres.
- The strategic implementation of green link reserves that form a network of open space connections between the coastal edge and key locations such as bus stops, parks and primary roads.
- Integrate opportunities for informal recreation and walking and cycling within the ecological and open space network.
- The provision of a range of programmed and informal parks and reserves throughout the Structure Plan area in line with provision metrics of the OSPP, including up to two suburban parks.
- The provision of neighbourhood parks and play spaces embedded within residential areas accessible by residents within a 400 metre walk.
- A civic space at the village centre that sits in line with a key viewshaft to Rangitoto Island and Hauraki Gulf, engendering a sense of place and identity as a coastal community.

The locations of potential neighbourhood parks and play spaces on the structure plan map are indicative only, located in response to the provision metrics set out in the OSPP. The exact location and configuration needs to be determined as part of future development proposals.

Wider Open Space Network

A highly-connected open space network provides opportunities for movement of people and fauna and can help strengthen Auckland's natural environment. The Beachlands South Structure Plan recognises the importance of building within existing network connections. For example, identifying opportunities to create a coastal link between the Pine Harbour Marina and existing coastal walkway to the south of the Structure Plan area. Additional opportunities beyond the extent of the Structure Plan area include the potential to create a connection across the Beachlands South Stream to the north of the site, linking into the existing Beachlands settlement and the chain of parks including Te Puru Park and beyond to Maraetai.

The Design Response to this key spatial design move is set out in the Open Space and Recreation Plan identified below. It includes the following key elements:

- Green Links
- Indicative Coastal Walkway
- Coastal Reserve Area
- Civic Space
- Suburban and Neighbourhood Parks
- Play Spaces & Sports Fields

The potential location and funding for the open spaces indicated will be progressed further in consultation with Council regarding the cost and quantum of open spaces for the Structure Plan area.

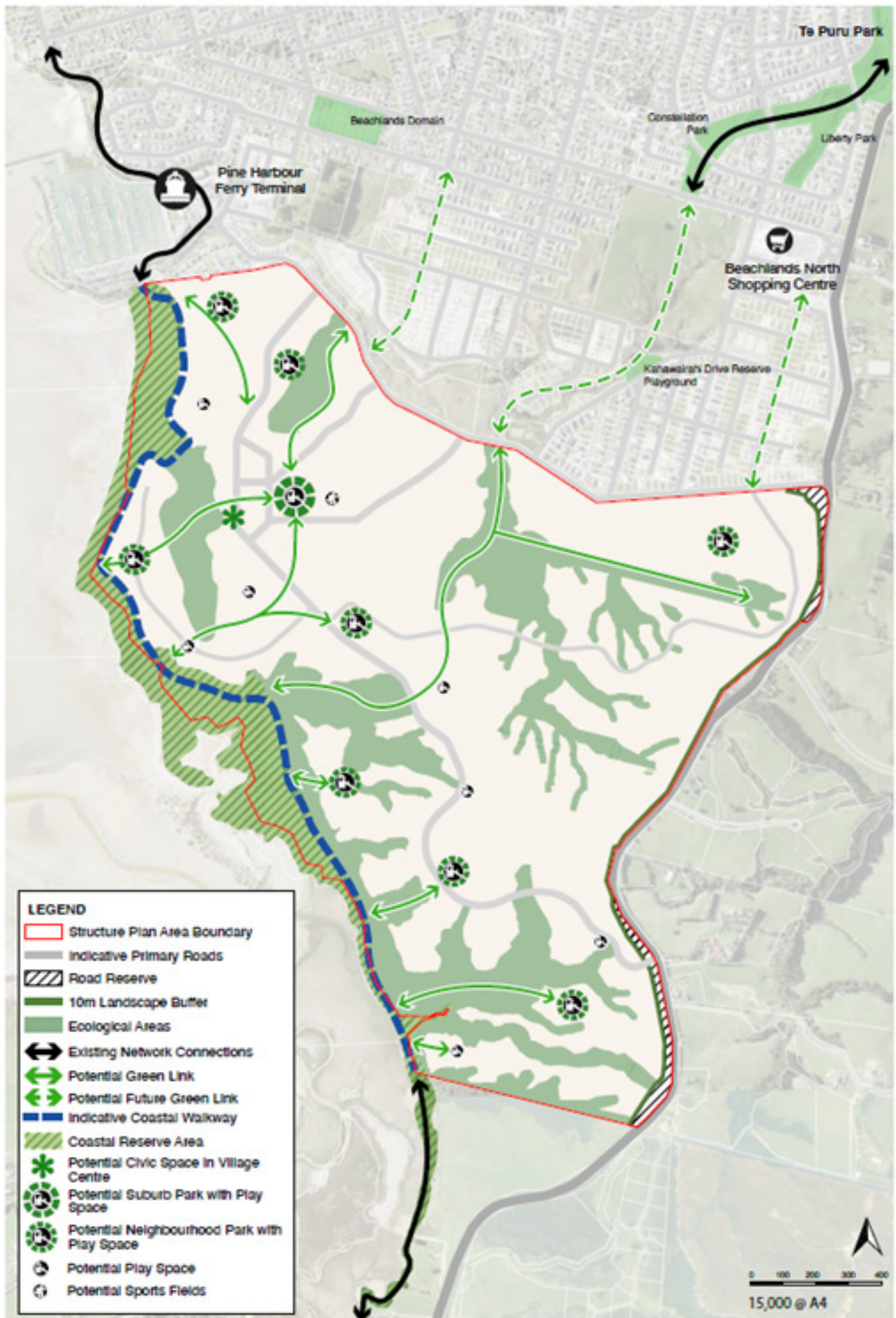


Figure 3: Open Space & Recreation Plan

MOVEMENT AND TRANSPORT

Well-connected healthy streets

A movement network that prioritises public and active modes of transport such as walking and cycling, shifting away from car-dependent transportation, making streets safer, quieter and healthier.

Key Objectives

Sustainable and convenient public transport options

Streets as places for people

An efficient multi-modal network

A NETWORK THAT SUPPORTS A MODAL SHIFT

Active transportation is the most healthy, affordable, environmentally-friendly, and inclusive form of transport. The Beachlands South Structure Plan focusses on providing sustainable and multi-modal transport choices that promote a healthy lifestyle and reduce car-dependent transport.

Key facilities within this network include the following:

- A primary collector 'Spine' road that delivers access to the whole precinct, with a proposed bus route and separated cycle lanes.
- A 3km pathway along the coastal edge extending south from Pine Harbour Marina towards Whitford.
- Well-defined east-west connections that link existing and new neighbourhoods to the coastal edge.
- An extensive network of walkways, shared paths and cycleways that enable a convenient lifestyle within the development without car ownership.
- Wider network connections, including a potential bridge link across the Beachlands South Stream to the north of the site to Whawhaki Road, integrating the development into the existing community and enabling access to wider amenities and recreational opportunities.

Healthy Streets

Healthy streets are designed to prioritise the safety and wellbeing of pedestrians and cyclists over private vehicles.

They emphasise safe and low-speed environments, with dedicated cycle infrastructure and extensive street planting and stormwater swales. This is supported by an extensive network of off-road walkways and shared paths that connect neighbourhoods, open spaces and local centres integrating active transport modes into daily tasks, commutes, and recreational activities.

Transit-adjacent Development

Intensive residential development should be located in close proximity to high-frequency public transport, local centres and access to off-road walking and cycling connections.

By integrating into the development a well-connected and legible network of walkways, shared paths, cycleways and streets with safe and attractive open and natural spaces, people living and working in Beachlands South can lead an active, car-free lifestyle with improved health and wellbeing, and a stronger sense of place and community can be achieved.

The Design Response to this key spatial design move is set out in the Movement and Transport Plan identified below. It includes the following key elements:

- Ferry connections
- Bus connections
- Walking and Cycling connections
- Connections to existing Beachlands township
- Indicative Coastal Walkway
- Internal road network
- Shared path connections

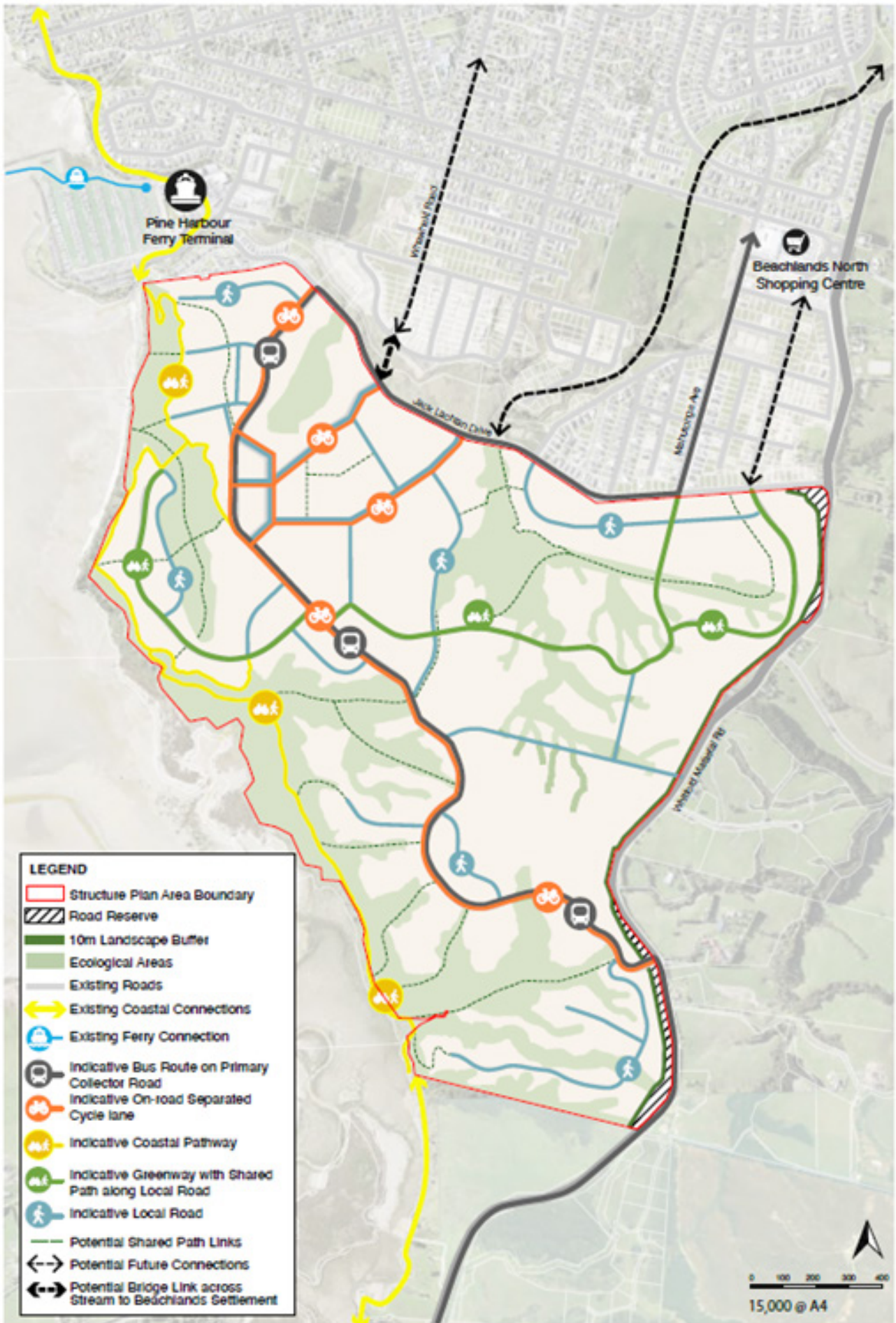


Figure 4: Movement and Transport Plan

LOCAL CENTRES AND SOCIAL INFRASTRUCTURE

Compact, mixed-use sub-precincts that support a thriving local community

An attractive regional food & beverage destination, retail to serve the new community, a mix of uses including community, employment and residential, relating to the coastal edge with views over the Hauraki Gulf.

Key Objectives

Establish a well-connected, community focused heart to support the growing Beachlands community

Mixed-use, multi-level buildings that promotes density and programmatic diversity

High-quality public realm that provides shared amenity and community spaces

COASTAL VILLAGE

Strategically located along the primary 'spine' road, in line with prominent views of the Hauraki Gulf and Rangitoto Island, the Village Centre sub-precinct is in close proximity to high-frequency public transport options with strong cycle and pedestrian connections that make the Village Centre a highly accessible destination.

In particular, the Structure Plan outlines the intention for the creation of an Innovation Hub that will propel and support future-focussed local business and employment opportunities for the existing and future Beachlands community.

Following the Auckland Unitary Plan objectives for the Business-Local Centre Zone, the Village Centre Precinct is designed to be an attractive and compact urban environment with a range of opportunities for business investment, commercial activity, employment, institutional formation, building civic capacity, housing and goods and services, at a variety of scales.

Pursuant to the principles and objectives outlined under the Business-Local Centre Zone, the following design principles are required:

- Respond to site topography and landscape by arranging buildings to provide site planning advantages that reinforce natural topography and features.
- Maintain a high-quality pedestrian environment, such as active frontages and walkable and slow speed environments.
- Minimise the visual presence of carparking.
- Development takes into consideration the form, scale, and design quality of the built environment as a focal point for the community. Built form provides a distinctive, coastal village character
- High-quality landscape design that provides public terraces and vegetated embankments that are orientated to the surrounding precincts and harbour views

- Inclusion of business activities that are positioned in strategic locations, and are of a scale and form, that;
 - o provides for the community’s social and economic needs,
 - o improves community access to goods, services, community facilities and opportunities for social interaction; and
 - o minimises adverse effects on the environment, including effects on infrastructure and residential amenity,
 - o supports existing and emerging talent networks.
- Well-connected to adjacent residential, mixed-use, open space, recreation and special purposes zones to enhance and promote a strong spatial and functional relationship.

The Structure Plan provides additional allowance for smaller neighbourhood centres with mixed/use employment opportunities along Whitford-Maraetai Road and further south providing opportunities for diverse ways of living and working and to foster a diverse community through adaptability and choice in the built environment, integrating residential and non-residential uses.

The Design Response to this key spatial design move is set out in the Local Centres and Social Infrastructure Plan identified below. It includes the following “proposed” key elements :

- Local Centres
- Mixed Use area
- Outlook observation area
- Play destinations
- School
- Pitches/Sports facilities
- Key pedestrian connections
- Proposed Future Connections to existing Beachlands township

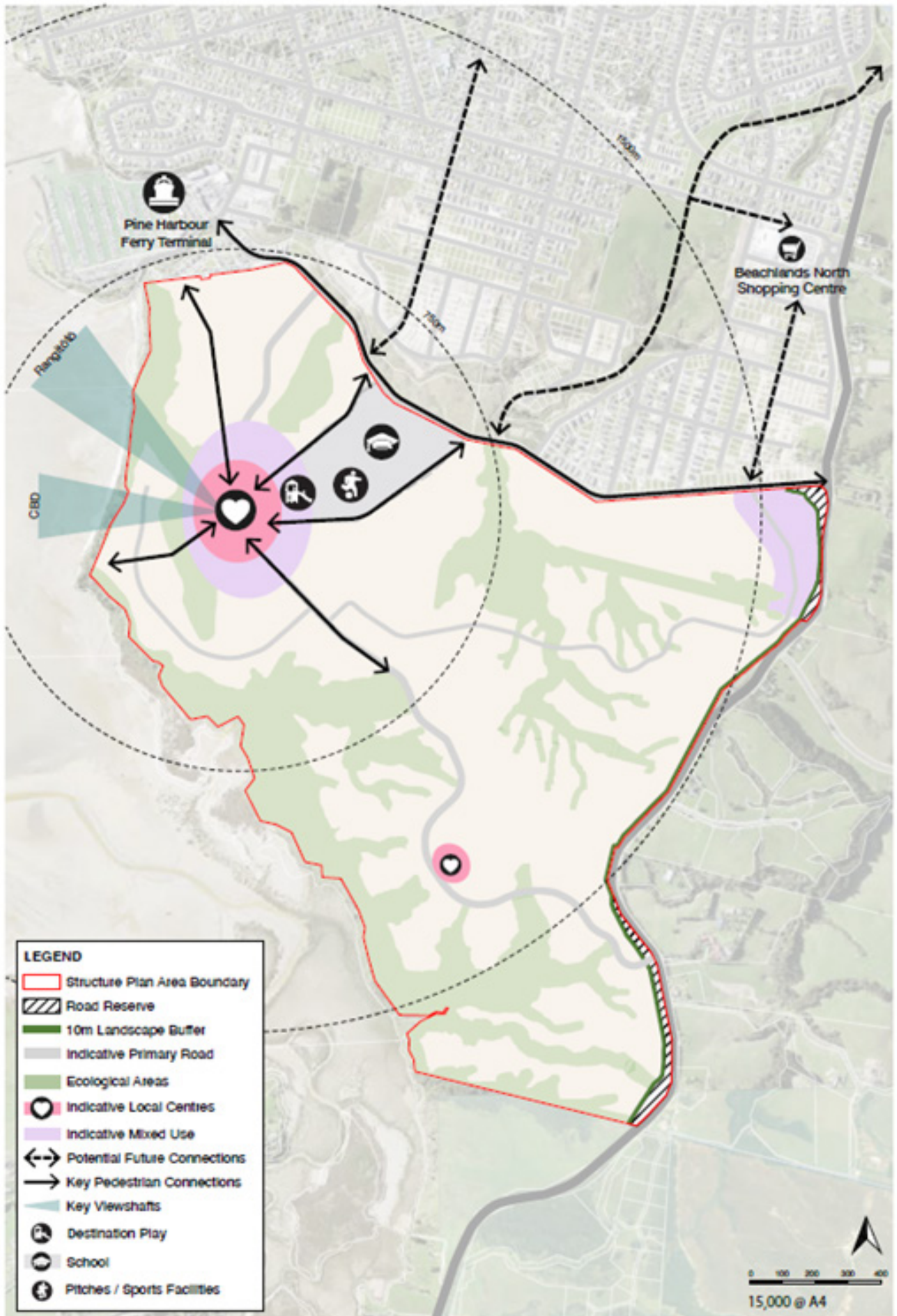


Figure 5: Local Centres and Social Infrastructure Plan

NEIGHBOURHOODS AND HOUSING

Compact neighbourhoods in nature

Innovative, compact, living in nature. Stunning views of harbour and islands and easy access to public transport network. A wide variety of lifestyle choices and affordability with better work-life balance.

Key Objectives

Strong community and neighbourhood character

Variety of housing choice and affordability models

High-efficiency and low-carbon housing

COMMUNITY-BUILDING NEIGHBOURHOODS

Neighbourhoods in Beachlands South will build on the expansion of the existing rural village character, emphasising its connection to the natural environment, coastal feel and strong sense of place.

These neighbourhoods will be designed with a greater provision of high-quality passive and active recreation and play spaces that have been purposefully-designed to meet a wide range of community needs, a place where residents can relax and connect with nature as part of a healthy and resilient community.

Local streets within neighbourhoods are reclaimed as places for people and not just for cars. Streets will be slower, safer and more inclusive spaces that enable incidental play, opportunities for community art, a place to get to know your neighbours and strengthen the community.

Housing variety and affordability

The Structure Plan outlines a series of smaller neighbourhoods or sub-precincts, each with their own character, defined by the existing landscape features, density, surrounding amenities and range of housing typologies available. Housing in Beachlands South will consider the following:

- Providing a variety of dwelling types and sizes and ensure that there is an adequate supply of affordable housing options available.
- Locating intensive residential development in close proximity to high-frequency public transport, local centres and amenities.
- Allowing for spaces that enable working from home such as a study or small workshop.
- Applying universal design principles to buildings to ensure that neighbourhoods and homes are accessible for people of all ages and abilities.

Beachlands South aims to mitigate the embodied carbon associated with the construction of homes through an extensive on-site native planting strategy that will permanently sequester carbon and a masterplan that aims to reduce the operational impact over the lifetime of the development.

Sustainable Design

Homes will contribute to a reducing their operational carbon footprint and energy costs by:

- Delivering high-specification and high-efficiency homes and buildings that reduce the energy used on heating/cooling, with no natural gas connections.
- Homes and buildings are equipped with solar panels that generate energy and solar water heating with rainwater storage tanks that provide additional water re-use solutions.
- Consider the materiality in housing construction by taking a whole life cycle approach to minimise waste and manage end-of-life processes.

The predominant residential density anticipated throughout the structure plan area is medium density. These areas are generally in close proximity to public transport, local centres and recreational amenity. High density residential areas are proposed in similar areas, further reinforcing the principle of transit-adjacent development, but also in relation to key viewshafts, landscape amenity and prominent corners. The Structure Plan proposes lower densities further from amenities and public transport and in steep areas, recognising that further investigation is required to assess topographic constraints.

The Design Response to this key spatial design move is set out in the Neighbourhoods and Housing Plan identified below. It includes the following key elements:

- Centre zones
- Mixed Use zones
- Light Industry Zone
- Higher density residential zones
- Medium Density Residential zones
- Lower density residential zones
- Rural buffer residential zones

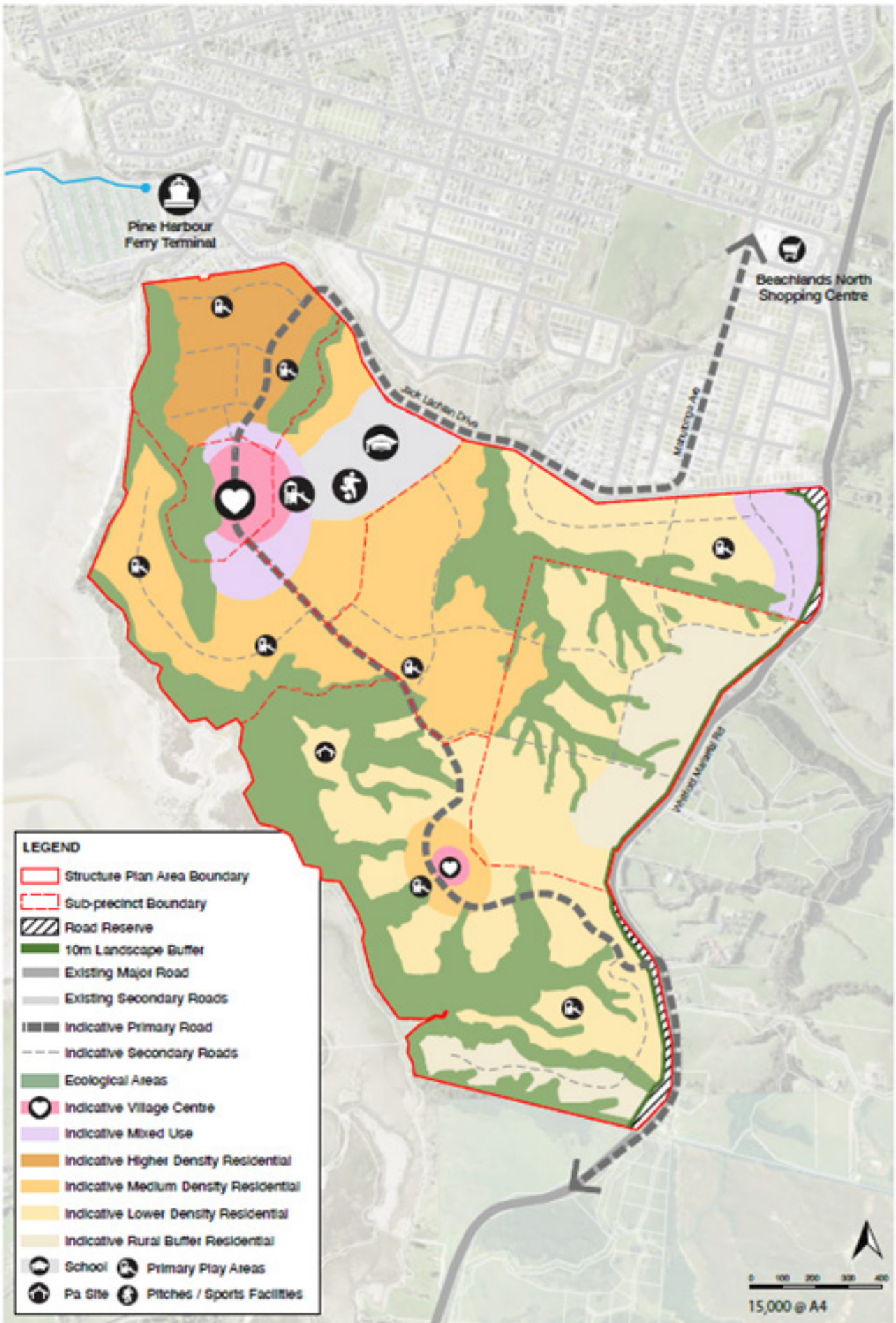


Figure 6: Neighbourhoods and Housing Plan

LAND USE AND ACTIVITIES

Logical Extension to Existing Coastal Town

Provide for the growth of the Beachlands township through compatible and appropriately located land uses and zones which combine to produce appropriate built form outcomes.

Enable commercial activities and employment opportunities.

Key Objectives

Connect to and extend existing coastal town

Provide a variety of zones that result in a well-functioning urban environment

Provide all infrastructure necessary to facilitate development of the land

Planning Approach

Development of the Structure Plan has been informed by an analysis of the land within the both the study area and the context of the land within the wider Beachlands area.

An extensive process of issue identification and constraints mapping underpinned by a suite of supporting specialist documents has been undertaken to inform the spatial configuration of the Structure Plan and to determine the most appropriate land uses, taking into account the following:

- Spatial relationship to the existing rural-coastal town and village of Beachlands-Maraetai which are live zoned urban areas.
- A quality compact urban form and sustainable coastal community.
- Reinforcing existing transport infrastructure, transportation considerations and connectivity with the wider area.
- Natural environment considerations – significant escarpments of native vegetation, watercourses, wetlands and habitats for avifauna, flora and fauna.
- Natural hazard constraints including geotechnical, coastal hazards, undulating topography, sensitive ridgelines and flooding.
- Infrastructure provision – three waters management, sequencing and capacity.
- Recognition and protection of cultural and archaeological values and features.
- The enhancement and accentuation of significant landscape features and character.
- Provision of quality public open spaces and opportunities for social and community facilities.

The Structure Plan identifies a logical contiguous extension to the existing rural-coastal settlement area of Beachlands, directly to the south of Jack Lachlan Drive. The proposed land uses include a combination of Residential, Business and Open Space zonings under the AUP to provide for residential activities, local convenience needs and employment opportunities, recreation opportunities; and social and community facilities as essential elements to create successful and thriving communities.

Zones

The Structure Plan proposes to apply a mix of residential, business and open space zonings existing under the AUP. The expansion of the existing Beachlands coastal town through the connections to the existing township is considered to be a logical extension of the township. The Structure Plan applies to the full extent of the site and identifies appropriate zones and land uses. Any subsequent plan changes will seek to either partially or fully re-zone the site in accordance with this Structure Plan.

In broad terms, the majority of the Structure Plan area is proposed for residential land uses across the full spectrum ranging from high to low density capitalising on the potential of the existing ferry terminal to create a transit-orientated community and ensuring appropriate interface edge conditions along the southern part of the Structure Plan area which would border a countryside living environment.

The highest residential densities are logically positioned at the northern part of the Structure Plan area closest to the ferry terminal and close to the village centre with the highest accessibility to other public transport options such as bus services. Moving further away from the ferry terminal and surrounding the periphery of the village centre are medium residential density options as this area would still have good access to public transport, walking/cycling amenities and community facilities to support this density of development. Locating the village centre and medium-high density residential uses in this part of the Structure Plan area also responds to the topographical conditions because this area is the gentlest in terms of topography allowing for the development of multi-storey buildings and significant earthworks to be minimised as far as practicable.

Lower residential densities will surround the ecological areas where there are escarpments of vegetation within and along sensitive ridgelines and the topography makes it more challenging to achieve higher residential densities. Finally, low density residential is planned along the southern edge of the Structure Plan area, acting as a rural buffer and to provide an appropriate interface with the countryside living environment. This full spectrum of residential densities will, in effect, enable a full range of housing typologies to be developed which would then provide housing choice and diversity from affordable to more luxury ends of the market. In turn, this will attract different demographics and household types to Beachlands South to create diverse and inclusive communities.

Commercial development is also envisaged within the Structure Plan. A combination of Local Centres, Mixed Use zones and the Light Industry zone is proposed within the site. This will enable employment opportunities for future occupants of the development and for existing Beachlands occupants outside the Structure Plan area. The commercial zones will also provide for the day-to-day retail, food and beverage and entertainment requirements for future occupants and visitors.

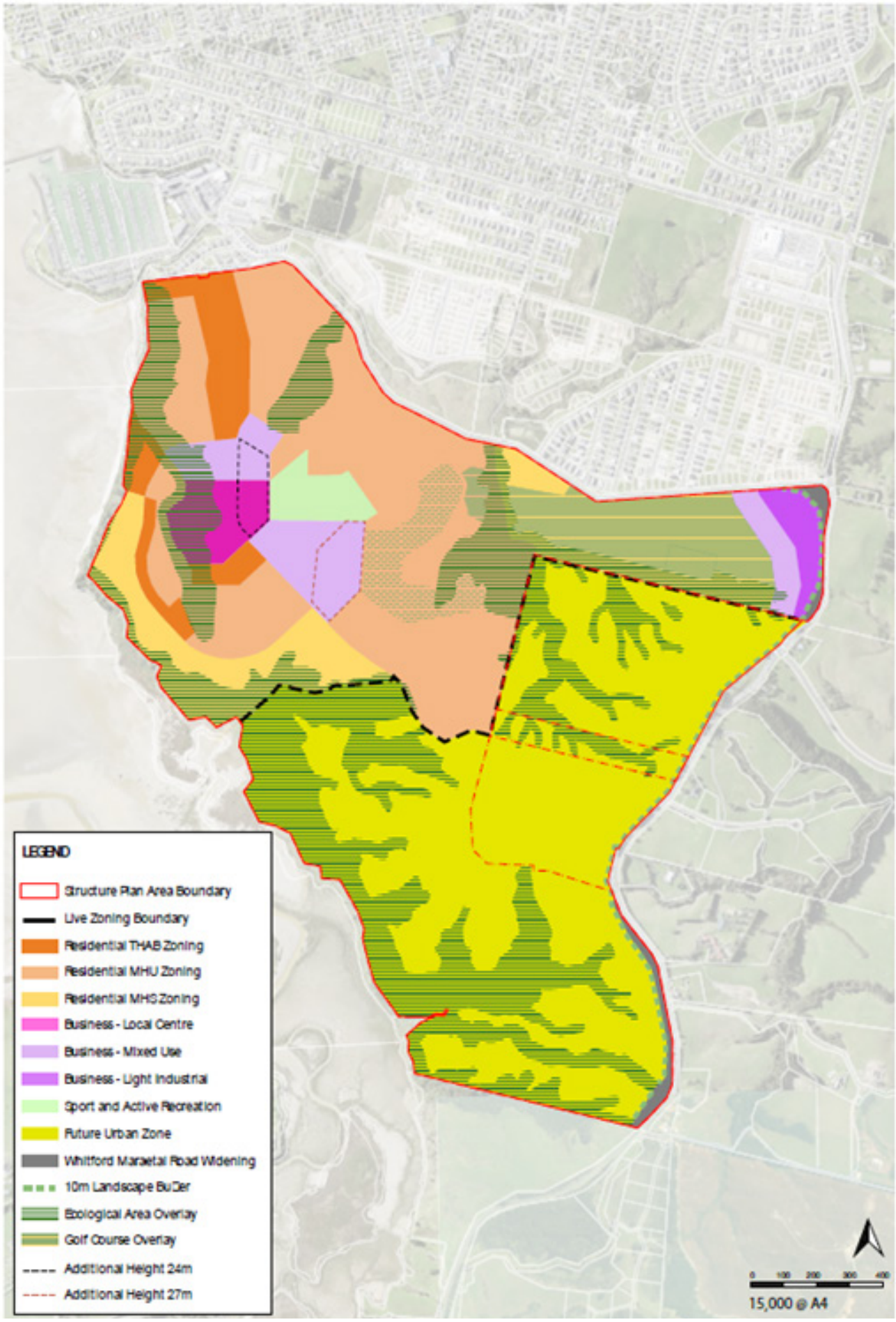
Interface and Edge Conditions

The location, type and form of the urban edge and its appropriateness to the surrounding area has been considered. In this instance it is proposed to expand an existing coastal town and potentially create a boundary around the ridge line and foothills of the surrounding defining topography. This includes both the Formosa Golf Course site and 620 Whitford Maraetai Road to the point where the Significant Ecological Area bordering the southern boundary of 620 Whitford Maraetai Road site forms a logical and defensible urban edge to the coastal town.

The development also enables linkages to the existing adjacent urban land across Jack Lachlan Drive, including the Beachlands and Pine Harbour areas which are currently being developed for urban purposes.

The Design Response to this key spatial design move is set out in the Zoning and Precinct Plans identified below. It includes the following key elements:

- A variety of residential and commercial zones
- Sport and Active Recreation zone
- Golf Course Overlay
- Additional height areas
- Future Urban Zone area
- Sub-Precincts
- Indicative open space areas



Planning Methodology – Precinct and Sub-Precincts

The Structure Plan also proposes application of a precinct and a series of sub-precincts across the structure plan area as a place-based planning tool to further reflect and reinforce specific character or development outcomes for parts of the Structure Plan area, such as landscape features, commercial and community activities and residential typologies anticipated at specific areas.

The future plan change application will include a set of detailed precinct provisions and precinct plans to implement the Structure Plan. The precinct and sub-precincts will enable and, in some cases, require specific character, amenity, built form or functional outcomes to be achieved. This approach is encouraged in Appendix 1A of the AUP. These place-based provisions will ensure a coordinated and integrated outcome for the significant land holding and the open space and riparian network proposed within the site. This will contribute significantly to the ecology and environment of the locality. Further, it is proposed to preserve a nine-hole golf course within the Golf sub-precinct which extends along the Jack Lachlan Drive frontage of the site.

Initially it is proposed to ‘live’ zone the northern portion of the Structure Plan area via a plan change and apply the Future Urban Zoning the remainder of the site. This will enable a manageable portion of land to be live zoned and the required infrastructure provided for it. The Future Urban Zone land will then be the subject of a further plan change application to provide it with live zoning (including necessary infrastructure) at some point in the future.

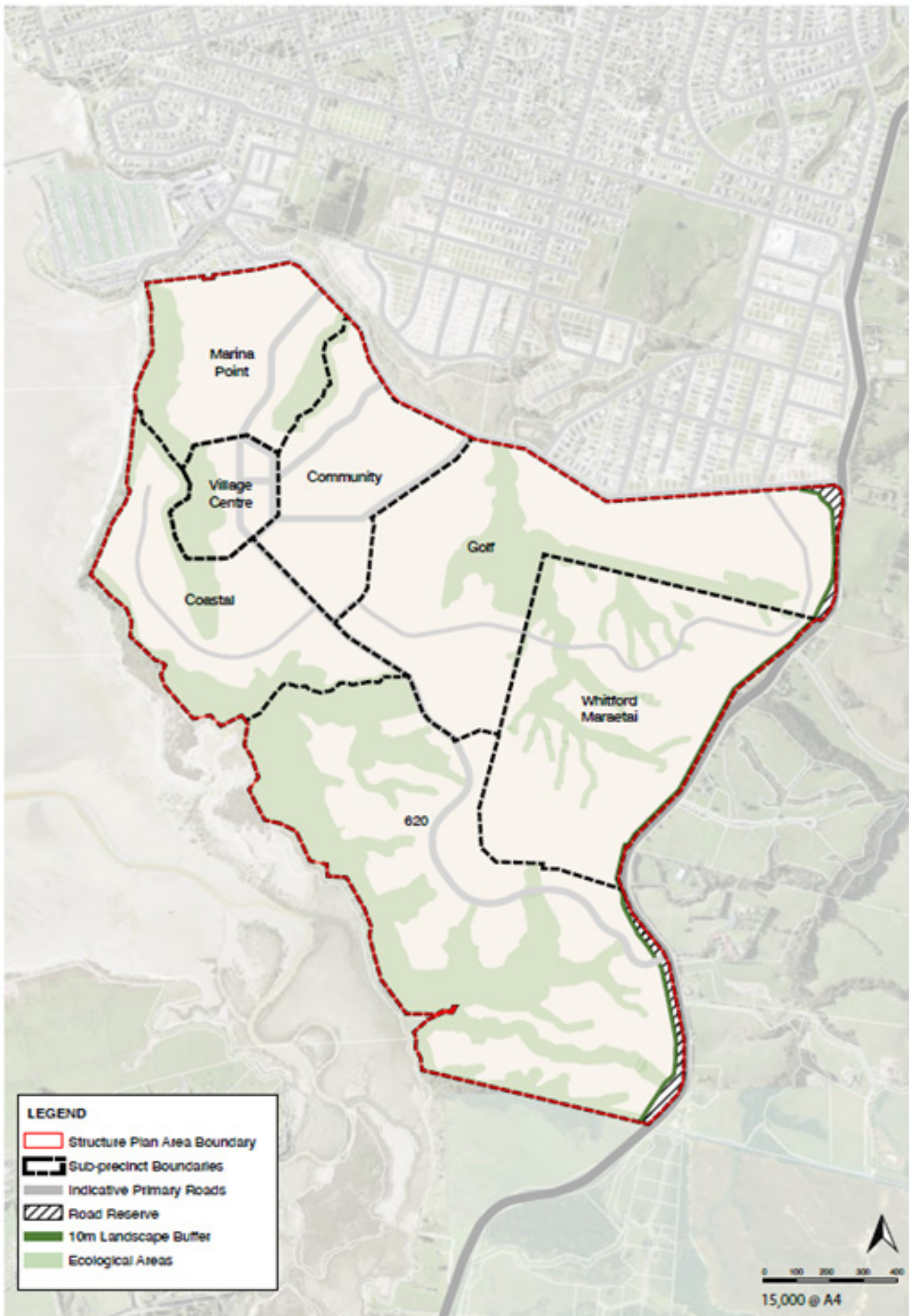
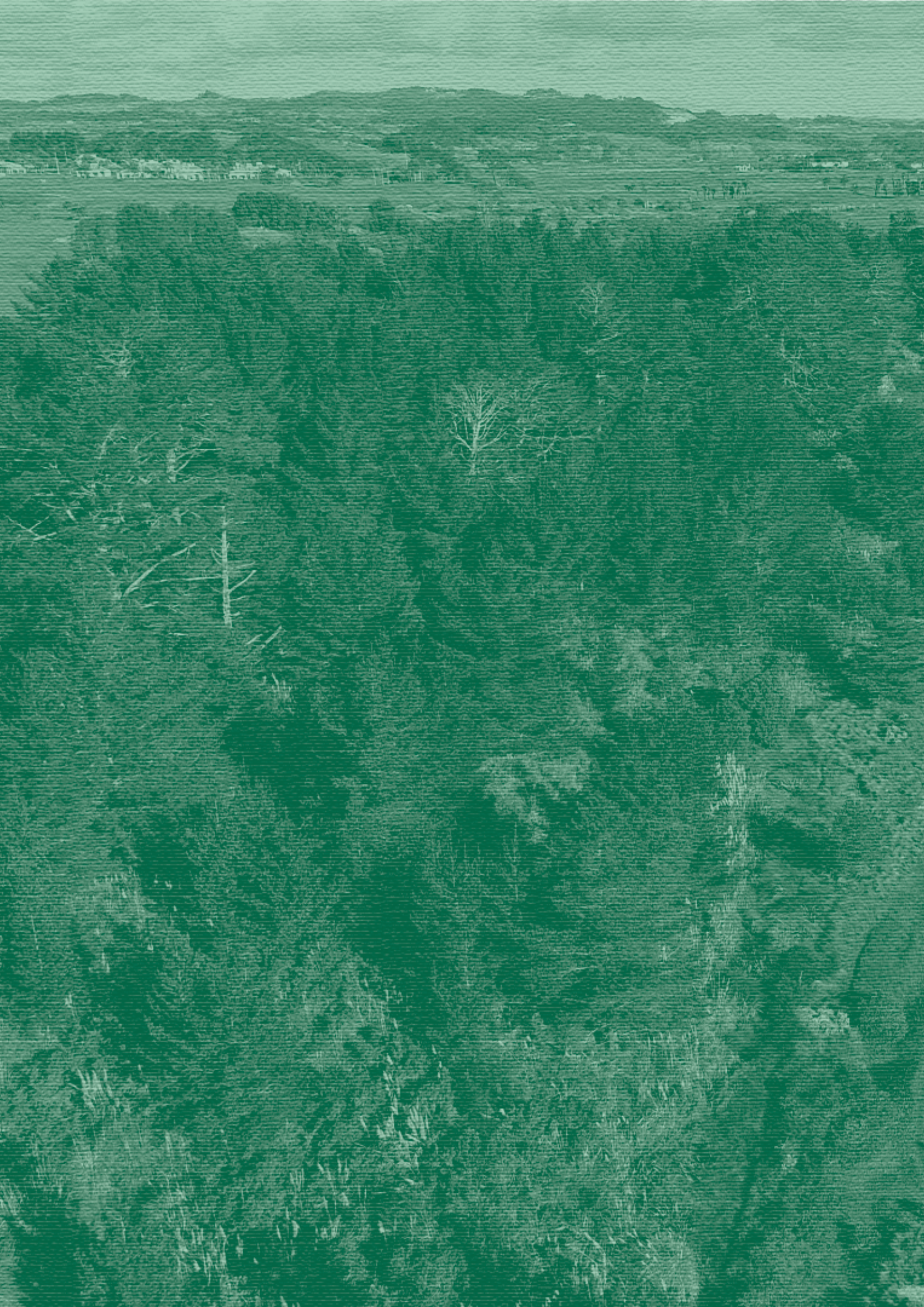


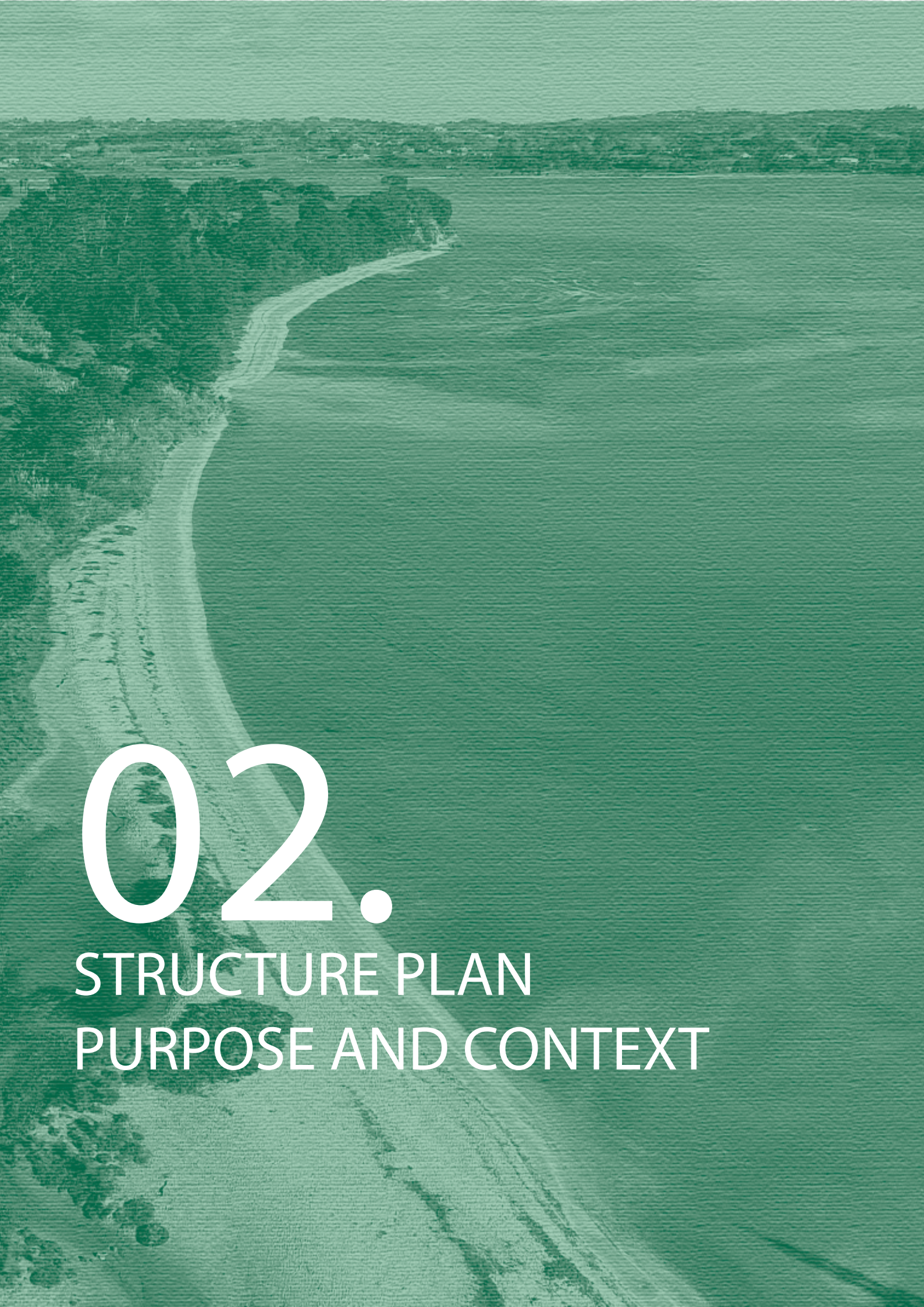
Figure 8: Sub-Precinct Plan

1.5 SUMMARY

The above Vision, Key Outcomes, Design Principles and Key Spatial Design Moves combine to achieve integrated and holistic outcomes for the Beachlands South Structure Plan area. They also ensure a logical expansion of the existing Beachlands coastal town while ensuring appropriate connections to Beachlands.

The outcome will ensure urban growth is provided for in a manner that gives effect to the RPS. This matter is addressed in more detail below in this document.





02.

STRUCTURE PLAN

PURPOSE AND CONTEXT

2.1 STRUCTURE PLAN PURPOSE

As outlined in Section 1, this Structure Plan establishes the pattern of land use, transport connections and network of infrastructure services within Beachlands South. The Structure Plan has been prepared in accordance with the requirements of Appendix 1 to the AUP – Structure Plan Guidelines. Importantly, section 1.2(4) of Appendix 1 requires the preparation of a structure plan as a precursor to plan changes establishing new or significantly expanding existing rural and coastal towns and villages.

Preparation of this Structure Plan has been informed by a suite of technical reports across a wide range of disciplines and in response to the specific environmental conditions of Beachlands South. This also captures the engagement with key stakeholders which includes landowners within and adjacent to the Structure Plan area, the local community, key infrastructure providers, Auckland Council, council-controlled organisations and mana whenua. Most recently, public consultation open days with the local neighbours were undertaken on the 3rd and 4th of December 2021. This included a number of groups passing through a public display of several information boards and an introductory video setting out the future development aspirations for the Beachlands South land.

The spatial location of Beachlands South will achieve a contiguous extension to the existing rural coastal settlement area of Beachlands-Maraetai and will effectively provide for the growth and development of an expanded rural-coastal town and village. The RPS (B2 Urban growth and form) explicitly contemplates urbanisation and expansion of rural-coastal towns and villages, and the development of land to be integrated with the provision of infrastructure. In particular, the objectives B2.6.1 and policies B2.6.2 of the Regional Policy Statement for rural and coastal towns and villages specifically enables the growth and development of existing or new rural and coastal towns and villages with adequate infrastructure and in ways that achieve the following (RPS B2.6.1(1)):

- (a) avoid natural and physical resources that have been scheduled in the “AUP” 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.

The Regional Policy Statement also provides the following explanation at B2.9:

Urban growth in rural and coastal towns and villages is also anticipated and provided for, but at a much lesser scale than in the main urban areas. Extensions to towns and villages, and proposals for new towns or villages, must be considered against factors including ensuring compatibility with existing local character, the protection of areas with identified values (including areas of land containing elite soils) and the avoidance of areas with significant natural hazards. Changes of zoning to accommodate such growth will be the subject of structure planning processes, as for other plan changes.

The policy framework of the Regional Policy Statement enables 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 of the AUP. This Structure Plan for Beachlands South has been prepared for this purpose to enable the growth and development of the existing Beachlands coastal town and expanding on this existing township in order to achieve a comprehensively integrated planning outcome.

A detailed analysis of the relevant RPS provisions is provided within Section 4 of this document.

2.2 LOCAL CONTEXT

The Structure Plan area encompasses approximately 307 hectares of Rural – Countryside Living zoned land. The Structure Plan area achieves a contiguous boundary with the existing rural-coastal settlement area 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, and an extensive coastal edge along the west.

Land within the Structure Plan area is largely undeveloped and covered in pasture presenting a rural character. It features undulating topography across the full expanse of the Structure Plan area and 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 Structure Plan area. The existing Rydges Formosa Golf Resort makes up a large portion of the Structure Plan area and has been subject to extensive modifications.

Whitford-Maraetai Road is the most direct arterial route providing access to the Structure Plan area from wider urban areas of the Auckland region. A key feature and locational attribute of the Structure Plan area is its relationship to the Pine Harbour Ferry Terminal which offers a commuter ferry service to downtown Auckland. This presents the significant opportunity for a modal shift and the planning for land use and transport integration to create a truly sustainable and vibrant coastal community.

Beachlands South is set amongst a coastal setting and located on the western side of Whitford-Maraetai Road. The land is largely rural in character with undulating topography across the Structure Plan area and falling more dramatically along the coastal margins. The landform character of the site comprises two distinct parts, including a well-manicured golf course and estate and unmodified mostly pastoral land to the south of the golf course.



Figure 9: Aerial Image

The coastal edge of the Structure Plan area extends for approximately 2.7 kilometres providing an idyllic coastal landscape and the opportunity to enjoy panoramic and unobstructed waterfront views. This estuary and coastal marine area abutting the coastal edge of the Structure Plan area are identified as two Significant Ecological Areas – Marine under the AUP for significant wading areas for a variety of coastal bird species. Land within the Structure Plan 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 Significant Ecological Areas - Terrestrial. Collectively, this diverse range of natural features within and surrounding the Structure Plan area contribute to its undulating landform character where deeply incised gullies and elevated ridgelines are both featured.

Beachlands South Limited Partnership own and have full control over the three properties at 110 Jack Lachlan Drive; 620 and 712 Whitford-Maraetai Road which is a collective landholding of approximately 255 hectares. The Structure Plan area as whole includes a total of 13 properties and is approximately 307 hectares. As the majority landowner within the Structure Plan area at 83%, this represents the consolidation of the two largest waterfront properties in this location and presents a significant opportunity for a transformative Structure Plan with a strong focus on residential land use. Beachlands South Limited Partnership has initiated the structure plan process and will also be the applicant for the private plan change request.

The urbanisation of the applicant’s land provides a logical expansion to the existing Beachlands-Maraetai coastal town and is provided for by the RPS objectives and policies. 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 assessed period.

This analysis provides strong justification to provide additional residential development opportunities in the Beachlands area. The following figure outlines the ownership of the land holding subject to this Structure Pan. The Formosa Golf Resort and 620 Whitford Maraetai Road are owned by the applicant for the proposed plan change for the land. The other portion of land fronting Whitford Maraetai Road bounded by the dotted white line is owned by neighbouring landowners, except for 712 Whitford Maraetai Road (which is also owned by the applicant for the proposed plan change).



2.3 PLANNING CONTEXT

The underlying zoning of the Structure Plan 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.



Figure 11: AUP Zoning Plan

The Beachlands-Maraetai area has been subject to ad hoc development over the years as desire to live and development in the area has grown. The Beachlands Maraetai area is a growing coastal town that has developed in an ad hoc manner through sporadic settlement and a series of subsequent plan changes. 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.

With regard to the local planning context, the figure below identifies the land within the Whitford sub-precinct B area of the AUP. The applicable provisions for this sub-precinct are outlined and assessed in section 4 of this Structure Plan.

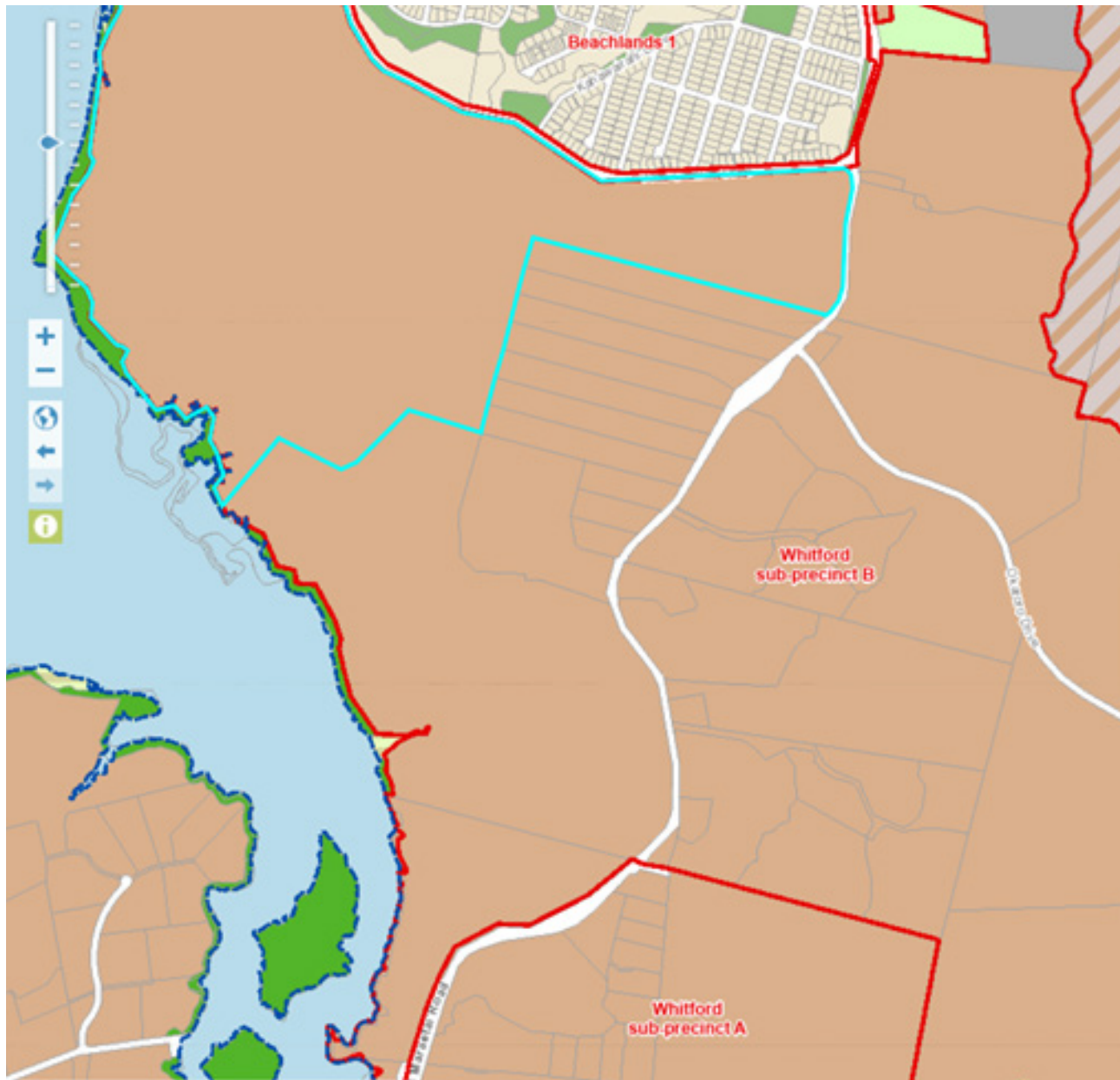
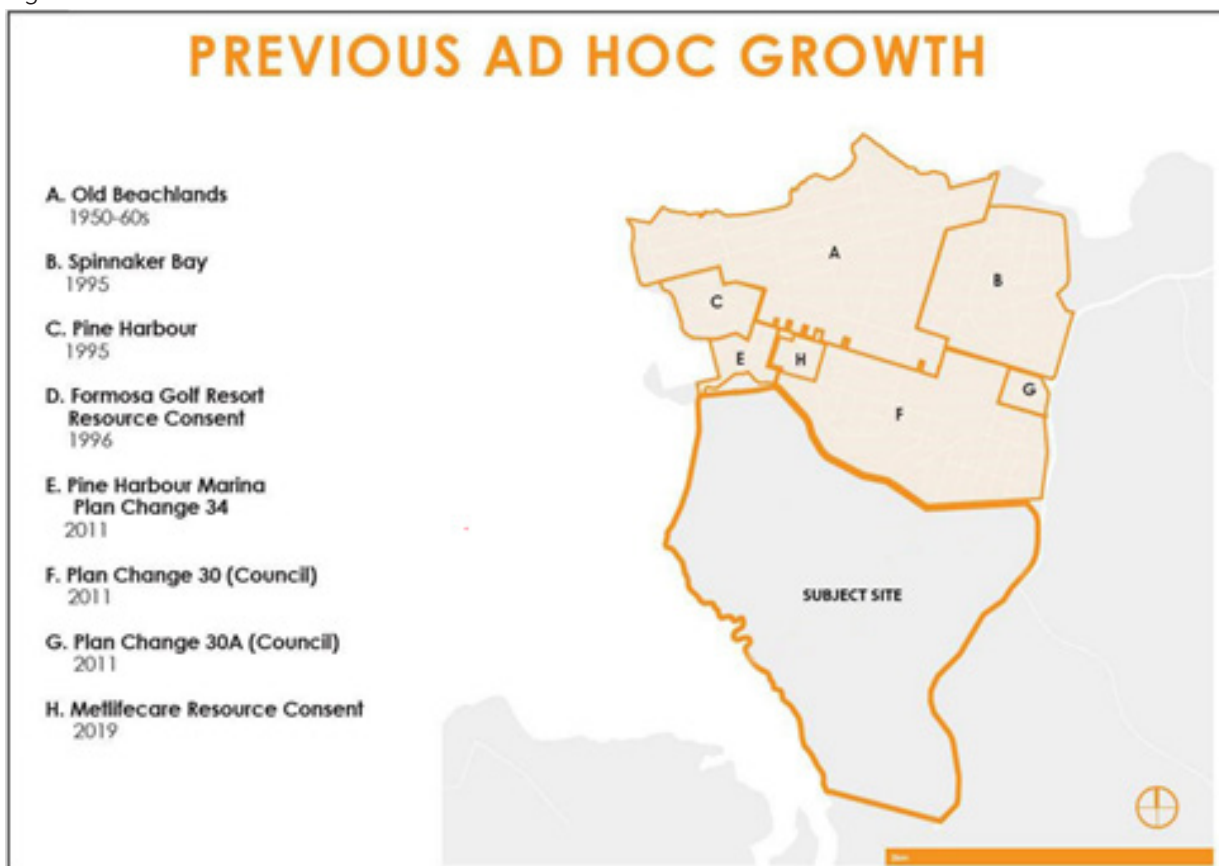


Figure 12: AUP Precinct Plan

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 has 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 Structure Plan proposes a comprehensive and integrated development over a large land holding. 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 13: Historic Growth Pattern Plan



The Pine Harbour Ferry Terminal is located directly north-west of the Structure Plan area providing a direct commuter ferry service to central Auckland. Whitford-Maraetai Road is identified as an arterial road under the AUP. Auckland Transport is the Requiring Authority for Designation 1806 and provides for the widening of Whitford-Maraetai Road to four lanes. This is shown on the plan below. In addition, there is also a designation in the AUP for the Whitford Bypass. Neither of these designations have been given effect to, to date.

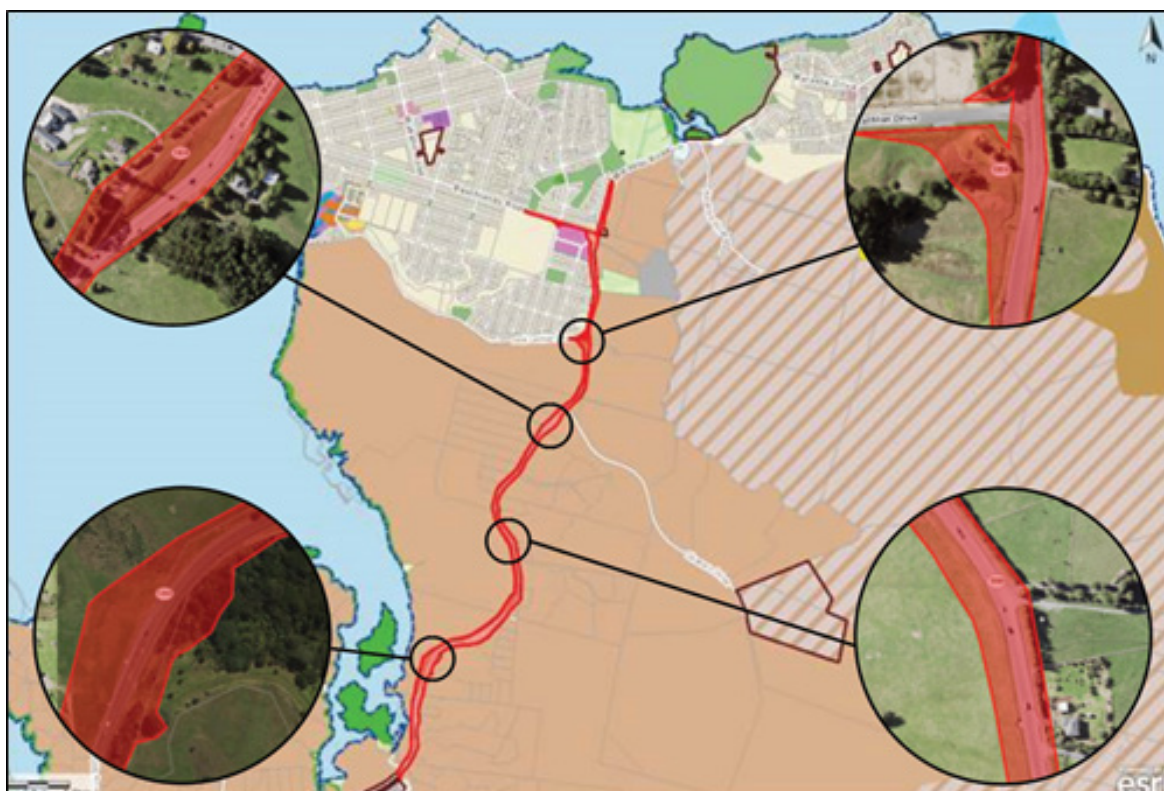


Figure 14: Transport Designation 1806 Plan

The current established transport services within the locality are outlined on the plan below.

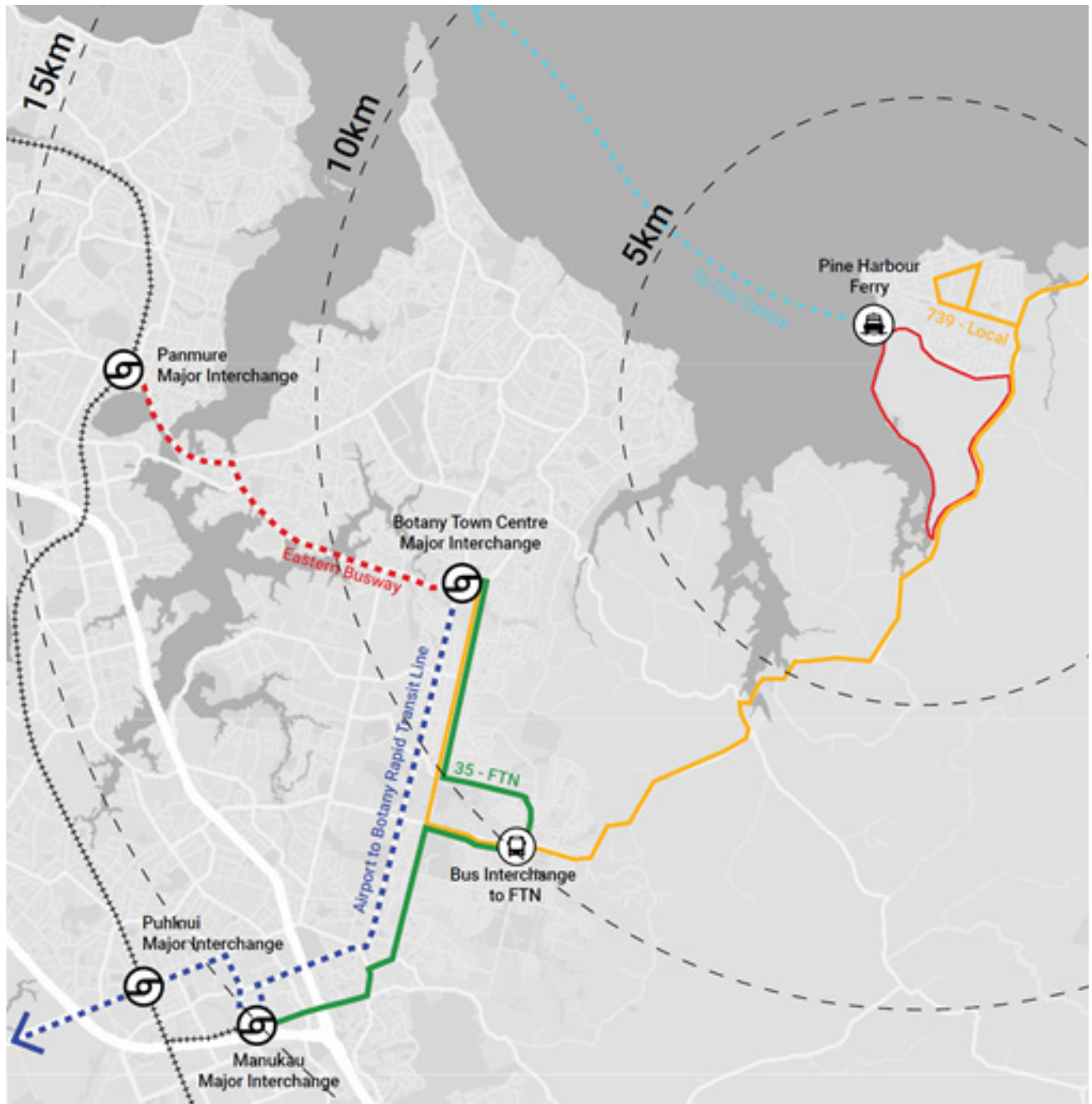


Figure 15: Established Transport Services Plan

As noted above, the Beachlands-Maraetai rural coastal settlement area was historically developed in the early 1950s and 1960s. Residential typologies in this settlement area are mainly of a traditional single residential dwelling on an individual allotment with very few examples of multi-unit housing typologies. More recently multi-level terrace house developments have been constructed in proximity to the marina and ferry terminal. Land beyond these rural coastal settlement areas on the eastern side of Whitford-Maraetai Road are all presented as unmodified rural landscapes and reflective of their underlying Countryside Living and Mixed Rural zoning.

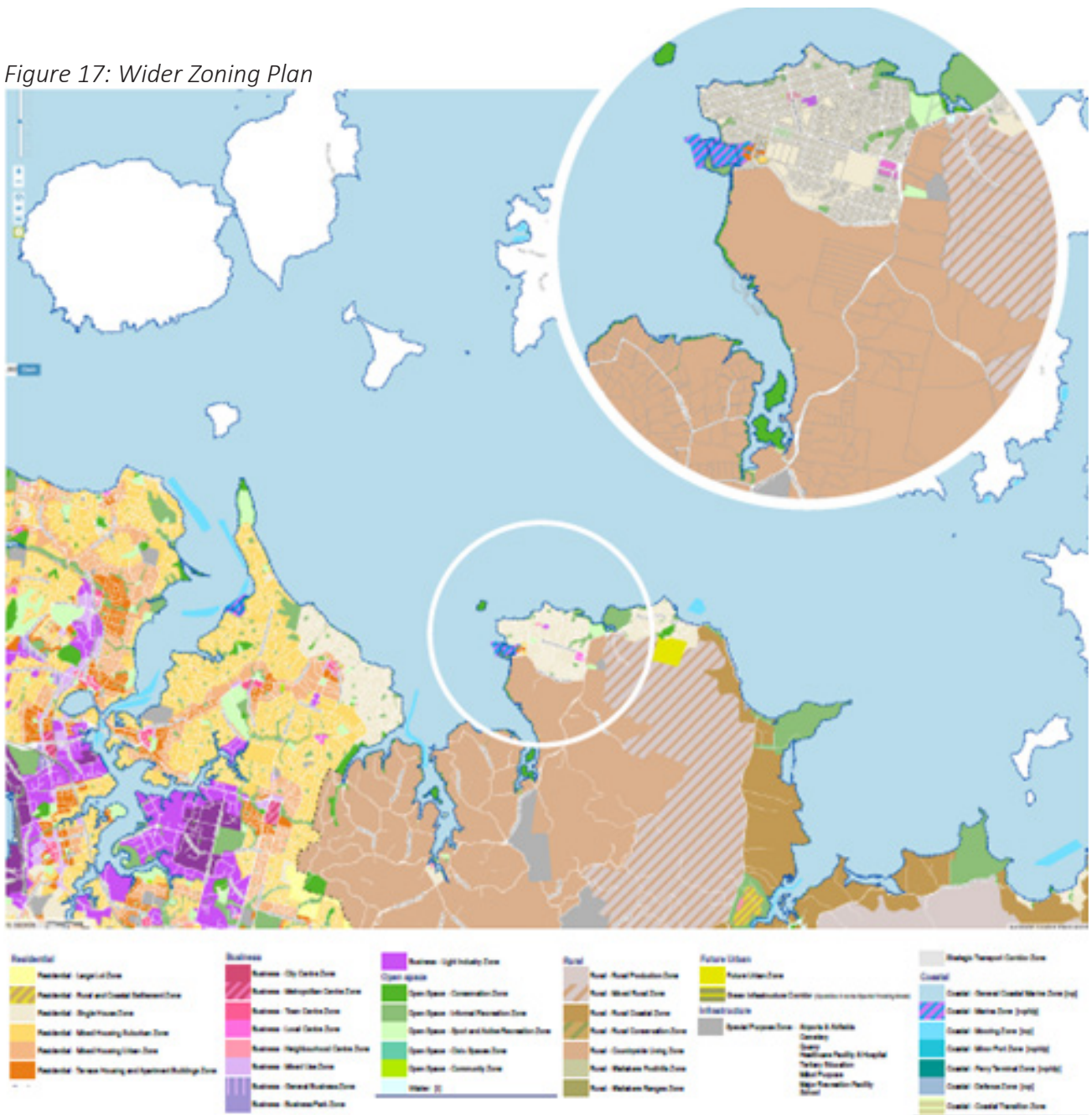
A variety of commercial and community activities have established in the Beachlands-Maraetai area over the years and these are highlighted on the plan below.



Figure 16: Commercial and Community Activities Plan

In the broader planning context, the Beachlands-Maraetai area is generally surrounded by rural zones including the Countryside Living zone, and the Mixed Rural zone. Beyond this to the west, the Howick-Pakuranga area is zoned in a variety of urban residential and business zones. This is outlined in the plan below.

Figure 17: Wider Zoning Plan



TRANSPORT CONNECTIONS

Whitford-Maraetai Road provides the key private vehicle 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) which have not been given effect to. It is understood that Whitford-Maraetai Road is currently operating at or near capacity. The transport assessment undertaken by Stantec identifies local upgrades (to be either fully funded by the developer or partially funded) that would support the urbanisation of the live zoned part of the Structure Plan land. This is addressed in detail in Section 3 of this document.

A significant positive attribute of the Structure Plan 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 Structure Plan 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.



Figure 18: Local Bus Route Plan

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 for Beachlands South provides the opportunity for improvements and future planning for these travel modes.

EMPLOYMENT CENTRES

The Structure Plan area is 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.

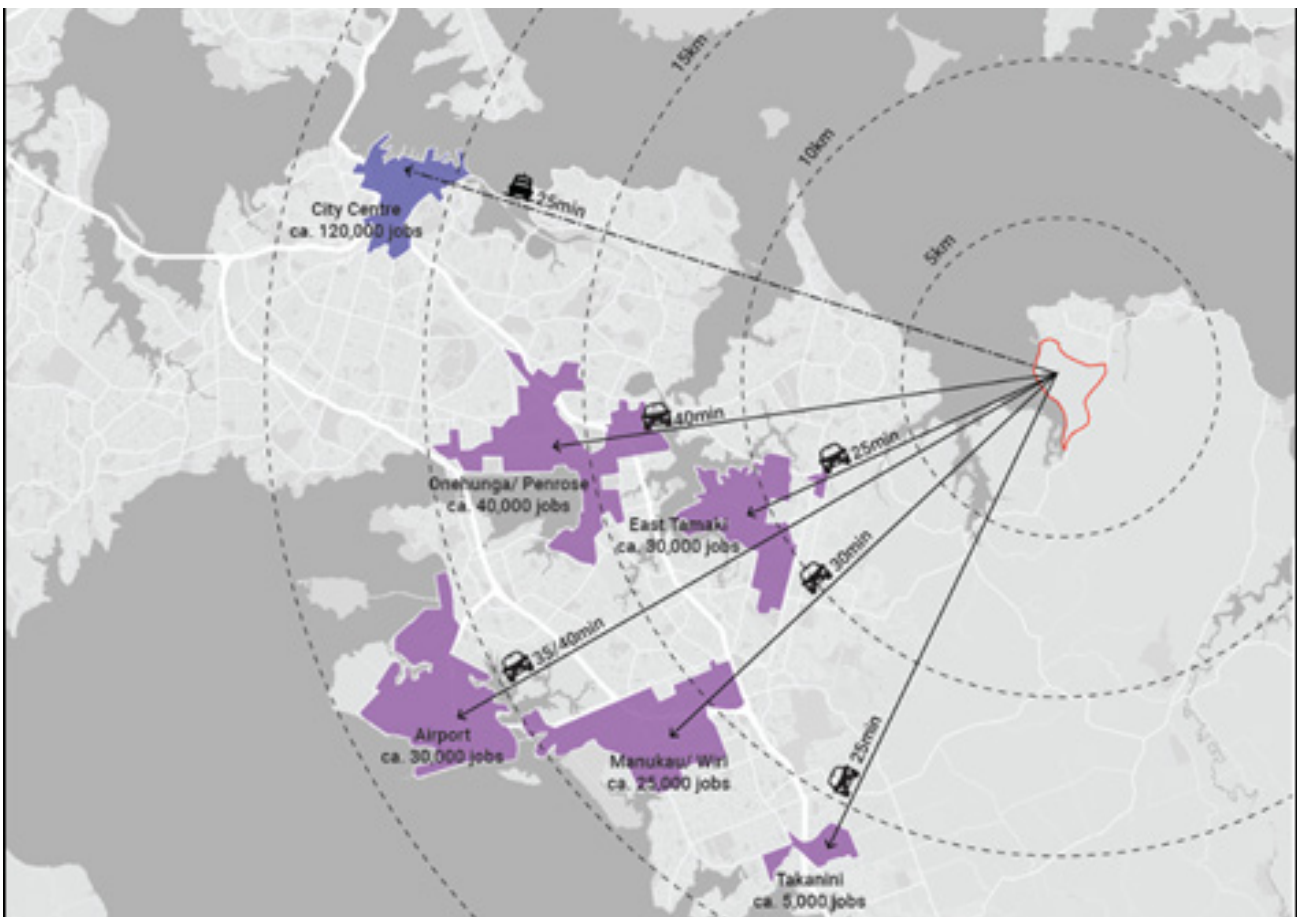


Figure 19: Employment Destination Plan

SOCIAL INFRASTRUCTURE

The Structure Plan area is accessible to a range of social infrastructure 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 Structure Plan area, as well as a series of community facilities including libraries, community centres, open spaces and amenities. The Structure Plan 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.

2.4 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. 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%. 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.

Population in Auckland Region, 2006–18 Censuses

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

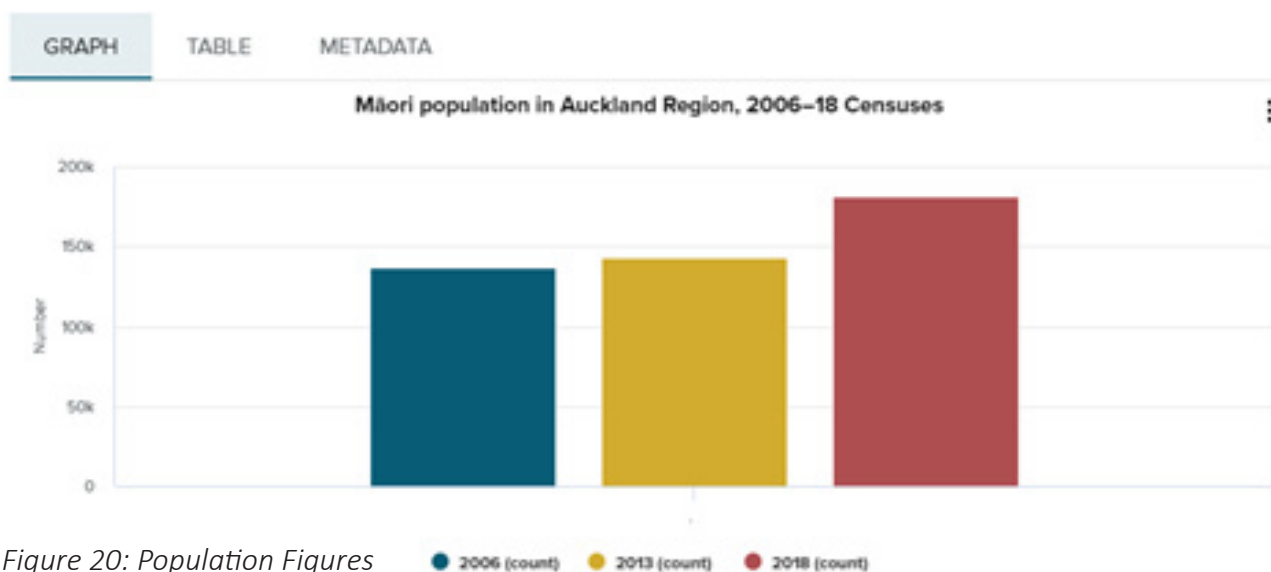


Figure 20: Population Figures

The quality compact approach to accommodating business growth in the future is to make the best use of existing business land, as well as creating new business land in greenfield areas. This is supported in policy B2.5.2(4) of the Regional Policy Statement which states “enable new metropolitan, town and local centres following a structure planning process and plan change process in accordance with Appendix 1 having regard to the specific sub-criteria.”

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 which he thinks should be given greater prominence. An extract of the recommendation is provided below.

7. RURAL AND COASTAL TOWNS AND VILLAGES

7.1 Statement of issue

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

7.2 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:

- i. to remove the distinction between serviced and un-serviced villages;
- ii. not to require the Rural Urban Boundary around rural and coastal towns and villages; and
- iii. 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.

The expansion of the Beachlands-Maraetai coastal town satisfies these requirements and gives effect to these RPS provisions.

HOUSING DEMAND IN BEACHLANDS

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, Patumahoe, Pokeno, Riverhead, Tuakau, Waimauku, Waiuku	1,346,091	77,484	40,620	83,424	1,547,619

Figure 22: 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 year. 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 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 Structure Plan for Beachlands South has a potential residential yield of 4,000 dwellings which represents a significant opportunity to deliver approximately 18.4% of Auckland's dwelling target in existing rural areas.

The strategic location of the Structure Plan 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.

Provision for a mix of dwelling types that provide a range of living opportunities and affordability is expected 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.

BUSINESS DEMAND IN BEACHLANDS

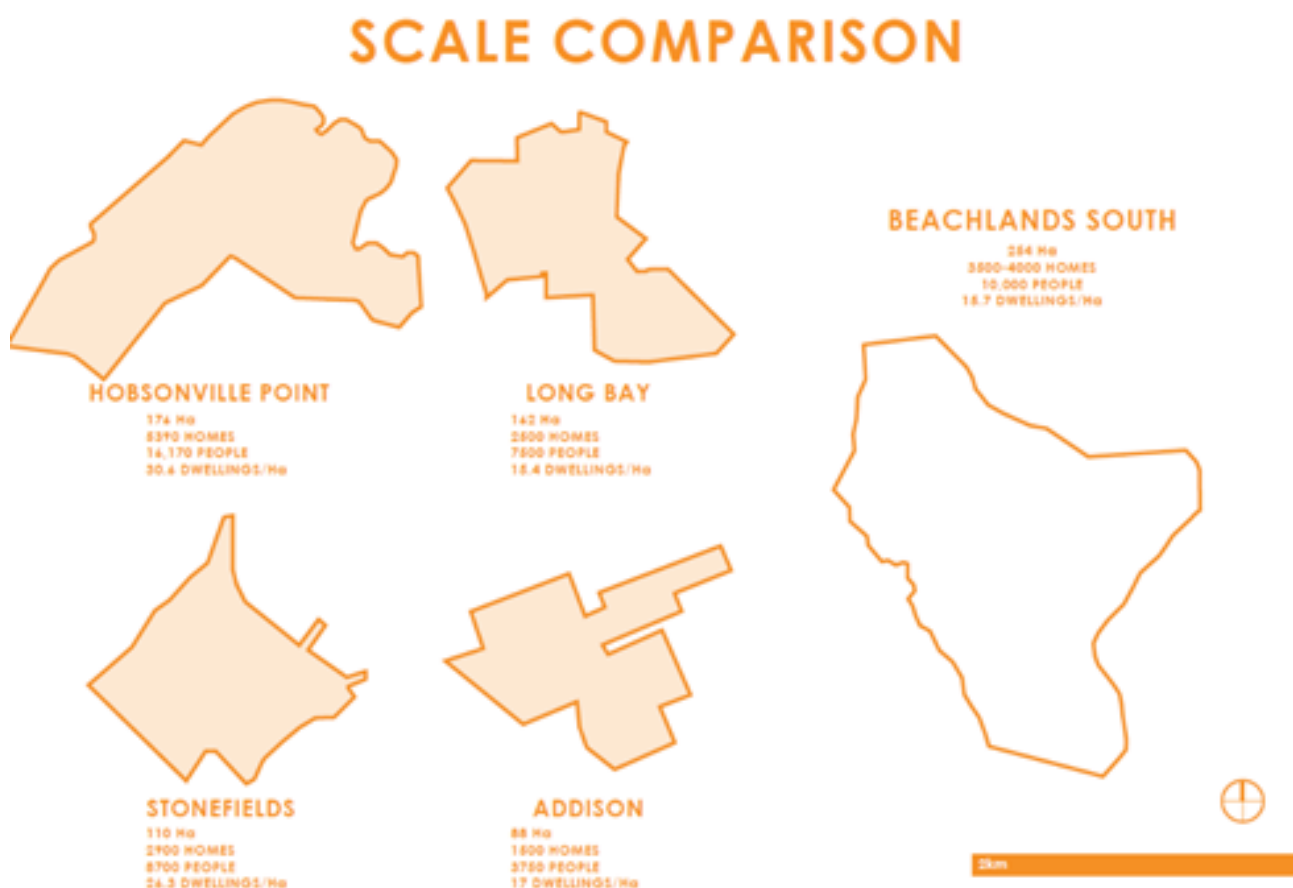
Demand for business land in Beachlands will inherently increase through the rezoning of land to residential which will result in the emergence of a new residential community that would need to be supported by business zoned land to provide for some local employment opportunities and amenities to support 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 Structure Plan. The scale of the Structure Plan area is such that the emerging residential community can support small scale local centres to provide residents and visitors with the above commercial needs.

URBAN GROWTH

The Structure Plan has a strong focus on accommodating residential growth and the potential to deliver approximately 2,900 dwellings within the proposed live zoned areas.

Beachlands South not only represents a unique opportunity to contribute a significant supply of houses to help to meet Auckland's housing demand (particularly in coastal/rural areas) in a high amenity location but also will enable the protection, restoration and enhancement of significant ecological areas within the Structure Plan area.

Figure 23: Scale Comparisons



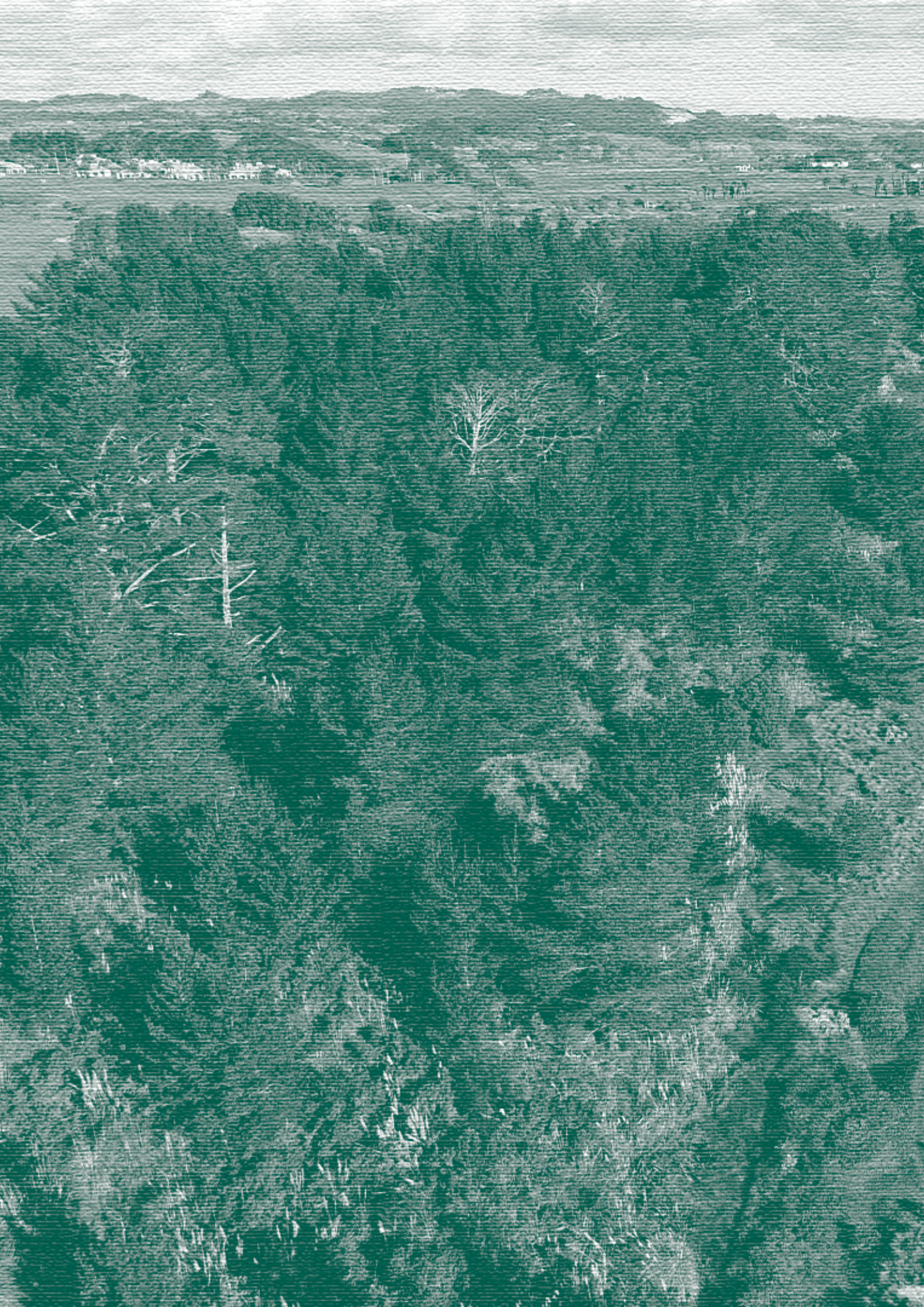
The Structure Plan area is highly accessible to the Pine Harbour Ferry Terminal, which provides a direct commuter ferry service to the Auckland downtown ferry terminal. Local bus service connections to major transport interchanges in South Auckland are also available as well as private vehicle transport along the existing road network. The public transport options present the opportunity for a modal shift and the opportunity to establish a well-connected transit-adjacent development.

Spatially, Beachlands South is located either a similar or shorter distance from the Auckland CBD compared to other new development areas which have recently been brought forward for development, including Wainui and Orewa West. It also has the benefit of good accessibility to a high number of employment opportunities in the South Auckland area with comparably shorter travel times to the CBD.

The Auckland Plan identifying future development areas includes a 58 hectare isolated pocket of Future Urban zoned land directly south of Maraetai. This area of land is identified as 'development ready' in 2028-2032 but is disconnected from the Pine Harbour ferry service and is steeply undulating in topography which may render the land unsuitable for future urban development. In this respect, Beachlands South presents the opportunity to rationalise the future urban development opportunity within Beachlands in a manner that optimises the use of existing transport infrastructure and logically expands the existing rural and coastal settlement area in a manner consistent with the RPS for urban growth and form.

2.5 SUMMARY

In summary, the Structure Plan satisfies the relevant part of the AUP Appendix 1 Structure Plan guidelines. The following sections address the relevant matters to the identified, investigated and addressed as part of any structure plan as well as the relevant strategic planning documents. Overall, it is therefore considered that any subsequent plan change has met the prerequisite of needing to prepare a structure plan.



An aerial photograph of a coastline. On the left, there is a dense forest of green trees. A narrow, light-colored sandy beach runs along the edge of the forest, curving towards the right. The ocean is a deep blue-green color, occupying the right and bottom portions of the image. In the far distance, a low-lying landmass with more trees and some buildings is visible under a clear sky.

03.

MATTERS TO IDENTIFY,
INVESTIGATE AND ADDRESS

3. MATTERS TO IDENTIFY, INVESTIGATE AND ADDRESS

The AUP Structure Plan guidelines in Appendix 1 specify matters to identify, investigate and address as part of the Structure Plan. This section provides a detailed examination of these matters. The Structure Plan is based on detailed technical plans and assessments, all of which form the basis of the Structure Plan. This section provides an assessment of the planning matters that are relevant to the Beachlands South area that is subject to this plan change. Specific technical assessments have been undertaken as part of the preparation of this Structure Plan and the upcoming plan change and are summarised below.

3.1 CHARACTER AND AMENITY

The existing Beachlands Maraetai coastal town has been developed on an ad hoc basis since the 1960's. Most recently, a supermarket, retirement development, residential developments and higher intensity developments in proximity to the marina and ferry have been established. The existing coastal township is described in the Masterplan Design Report prepared by Jasmex and Studio Pacific. The existing character and amenity of the locality comprises the following:

- A coastal township around the ferry terminal/service
- Commercial and higher density residential developments around the ferry terminal with lower density residential development as one moves away from the ferry terminal
- A variety of residential development typologies within and around Beachlands
- The coastal environment combined with the ecological environment (terrestrial and marine)
- The sloping nature of the existing landform from the ridge down to the coastal edge

The Masterplan Design Report identifies the following:

- The vision for the Beachlands South area, the key outcomes, design principles and objectives
- The design responses to address the above matters
- The outcomes sought for each sub-precinct
- The measures proposed to achieve each outcome

The Masterplan Design Report has considered these matters in detail and proposes that a variety of measures are incorporated within the Structure Plan in order to respect and acknowledge the quality character and amenity elements of the Beachlands South area. These include:

- A series of open spaces, plazas and publicly accessible areas
- A proposed coastal walkway and internal walking and cycling path for future residents and visitors
- A connected road and shared path network within the site and connecting to the wider network
- A variety of residential and commercial activities intertwined within the overall development
- A higher intensity form of development in proximity to the ferry station and lower intensity development further away from the ferry transport hub
- Facilitation of a secondary and primary school in the location preserved for these purposes fronting Jack Lachlan Drive.

Overall, the character and amenity outcomes resulting from the proposed Structure Plan and associated spatial design maps (implemented in accordance with this Structure Plan) will result in positive character and amenity outcomes for Beachlands South.

3.2 LANDSCAPE AND VISUAL

The landscape character of Beachlands South is rural-coastal in nature but adjoins the urban form of the existing Beachlands-Maraetai coastal township to the north. The landform is characterised by deeply incised and heavily vegetated stream gullies and a coastal cliff edge. These features are considered to significantly contribute to the overall landform character of the Structure Plan area. A detailed landscape and visual assessment has been undertaken by Stephen Brown from Brown NZ. This assessment considers the proposed development within the context of the existing environment as well as the changing nature of the Beachlands area. Further the assessment considers the varying topography of the land and the significant coastal edge of the Structure Plan site.

The land has high quality outlook to the coastal marine area owing to its elevated and sloping nature (from east to the coastal boundary). A number of coastal cliffs exist along the seaward boundary of the land. While these elements could be considered to be physical constraints, equally, they present opportunities to accentuate and enhance the landscape character features within the Structure Plan area.

The southern portion of the Structure Plan area is generally more elevated than the northern portion where the contour levels are gentler. The elevation and alignment of Whitford-Maraetai Road is such that it provides panoramic coastal views over and across the Structure Plan area. The steeper areas and more challenging contours at the southern part of the Structure Plan area will constrain the density and typologies of development that can be achieved, while the lower northern part with less topographical constraints presents the opportunity for more intensive forms of development and the ability to pursue additional height on less sensitive parts of the Structure Plan which are also ideally located in close proximity to the ferry terminal.

Based on the Landscape and Visual assessment, it is concluded that the landscape, natural character and amenity effects arising from the proposed urbanisation of the land would be minor, particularly in the longer term, as revegetation of the site's coastal margins and internal gullies becomes more established. In addition, when viewed from the Coastal Marine Area, the steep nature of the existing coastal cliffs combined with existing and proposed landscaping as well as the proposed setback of potential new buildings, will ensure any built form outcomes are largely screened from view.

As a result, the potential built form outcomes are considered to be appropriate in terms of the landscape, natural character and amenity of the plan change site and locality.

3.3 ECONOMICS AND CENTRES HIERARCHY

An Economic Assessment has been undertaken by Property Economics. The assessment considers the proposal to rezone the Structure Plan land to accommodate approximately 2,900 dwellings in the live zoned part of the site and a further 900 potential future dwellings on the part of the site proposed to be zoned Future Urban. The report acknowledges that a range of residential typologies, retail and commercial service activities, office spaces and industrial land uses will be provided as part of the 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). As a result, the rezoning of Beachlands South will enable some of this capacity shortfall to be met.

In terms of commercial growth, the local retail catchment which covers Whitford, Beachlands and Maraetai generates around \$158m in annual retail expenditure. Based on the 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 would occur in higher order centres such as the Botany Metropolitan Centre as well as within the existing zoned smaller local and neighbourhood centres within the Whitford, Beachlands and Maraetai area. Any retail development within Beachlands South will be complementary to these centres and the overall centres hierarchy.

The report states that the comprehensively planned local centre within Beachlands South, supported by employment opportunities and higher density residential developments close to accessible public transport would be a positive outcome for the community. The assessment states the following is sustainable within Beachlands South:

- Approximately 7,000m² GFA of retail and commercial services (including a 1,400m² metro supermarket – e.g. Farros)
- Approximately 1.5-2 hectares of land to accommodate the above.

Based on the above, the most appropriate zone for the Beachlands South commercial area is Local Centre. This would provide for mainly convenience retail and commercial services and some offices. Local centres often take the form of a small to medium-sized shopping centre anchored by a supermarket.

The report also states that approximately 960 jobs can be provided through local employment opportunities provided within the Structure Plan area.

The zoning of the commercial centre within part of the Beachlands South site that is to be live zoned as Local Centre is considered to be consistent with the Centres Hierarchy of the AUP and will not compromise the economic viability of the existing centres or result in an out of context centre. The limited size of the centre will ensure it remains complementary to the centres hierarchy and will not grow to a size that creates future inconsistencies with the centres approach of the AUP.

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

3.4 SUSTAINABILITY

Sustainability forms one of key design principles for the Structure Plan and the sizeable scale of Beachlands South presents the opportunity to achieve a truly sustainable urban development. The key drivers behind this sustainability initiative are to achieve a low carbon footprint, avoidance of further biodiversity loss from climate change and other human-induced degradation. This includes all aspects of sustainability including the following specific opportunities:

- Restoration, replanting and enhancement of the native forest vegetation within the site.
- Planting of forests 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.

In terms of global warming, the Structure Plan aims to positively contribute to New Zealand's climate change goals by establishing and enhancing an on-site carbon sink through:

- An approximate 70ha on-site carbon sink and ecological network consisting of proposed forest planting and extensive newly established native forest and bush, with provision for up to 20ha of significantly enhanced open space and road planting measures to provide further carbon sequestration, exceeding those anticipated by a business-as-usual approach.
- An estimated sequestration value that has the potential over a 100yr period to offset the estimated carbon emissions of house construction anticipated by the proposed zoning for the land.
- Provisions to protect and maintain this carbon sink and maximise its storage capacity will be provided during the plan change process.

A detailed Sustainability Strategy has been prepared which outlines in detail the sustainability initiatives proposed as part of the proposed development. This includes a reduction in reliance on private vehicle movements in favour of public transport trips. Overall, positive sustainability outcomes from the Structure Plan area are envisaged.

3.5 CULTURAL VALUES

The wider Beachlands-Maraetai area is of cultural significance to Mana Whenua. Ngāi Tāi ki Tāmaki in particular hold a long and continuous cultural relationship with the surrounds including the Pohutukawa coast and 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 has been developed in consultation with Ngāi Tai ki Tāmaki to ensure Ngāi Tai values are appropriately recognised and implemented and to facilitate a collaborative partnership for future stages of development. A formal partnership agreement has been formed with Ngāi Tai ki Tamaki for this project. In addition, 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

Should any of these Iwi express an interest in being consulted and engaged in the project, consultation with these parties will be progressed and included as part of the Plan Change consultation process.

In addition to engagement with Ngāi Tai ki Tamaki to date, supporting archaeological investigations have revealed the presence of an historic Pā site (R11/1619) within the Structure Plan area. Investigations suggest that this settlement included features such as pits, terraces and midden and that this particular cliff top was the location of an extensive open settlement. The extent of this area is outlined below in Cultural Landscape Map. This map has been produced as a result of recent engagement with Ngāi Tai ki Tāmaki and has identified the key elements of value to Mana Whenua within the site and in the wider locality. To date engagement with Ngāi Tai Ki Tāmaki has consisted of numerous hui as well as site visits in addition to several other meetings. Ongoing engagement between Ngāi Tai Ki Tāmaki and the applicant has been agreed and this will form a pathway to the future engagement and development of the land.

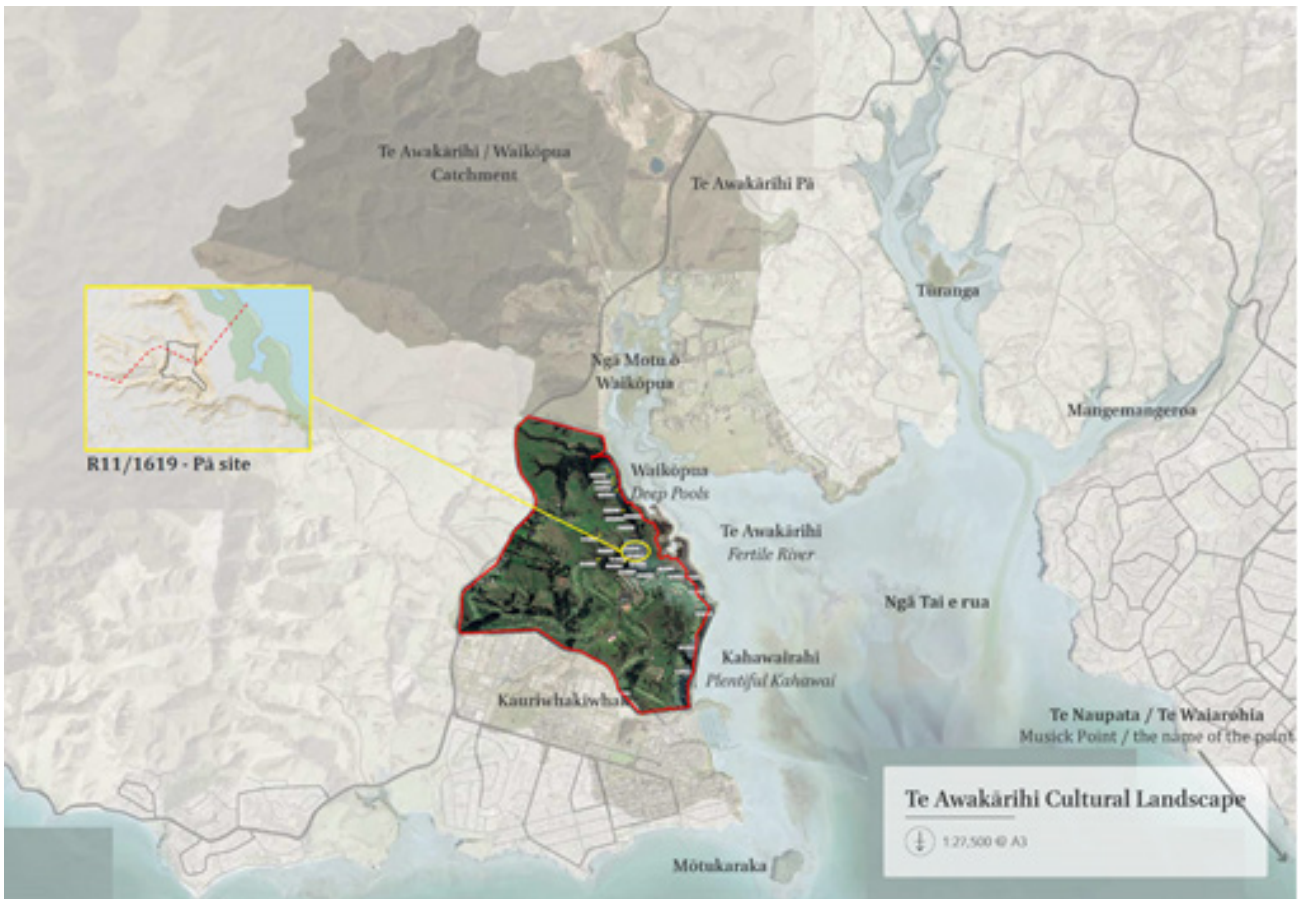


Figure 24: Cultural Landscape Map

With regard to the AUP provisions, there are no Sites and Places of Significance to Mana Whenua within the Structure Plan area currently recorded under the AUP. However, recognition of the above elements and the key elements of value to Mana Whenua will ensure that Mana Whenua values are appropriately recognised as part of any future development of the site.

3.6 HERITAGE AND ARCHAEOLOGY

Clough and Associates have prepared an archaeological assessment of the site. This has confirmed there are no sites of historic heritage within the Structure Plan area. There are however a series of recorded archaeological sites within the Structure Plan 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 Structure Plan area are depicted on the figure below and on the Natural and Cultural Landscape plan. These sites are a combination of middens, pits and terraces and predominantly along the coastal margins and on steeper slopes of the Structure Plan area. The Formosa Golf Resort is the largest site within the Structure Plan and has been subject to extensive earthworks in the past to form the golf course, resort buildings and associated internal access roads. A substantial portion of the Structure Plan landscape has been subject to modifications to the extent that archaeological features are no longer likely to be found where earthworks have occurred. However, the coastal margins remain relatively unmodified and the archaeological sites recorded there are still likely to be present.

The countryside living sites along the eastern edge of the Structure Plan area which are not owned by the Beachlands South partnership have been investigated via a desktop analysis. ArchSite of the New Zealand Archaeological Association does not however indicate that there are any recorded archaeological sites along this eastern extent. Notwithstanding this, the Accidental Discovery Protocols under the AUP would apply as well as statutory obligations under the HNZPT Act 2014. This will ensure archaeological values are appropriately discovered, identified and acknowledged/recorded.

Formosa Golf Resort and 620 Whitford-Maraetai Road Soil Classifications

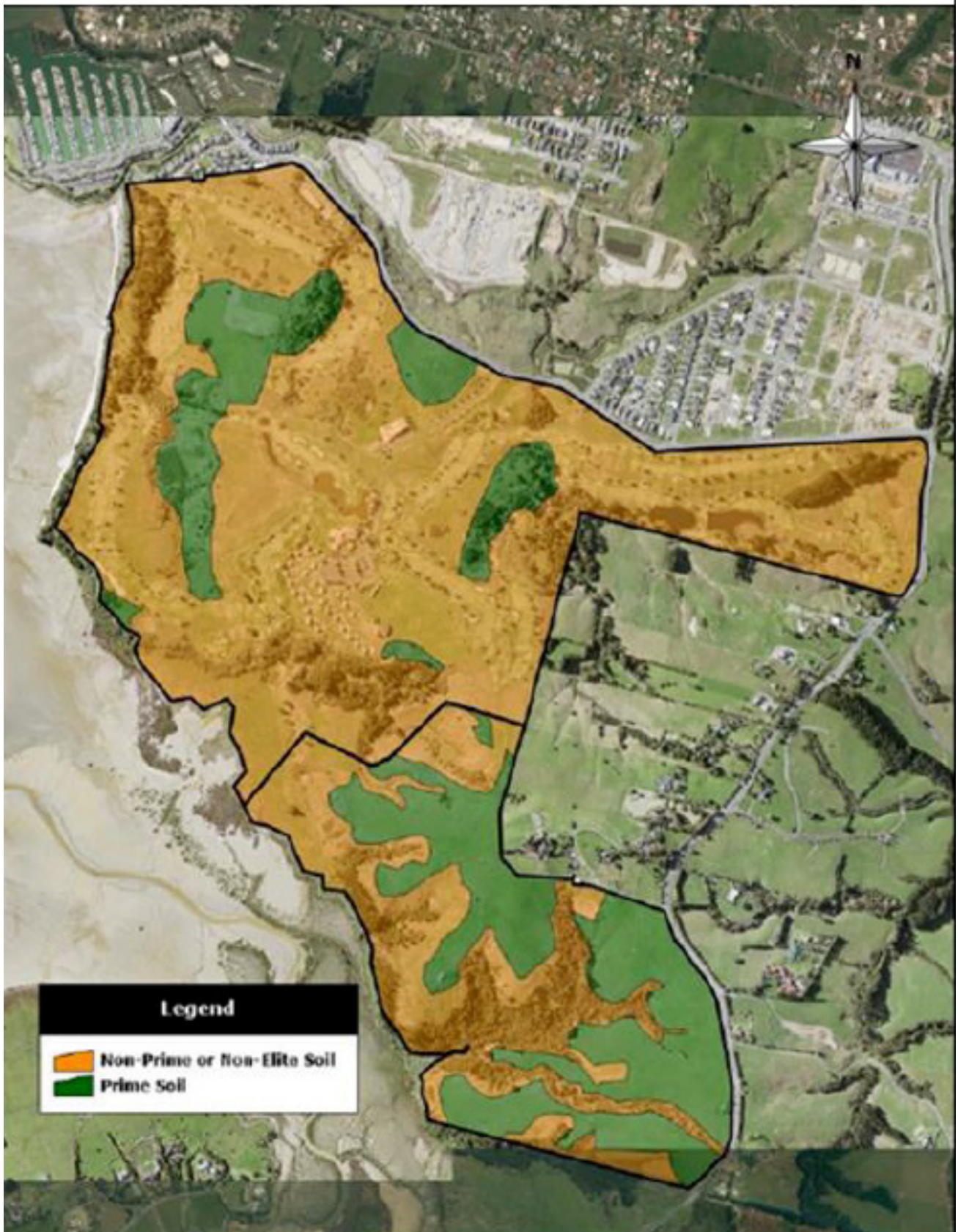


Figure 26: Formosa Golf Resort and 620 Whitford-Maraetai Road Soil Classification Map

3.8 CONTAMINATION

A Detailed Site Investigation (DSI) has been undertaken for a significant portion of the Structure Plan area. This DSI confirms that some of the previous land uses undertaken on this piece of land are considered to be actually or potentially contaminated by activities on the Hazardous Activities or Industries List (HAIL) and the regulations of National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (“NES”) apply.

The DSI confirms that the concentration of contaminants exceeds the permitted activity criteria under the NES regulation and discharge criteria under the AUP such that resource consents would be required for small areas of the site. The potential for HAIL activities exists only over approximately 1.2ha of the 250ha site, which is a very small portion of the site. This may reduce further upon detailed testing as part of any future resource consent process. At the time of resource consent, a Site Management Plan would be required 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 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.

3.9 WASTEWATER, WATER SUPPLY AND STORMWATER

The Structure Plan area is not currently connected to or serviced by the public reticulation network. The existing rural and coastal villages of Beachlands and Maraetai are currently serviced by the Beachlands-Maraetai wastewater treatment plant located in Okaroro Drive and are provided potable water through bores and storage tanks.

Development within the site will be serviced as follows:

- Water supply will be provided by supply agreement with Pine Harbour Living Limited and supplemented via several bores into the existing on-site aquifers. This will be provided through existing and proposed water take permits. Current water take permits provide sufficient potable water supply for the live zoned land. The bores are roughly located in the areas identified in the Natural and Cultural Landscape Plan. A separate technical analysis has been undertaken by GWE Engineers. This report outlines the proposed water supply concept design and advises that the proposed solution is feasible for the proposed development and the Structure Plan area can be adequately serviced with water. It is also proposed that water supply be supplemented by rainwater harvesting on residential properties for non-potable purposes such as watering the garden, car washing etc.. Reservoir storage from the bores will also be required.
- Wastewater will be provided for by an on-site private treatment facility. This facility will treat wastewater via a Membrane Bioreactor (MBR) plant and discharge to a wetland/pond, prior to discharge into the coastal marine area. The level of treatment will result in water quality that meets drinkable standards.
- Stormwater from the site will be directed towards a variety of catchment and treatment features including raingardens, ponds and wetlands. Stormwater will be treated prior to discharge to the coastal marine area. Approximately 5.3ha of stormwater attenuation across the site is proposed.

A comprehensive Stormwater Management Plan will be required to address stormwater management and discharge. A water sensitive treatment train approach incorporating a variety of treatment options has been identified as being appropriate for increased stormwater volumes, peak flows, contaminant generation and erosion. An SMP has been prepared to support the plan change and it is proposed that the SMP will be adopted into the region-wide stormwater Network Discharge Consent. Provisional approval for the SMP will be sought during the plan change process.

The Structure Plan area is not located within either of the Stormwater Management Area Flow 1 or 2 controls under the AUP which has the overall objective to protect and enhance rivers, streams and aquatic biodiversity. As required by the NDC, it is proposed to apply this Auckland-wide control over the Structure Plan area in a manner that is consistent with the regionwide approach for stormwater management.

Overall, appropriate solutions are available to deal with the water supply, stormwater and wastewater requirements of the development.

3.10 FRESHWATER ECOLOGY

Tonkin and Taylor have prepared a detailed analysis of potential freshwater ecology effects that may result from the development of the structure plan area. Ecological corridors defined by permanent and intermittent streams and riparian vegetation generally contained within gully systems dissect through the Structure Plan area. The Natural and Cultural Environment plan (included above in this document) identifies the ecological corridors within the Structure Plan area that are to be preserved and enhanced.

The Freshwater Ecology assessment reveals that the Structure Plan area is 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 Formosa Golf Course earthworks and land modification. 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.

The gully systems and high value permanent streams within the Structure Plan area present constraints for development and some of these areas would need to be retained and enhanced. Riparian yard setbacks would also apply from the edge of all permanent and intermittent streams within the Structure Plan area and the riparian vegetation is also protected from removal. Equally, the Structure Plan (and later plan change) provide the opportunity for an integrated approach to the remediation, restoration and enhancement of these stream corridors including weed and pest management, water sensitive designs and stormwater management to improve water quality and the removal of fish barriers to restore natural habitats for aquatic biota.

The modified natural intermittent watercourses that return low ecological value scores can potentially be reclaimed to optimise development potential, provided the necessary consents are obtained and sufficient compensation has been demonstrated as being able to be provided. Any compensation requirements will be subject of any future resource consent applications.

3.11 TERRESTRIAL ECOLOGY

Tonkin and Taylor have prepared a detailed analysis of potential terrestrial ecology effects that may result from the development of the structure plan area. The Structure Plan area features 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 Structure Plan area is also mapped as a Significant Ecological Area and includes mature native vegetation such as pohutuakawa, puriri and broadleaved forest.

Beyond these Significant Ecological Areas currently mapped as such under the AUP, Figure 33 in section 4.15 of this report illustrates that there are large and contiguous escarpments of vegetation along riparian margins which do not have the equivalent recognition of ecological value and protection in a statutory planning context. The terrestrial ecology investigation reveals that these areas are still considered to be of high ecological value providing habitats and food sources for native fauna detected within the Structure Plan area which contributes to the overall ecological values of the wider landscape. In this respect, there is the opportunity to retain and protect terrestrial ecological values across the whole of the Structure Plan area by implementing an integrated restoration and enhancement strategy across these areas in conjunction with weed and pest control. The areas of land outside the developable parts of the site will be retained and enhanced as part of the future development process of the site. It is anticipated that this will occur through the resource consent process.

3.12 MARINE ECOLOGY

Tonkin and Taylor have prepared a detailed analysis of potential marine ecology effects that may result from the development of the structure plan area. The coastal marine area adjacent to the Structure Plan is identified as two Significant Ecological Areas – Marine (SEA-M1-43c and SEA-M2-43a) under the AUP. These areas are also identified on the Natural and Cultural Environment Plan. The intertidal banks have been assessed as a very rich feeding ground and important mid-tide roost for a variety of international migratory and New Zealand endemic wading birds including a number of threatened species. The mid to low intertidal zone is considered an important bird feeding habitat and the near shore shell bank is an important bird feeding habitat. Collectively, this is considered to be a high value marine habitat as a significant wading bird area and the fringing coastal vegetation provides habitat for at-risk cryptic wetland birds.

Benthic ecological values include subtidal and intertidal sea grass beds, extensive juvenile shellfish beds present in the intertidal areas and important habitat for fish species including shelter and nursery grounds. Measures to mitigate effects on marine ecology include a detailed analysis of earthworks and sediment control, stormwater discharges from the site, wastewater discharges from the site and detailed modelling of coastal water quality and sedimentation. The analysis includes effects from 1 in 10 year and 1 in 100 year storm events and includes both the proposed live zoned land and the land that is proposed to be zoned Future Urban.

The constraints surrounding the Structure Plan area require careful management to protect their ecological value and habitats. This can be achieved as part of any future development or consenting process. Urbanisation of the land bringing more people to the area will require careful management as part of any future development and consenting process.

3.13 WETLAND ECOLOGY

Tonkin and Taylor have prepared a detailed analysis of potential wetland ecology effects that may result from the development of the structure plan area. The assessment has undertaken a detailed analysis of potential wetlands within the site 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 and the associated National Environmental Standard.

The Wetland Ecology Assessment undertaken by Tonkin + Taylor indicates that there are several 'natural wetlands' as defined by the NPS-FM within the Structure Plan area. The National Environmental Standards for Freshwater Regulations 2020 would apply and specifically regulation 53 prescribes a prohibited activity status for earthworks, taking, use, damming, diversion or discharge of water within a natural wetland that results in changes to its hydrology. Earthworks and development activities within the natural wetland areas will need to be avoided but equally these areas present the opportunity for enhancement and areas on which to provide ecological compensation where required to address effects from other activities within the Structure Plan area. Matters relating to protection and compensation can be adequately addressed in future resource consent applications following any plan change process. The initial analysis undertaken by Tonkin and Taylor indicate that any compensation requirements can be provided for within the site. It should also be noted that the Formosa Golf Course site was significantly earthworked in order to develop the golf course and any ponds are constructed man-made elements.

Overall, there are no fundamental wetland issues that would prevent any future plan change application from being progressed. Any potential mitigation requirements can be addressed as part of any future resource consent process.

3.14 COASTAL WATER QUALITY AND SEDIMENTATION

Tonkin & Taylor have undertaken a coastal water quality and sedimentation assessment. Harrison Grierson have undertaken an earthworks and sediment control assessment. The assessments consider the effects of both earthworks and post development overland flows from stormwater discharges as well as wastewater discharges.

Specific methodologies will be employed to ensure any construction related effects (including erosion and sediment management measures) and stormwater, 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 than the standard measures to ensure such protection. 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).

Measures to mitigate effects on marine ecology include a detailed analysis of earthworks and sediment control, stormwater discharges from the site, wastewater discharges from the site and detailed modelling of coastal water quality and sedimentation. The analysis includes effects from 1 in 10 year and 1 in 100-year storm events and includes both the proposed live zoned land and the land that is proposed to be zoned Future Urban.

Tidal modelling has also been undertaken in order to determine the rate at which any sediment discharged from the site is removed by tidal flows. This analysis will determine any additional mitigation measures required to ensure good coastal water quality. It is noted at present that at present discharges from the site into the CMA are uncontrolled and include silt laden material. The urbanisation of the site will result in the existing quality of the discharge being improved.

3.15 COASTAL HAZARDS

The coastal hazard assessment identifies some very limited areas which may be susceptible to coastal instability, erosion and inundation hazards for the Structure Plan area. The proposed development footprint sits outside these areas.

The three small areas identified as potentially subject to cliff instability hazards along the cliff coast are not affected by sea level rise and climate change due to being elevated above the coastal sea levels. All beach and salt-marsh areas are susceptible to coastal inundation and are also most likely to be affected by tsunami, but the presence of the cliff shoreline means that coastal inundation is not a critical issue for the majority of the Structure Plan area.

The low-lying areas around the coastal edge should only be considered for recreational amenity which presents the opportunity to efficiently utilise this area for part of the proposed publicly accessible coastal walkway. There is an opportunity to re-establish salt marshes in the modified low-lying areas along the south western shoreline. Cliff and coastal instability areas are not proposed to be developed and the parts of the site that are subject to such hazards are not proposed to be developed. Suitable setbacks from such hazard areas are proposed and these areas will be replanted with suitable coastal vegetation species.

3.16 NATURAL HAZARDS

Hydrological hazards in the form of flood plains, flood prone areas and overland flow paths are dispersed throughout the Structure Plan area and generally contained within the deeply incised gullies. The location and extent of these hydrological hazards are unlikely to constrain development opportunities but the velocity of stormwater flows and stream erosion from urban development will require careful planning and management. It is considered this can be achieved as part of any future consenting and development design process. The following map identifies the watercourses and potential flood areas within the site.



Figure 27: Watercourses and Flood Prone Areas Map

3.17 GEOTECHNICAL HAZARDS

The topography is undulating across the Structure Plan area with significant gully features in proximity to streams and steep coastal cliffs along the western edge. The desktop geotechnical analysis and supported by field testing data carried out to date has detected both historical and recent landslip movements and there may be other unstable areas requiring further detailed geotechnical site investigations to confirm suitability for development.

As identified, one location along Jack Lachlan drive and three areas of coastal instability have been identified. These generally sit within the esplanade reserve and open areas. The development footprints within these areas is well set back beyond these and the coastal inundation and sea level rise setback areas.

The identified geotechnical hazards identified and significant topographical features, including some localised fill areas has resulted in some parts of the site requiring specific geotechnical design consideration. In these areas it is proposed to undertake land stabilisation actions, specific detailed development designs and/or significant revegetation.

The ground conditions across the majority of the Structure Plan area are suitable for development in accordance with the Structure Plan.

3.18 TRANSPORT

Stantec have undertaken a detailed Integrated Transport Assessment for the Structure Plan development, including analysis of the Pine Harbour ferry service. Current transport options for the Beachlands area include the existing road network, existing limited bus services and the Pine Harbour ferry. Walking and cycling options are limited. The commuter ferry service offered at the Pine Harbour Ferry Terminal provides the significant opportunity to create a thriving transit-oriented community with a strong focus on active transport modes, shifting away from the traditional reliance on private vehicle use. Beachlands is also currently serviced by a local bus service connecting the major transport interchange at Botany Town Centre. This provides the further opportunity of an alternative and more sustainable public transport option that could service growth within the Structure Plan area. However, the potential uptake and attractiveness of this option is constrained by the current infrequency of this bus service which makes this option less desirable. The frequency of this bus service would need to improve and increase for this to become a desirable option for people and contribute to relieving existing pressures on the transport network.

In order to reduce some existing traffic on the network it is proposed to provide employment opportunities within the site and schools within the site. It is also proposed to establish higher density development with reduced parking options. This will be supported by high quality walking and cycling networks as an alternative to using private vehicles.

Whitford-Maraetai Road provides the key road connection between Beachlands South and the wider Auckland region. Investigations reveal that Whitford-Maraetai Road 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 order to facilitate the urbanisation of the proposed live zoned area of Beachlands South, a number of transport improvements are proposed. These include the following:

- Improvements to Jack Lachlan Drive including signalised intersections to enable pedestrian crossings and bus services to access the ferry.
- Roundabout or signalisation of the Jack Lachlan Drive/Whitford Maraetai Road intersection.
- Improvements to the Whitford Roundabout to provide more capacity.
- Upgrade the Sandstone/Whitford Park Road intersection

- Safety monitoring of the Clifton Rd/Whitford-Maraetai Rd intersection and contribution to potential upgrade.
- Contributions to the improvement in the capacity and frequency of the ferry service and the provision of weekend ferry services, including contributions towards a new ferry terminal should one eventuate in the future

The additional ferry service capacity and frequency includes progressive upgrades from the current ferries to 99 seat ferries and then to 150 seat ferries followed by 200 seat ferries, or a combination of these. All of these ferries can be accommodated by the existing terminal. If larger ferries are required, a new ferry terminal will be needed at some time in the future.

The transport infrastructure upgrades required to accommodate the development of the live zoned area will be funded through a funding agreement with Crown Infrastructure Partners as set out in the Staging and Funding section below. Overall, the proposed improvements and overall transport strategy (reduce private vehicle trips and promote walking, cycling and public transport usage) will result in an efficient transport network with sufficient capacity to accommodate the urban development of the Structure Plan land.

Auckland Transport also have existing live designations in the AUP for the Whitford Bypass and for road widening along Whitford-Maraetai Road. These are significant roading upgrades which will need to be considered in the future should they be required. They are not part of the Crown Infrastructure Partners funding referred to in this report.

3.19 OPEN SPACE AND RECREATION

The Pohutukawa Coast settlements of Beachlands and Maraetai share between them a series of public open spaces including a regional park, reserves and an esplanade reserve along the coastal edge. A significant part of the Structure Plan area is vegetated with native and forest vegetation. The retention and enhancement of these areas in conjunction with replanting and ecological restoration proposed will provide a significant opportunity to strengthen the blue-green ecological network within the Structure Plan area and add to the overall network of open spaces within the Beachlands area (refer Figure 28 below).

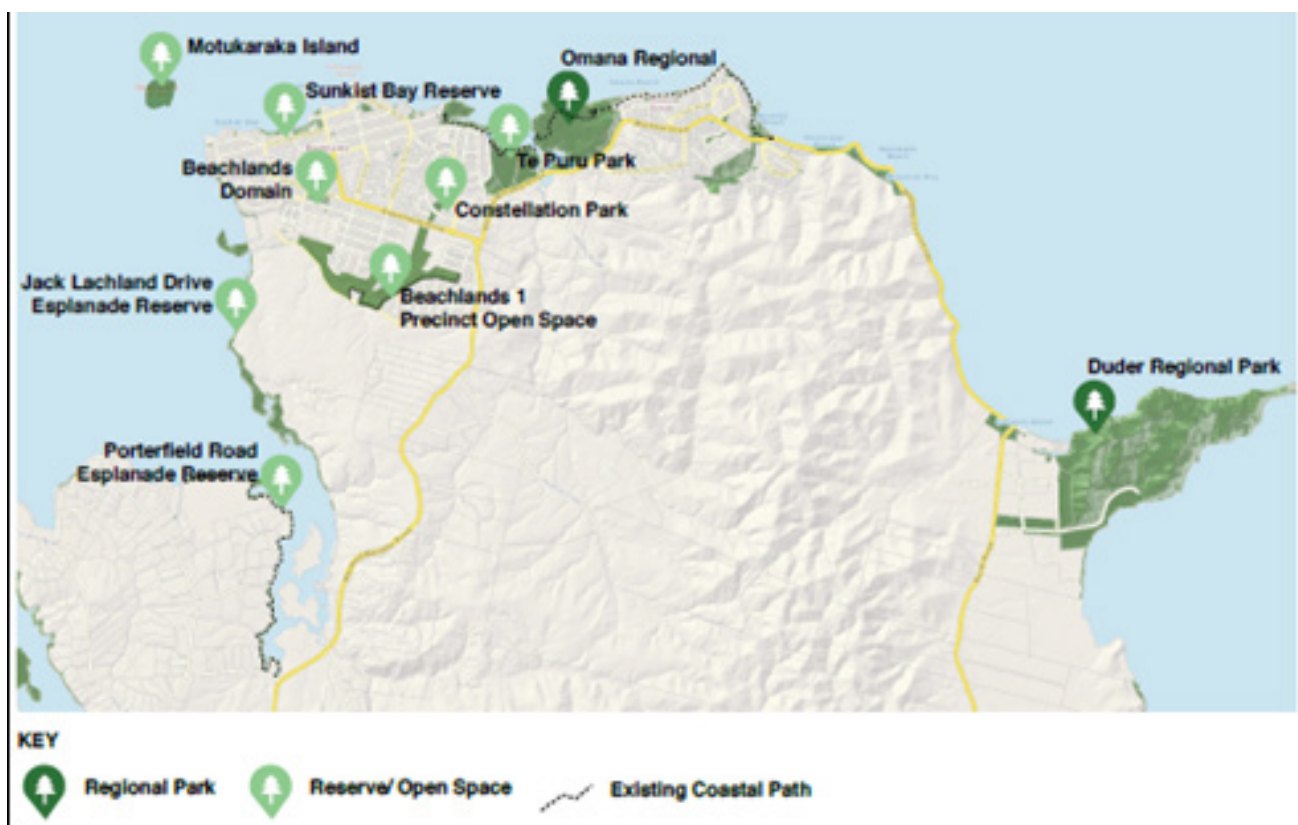


Figure 28: Beachlands Maraetai Existing Open Space Network

More significantly, the extensive coastal edge of the Structure Plan area provides an unparalleled opportunity to establish and potentially vest esplanade reserves (along inland streams) and riparian margins (along inland streams). It is also proposed to provide a scenic coastal walkway which would allow for public access to and along the coast. The extensive network of streams identified within the Structure Plan area also provides opportunity for enhancement riparian planting and a series of walkways along riparian corridors to further add to the recreational open space network (as identified on the Open Space and Recreation Plan included in section 1.4 of this document. Opportunities for neighbourhood and local parks can also be formed to provide informal and organised recreation opportunities.

Overall a comprehensive high quality open space network is proposed for the Structure Plan area, which will be available for both occupants and visitors to the area.

3.20 AFFORDABILITY

The Structure Plan has a strong focus on ensuring an adequate supply of a variety of dwelling types and sizes by provision of housing densities ranging from low to high. This includes apartments, terrace houses, duplex and stand-alone dwellings. The dwelling units will range in size as will the associated site areas. The location of higher housing densities nearer to jobs and transport links is an important component of a well-functioning society and economy and provides a good quality of life for people too.

The provision of a wide variety of housing types is expected in the structure plan area to meet the needs of people and communities including households on low to moderate incomes, and those with higher incomes also. Extensive provision for medium to high-density housing will also reduce the land cost component of housing costs and enables lower cost housing options in the form of more intensive housing. Locating higher density residential around the village centre on the central spine road and with good access to public transport enables cost efficient public transport networks and travel. Planning and provision in the Structure Plan for a multimodal transport network that will provide for access to efficient public transport, cycling and walking networks can also potentially reduce costs associated with car ownership and operation.

It is also proposed to investigate the opportunity for build to rent housing options in order to facilitate people into home ownership.

3.21 NEIGHBOURHOOD DESIGN STATEMENT

The Neighbourhood Design Statement (NDS) accompanying this Structure Plan sets out the high-level design considerations to be taken into account to achieve high quality urban design outcomes.

The NDS considers the urban form and character of the existing Beachlands settlement and applies indicative spatial moves which have influenced the Structure Plan design response. Spatial opportunities and challenges across the structure plan have been identified which have also influenced the creation and delineation of sub-precincts. Further to this, the NDS provides general guidance and design intent of residential density, built form, streets and open space that is envisaged for development within the proposed Beachlands South precinct.

The NDS identifies the specific character of the overall Beachlands South area and individual sub-precincts within the Structure Plan. These include the following sub-precincts:

- Marina Point
- Village
- Coastal
- Community
- Golf
- Whitford Maraetai
- 620

The NDS identifies specific outcomes for each sub-precinct which combine together to enable a well-functioning urban environment with outstanding quality character and amenity.

3.22 STAGING, FUNDING AND IMPLEMENTATION

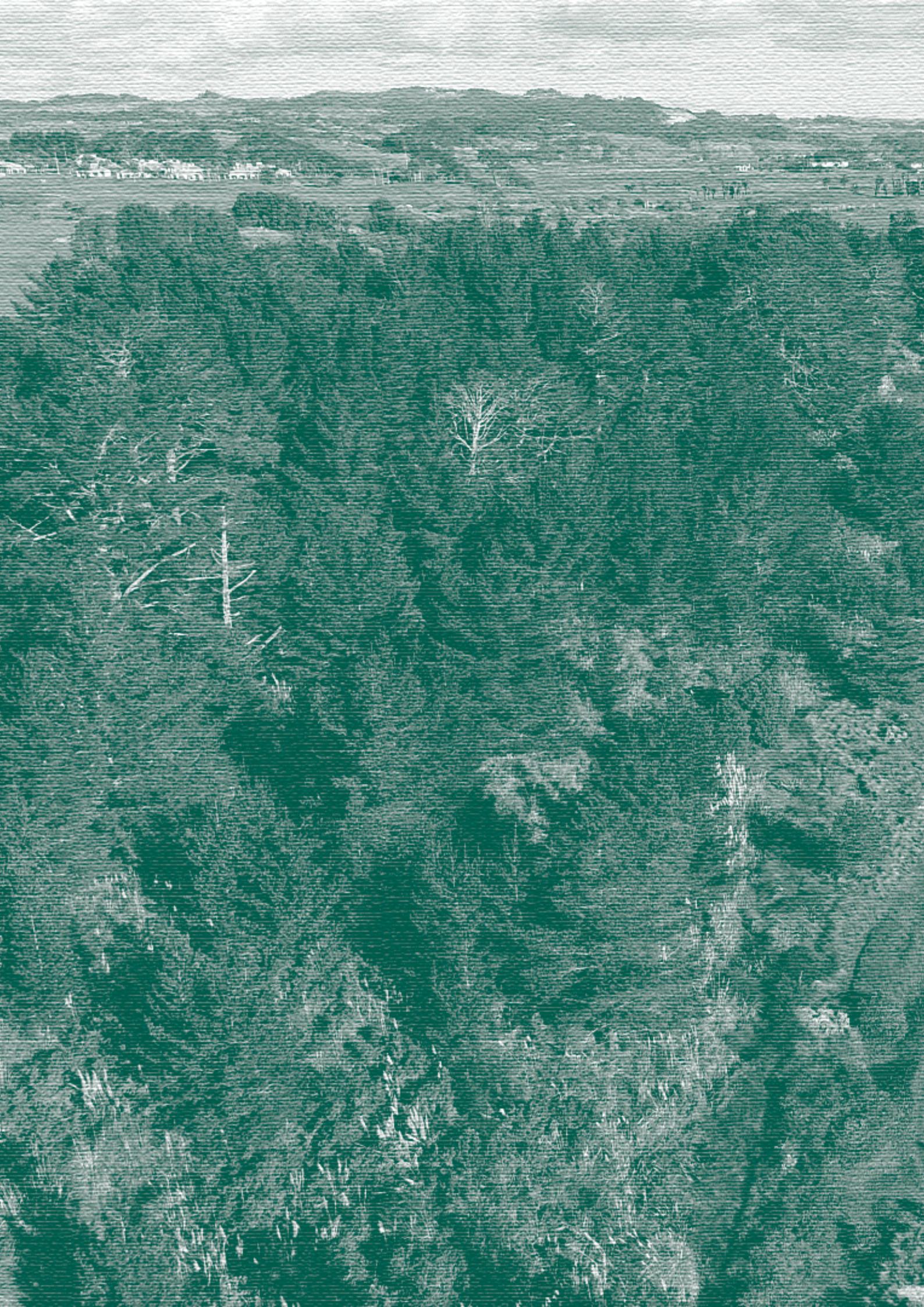
It is proposed to develop the Marina Point sub-precinct first as it is in close proximity to the ferry. From here it is proposed to develop the Village sub-precinct and progressively develop to the south and east. Six stages are proposed at this point.

In terms of funding and implementation, all the infrastructure required to enable the urbanisation of the live zoned area of the Structure Plan land and to mitigate the effects of developing this land will be funded through an Infrastructure Funding and Financing model with Crown Infrastructure Partners. It is proposed that the investment be recuperated through a mechanism similar to a targeted levy.

It is proposed to use that funding mechanism for the following matters:

- Transport network upgrades as listed in section 3.16 above
- Bus feeder services
- Contributions to ferry service upgrades
- Pedestrian and cycle networks
- Stormwater for the development
- Wastewater for the development
- Potable water for the development

The waste-water and potable water infrastructure will be funded by the partnership and these costs will be recovered through connection levies and supply agreements. Provision of the above services will be designed to meet the needs of the future community that will occupy Beachlands South. In addition, a number of the transport network upgrades will address long term shortfalls in the network and the significant under investment over the many previous years.





04.

STRATEGIC PLANNING CONTEXT

4. STRATEGIC PLANNING CONTEXT

Appendix 1 of the AUP identifies several external documents to be taken into account (where relevant) in the preparation of a structure plan. These include a variety of national, regional and district level documents. In addition, it is considered there are several other relevant documents that are relevant to the Structure Plan.

The documents relevant to this Structure Plan are addressed below.

4.1 AUCKLAND REGIONAL POLICY STATEMENT

The urbanisation of the Beachlands South site is provided for through the provisions of the operative Auckland Regional Policy Statement (RPS) which provide for the expansion of coastal towns via several objectives and policies. These are identified in under the Urban Growth and Form chapter of the RPS within section B2.6 and seek to enable growth and development of existing or new rural and coastal towns and villages. The relevant objectives and policies are addressed below in this Structure Plan and confirm the urbanisation of this land is complementary to the relevant RPS objectives and Policies.

The Beachlands Maraetai area is a growing coastal town that has developed in an ad hoc manner through sporadic settlement and a series of subsequent plan changes. An opportunity exists to take a holistic view on the approach to future growth and development of this town and provide the essential ingredients that contribute to a successful coastal town. In order to enable such an outcome, a number of community-based elements, such as event spaces, public market squares, community halls and services (such as a potential library) would be appropriate in addition to the required plan changes and infrastructure upgrades. The key elements provided for by this Structure Plan which will ensure a successful 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.
- An opportunity to enhance and reflect Mana Whenua cultural values within and throughout the development.
- A series of open spaces including neighbourhood parks, linear parks, golf course and esplanade reserves.
- 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.
- Significant ecological corridor protection, mitigation, restoration and enhancement opportunities including preservation of streams and their margins.
- Public transport options including growth of the passenger ferry transport service and the creation of greater demand for other public transport options including buses.
- Growth of the transport network including both the local roading network and the arterial network to provide for existing and future residents, workers and visitors.
- The establishment of community facilities, including community halls etc.
- The establishment of infrastructure requirements including wastewater, water supply, stormwater, telecommunications and power.

Overall, the coastal edge location and aspect of the Beachlands South land presents a unique opportunity to create a viable and sustainable community. The existence of a significant marina and ferry terminal based around the existing township supports urban development in this location within the Auckland Region. The development of Beachlands South can also be a catalyst for wider community benefits.

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 relevant RPS provisions are identified and assessed below.

SECTION B2 – URBAN GROWTH AND FORM

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 township are addressed below.

Section B2.6- Expansion of Rural and Coastal Towns

B2.6.1 Objectives

- (1) Growth and development of existing or new rural and coastal towns and villages to be enabled in ways that (paraphrased below):
 - (a) Avoids natural and physical resources, mana whenua sites, coastal environment or historic heritage/character elements that have been scheduled, unless growth and development protects or enhances such values:

Assessment - The potential development of the land does not affect any scheduled items however the land adjoins the coastal marine area. Parts of the land and adjoining coastal marine area are recognised as Significant Ecological Areas in the AUP. Development of this site can be accommodated without compromising the values that the SEA's are recognised for. The adjacent natural and coastal environment will also be protected by ensuring sediment discharges and stormwater or other discharges are treated to a high quality or are directed away from such sensitive areas thereby protecting such habitats. The development can also preserve non-scheduled natural and physical resources of the site including the streams and riparian margins by removing pests and exotic species and undertaking a comprehensive native revegetation programme. Any construction and stormwater related discharges will need to avoid adversely affecting the coastal SEA and associated bird wading areas in the coastal marine area adjacent to 620 Whitford Maraetai Road.

- (b) Avoid elite soils (LUC 1) and where practicable prime soils (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 - This objective can be achieved by ensuring any future development is not located in areas with significant natural hazard risks. It is proposed that development areas are setback from the coastal cliffs or areas where coastal erosion has occurred previously. 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.

(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. Any future plan change can ensure the zoning and development outcomes are consistent with and complementary to the local character of the Beachlands Maraetai coastal town. This could incorporate a variety of development densities and building heights and a variety of uses including some commercial uses that are complementary to the marina and ferry operations currently in existence at Pine Harbour marina. The Structure Plan proposes integration with the existing urban development within the locality and also builds on all the positive elements of the existing township to create a strong community which is consistent with the character and amenity of the Beachlands Maraetai township.

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

Assessment – Consultation and engagement with Ngāi Tai ki Tāmaki commenced with 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. Recently a Cultural Landscape Plan has been developed which identifies culturally significant elements in and around the Beachlands South locality. Further, Ngāi Tai ki Tāmaki are also in the process of preparing a Cultural Values Assessment. This assessment will be addressed in detail as part of any future plan change for the land.

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

Should any of these Iwi express an interest in being consulted and engaged in the project, consultation with these parties will be progressed and included as part of the Plan Change consultation process.

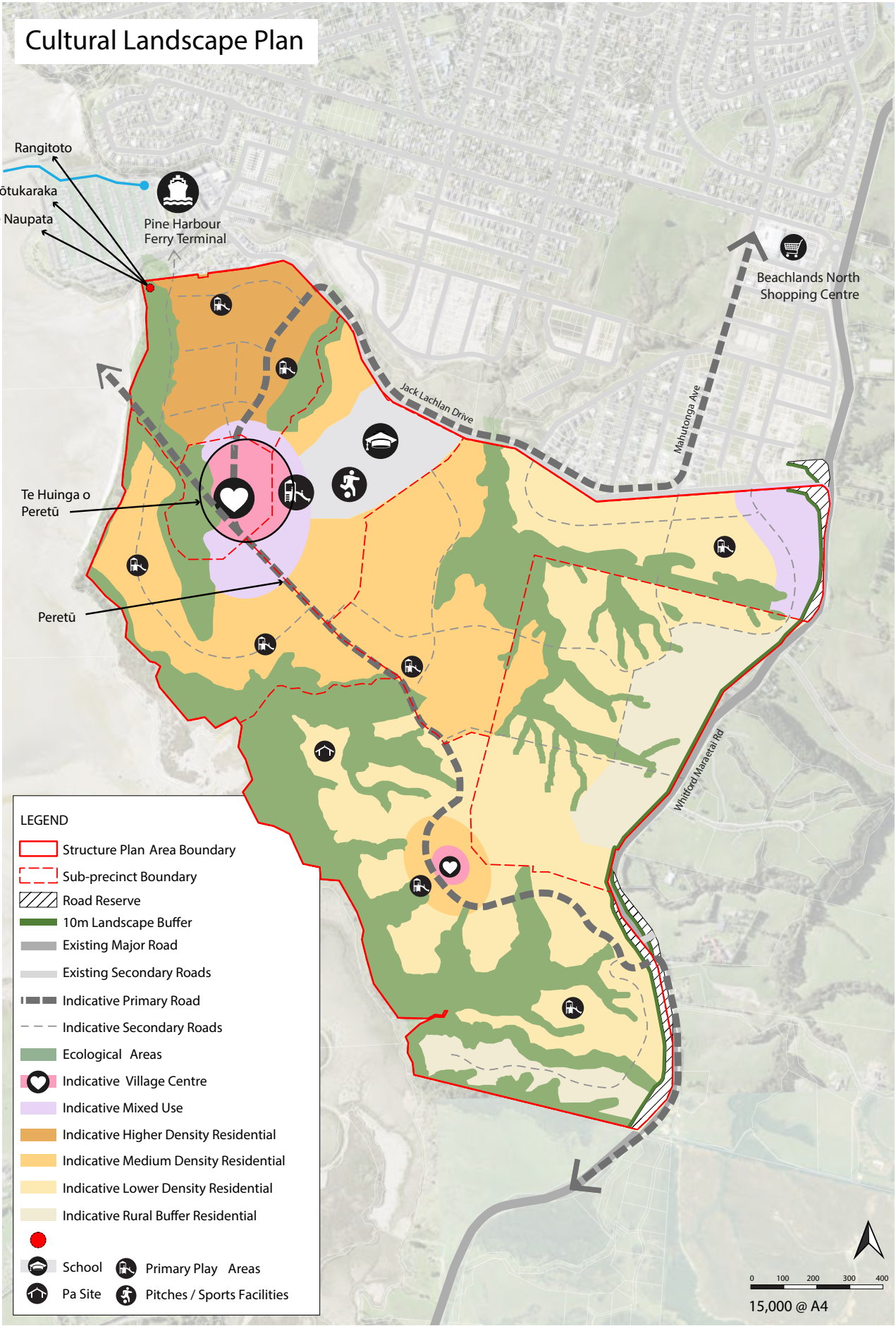


Figure 29: Cultural Landscape Plan

Ongoing consultation and engagement with Mana Whenua is proposed as the plan change develops and the project progresses. This will ensure this objective is achieved.

- (2) Rural and Coastal towns and villages have adequate infrastructure:

Assessment - The engineering analysis undertaken confirms that the expansion of the coastal town proposed under the Structure Plan can be adequately serviced to meet the requirements of future occupants and may also provide infrastructure requirements for some existing occupants. A variety of solutions have been identified including on site infrastructure as well as off-site reticulated infrastructure if required.

It is proposed to provide potable water through on site bore water sources and to treat wastewater through an on-site MBR plant and discharging treated wastewater to a wetland 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 resulting from the transport and traffic effects associated with the development of the land are provided in a staged manner as required.

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 proposed Structure Plan maps and associated technical reports ensure the above policy outcomes are achieved. The Structure Plan maps identify individual sub-precincts, ecological and stream network, proposed land use zoning, pedestrian, cycle and public transport movement, street hierarchy and the open space network.

Additionally, the above policy requires consideration of access through a range of transport options. Additional transport options such as ferry service enhancements, bus access, improved roads and enhanced walking/cycling facilities have been considered and form part of the Integrated Transport Assessment and are referenced above in Section 3 of the Structure Plan.

The Structure Plan 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 plan includes a higher level of mitigation than the standard measures to ensure such protection. 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).

- (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 structure plan includes reserves, a location for potential schools and the potential for increased public access (through public roads/footpaths/cycle lanes over land that is currently private property). Further, from an ecological perspective, it is proposed that the important streams, waterways and riparian margins will be 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.

Public access to and along the coast will also be enhanced through the provision of high quality coastal walkways.

With regard to customary use and cultural activities, these can be implemented as part of the consultation and engagement process that is being undertaken with Ngāi Tai ki Tāmaki and other potential Iwi that are currently being consulted. This may also include commercial activities.

- (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 - Section 2 of this report addresses the structure planning requirements set out in Appendix 1 of the AUP. Further, the Structure Plan maps and technical reports (listed in Section 6 of this report) address the Appendix 1 Structure Plan guidelines and support the significant expansion of the Beachlands Maraetai coastal town.

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

Assessment – Small scale growth is not proposed as part of this Structure Plan 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 – The matters outlined in the above policy can be addressed through the engagement process currently being undertaken with Mana Whenua.

Overall, in terms of the relevant objectives and policies, it is considered that an expansion of the Beachlands Maraetai coastal town satisfies the relevant Regional Policy Statement tests as outlined in the above analysis. The policies enable significant expansions to existing coastal towns through the structure plan process and subsequent plan changes. This approach is being followed for the Beachlands South land. Therefore, it is concluded that the urbanisation of Beachlands South as proposed within this Structure Plan is complementary to the RPS and will give effect to the RPS.

SECTION B2 – URBAN GROWTH AND FORM

There are a number of other sections in this chapter which address Urban Growth and Form. These would apply where urbanisation of land is enabled either through the coastal town expansion process or the RUB expansion process. The relevant sections include:

B2.2- Urban Growth and Form – objectives and policies additional to those assessed above

B2.3- A Quality Built Environment

B2.4- Residential Growth

B2.5- Commercial and Industrial Growth

B2.7- Open Space and Recreation Facilities

B2.8- Social Facilities

Overall, the urbanisation of the land within the Structure Plan area would be able to give effect to the relevant objectives and policies in the above sections for the following reasons:

The proposal will facilitate improved social outcomes through the potential development of new 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, working professionals as well as empty nesters and the elderly). This in turn will lead to greater social and cultural vitality.

A quality-built environment will be achieved through the implementation of existing AUP zones. These zones contain activity rules, development standards, matters for discretion and assessment criteria, which will ensure a quality-built environment.

The development would provide for greater productivity and economic growth through providing for residential growth and commercial activities 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. Residential intensification would be enabled in proximity to public transport (ferry) and future bus connections.

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 would form 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.

SECTION B3 – INFRASTRUCTURE, TRANSPORT & 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.

Overall, it is considered that the proposed development and future planning provisions will give effect to these RPS objectives and policies as it is proposed to deliver and fund the required transport infrastructure upgrades as they are required through the stages of development of the live zoned land, and for this to be addressed in the proposed precinct provisions that will be introduced through the plan change process. This has been addressed further above in the section 3 of this Structure Plan.

SECTION B6 – MANA WHENUA

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 partnership with Ngāi Tai ki Tāmaki has been formed to enable the development of the area and address any cultural and environmental values of importance at the same time. This relationship will continue through the planning and development process. Consultation with other Iwi is also presently being undertaken

SECTION B7 – NATURAL RESOURCES

Part of the adjacent coastal marine area is identified as a Significant Ecological Area. Additionally, 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 Structure Plan maps (Natural and Cultural Landscape) identify these key features. 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 sites gives effect to these policies as they have been addressed and provided for in the measures and mitigation recommendations detailed in the ecological assessments that support this Structure Plan.

SECTION B8 – COASTAL ENVIRONMENT

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).

The land also has a substantial coastal edge along its western boundary. There are no high or outstanding natural character areas, features or landscapes that apply to the land or coastal environment. The RPS requires that subdivision, use and development in the coastal environment is to be of an appropriate form. The analysis to date undertaken as part of the technical reports and the Structure Plan maps support the development of this site in the manner proposed. The design has been developed to be complementary to the existing coastal environment features and the adjacent coastal environment development to the north. It is also proposed to establish coastal walkways to provide public access to and along the coast where the topography and stability of the landform allows.

SECTION B9 – RURAL ENVIRONMENT

These provisions require the protection of productive soils and the protection of coastal towns and villages from inappropriate subdivision, use and development. These matters have been addressed above in this Structure Plan and in the relevant technical assessment. It is considered that the urbanisation of the land is appropriate within the context of the productive soils assessment that has been undertaken.

Overall, it is concluded that the urbanisation of Beachlands South as proposed within this Structure Plan is complementary to the RPS and gives effect to the RPS.

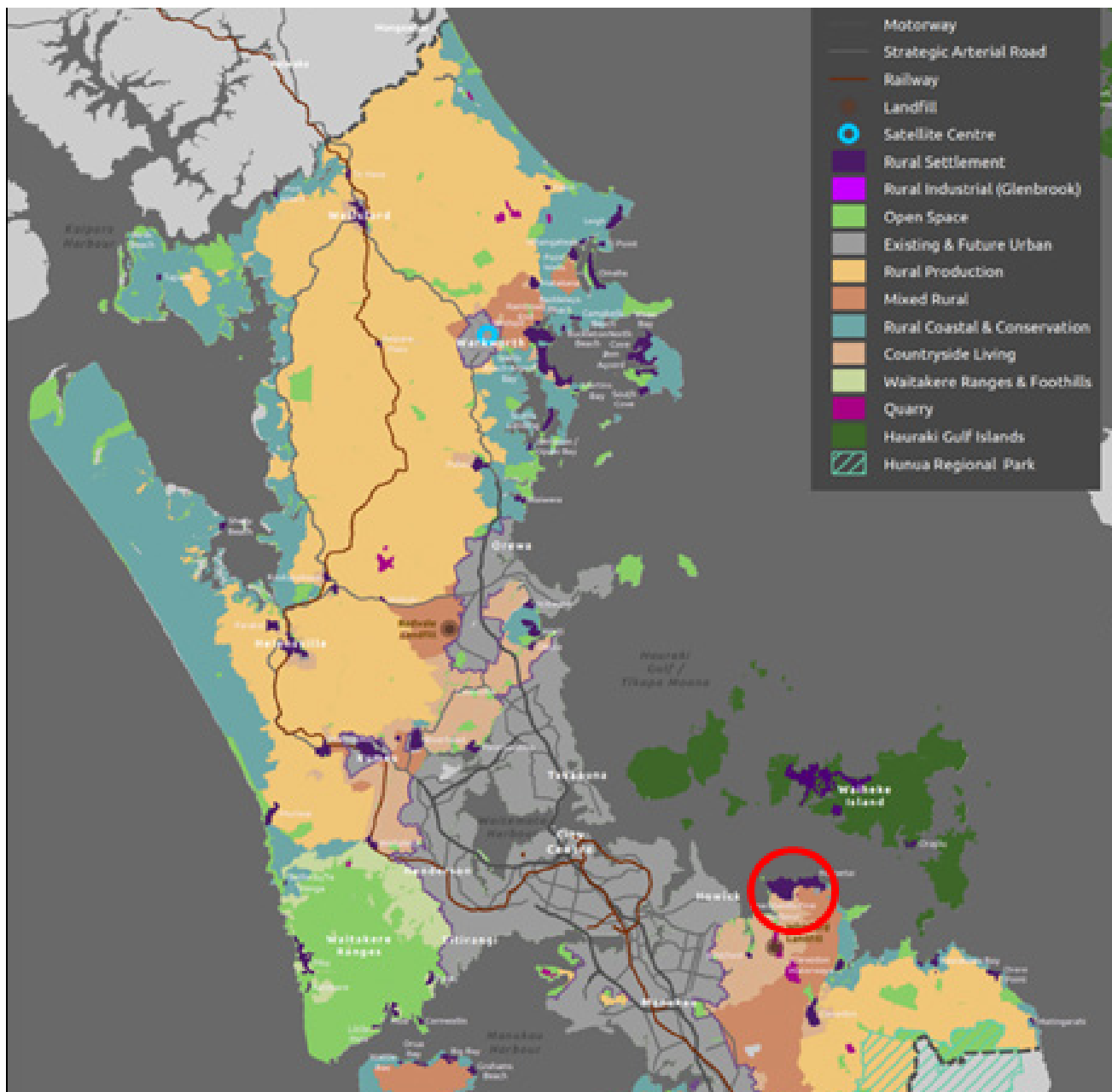


4.2 AUCKLAND PLAN 2050

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 to remain as Rural zoned land and for countryside living purposes.

However, the future development area in 2028-2032 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. A review of the Auckland Plan indicates that the plan anticipates dwelling growth of 19,100 dwellings in rural areas up to 2048 (pages 217 and 219). The anticipated dwelling capacity in rural settlements to 2048 totals 12,461 dwellings (page 225). Without the growth of Beachlands South, this growth target will not be able to be achieved.



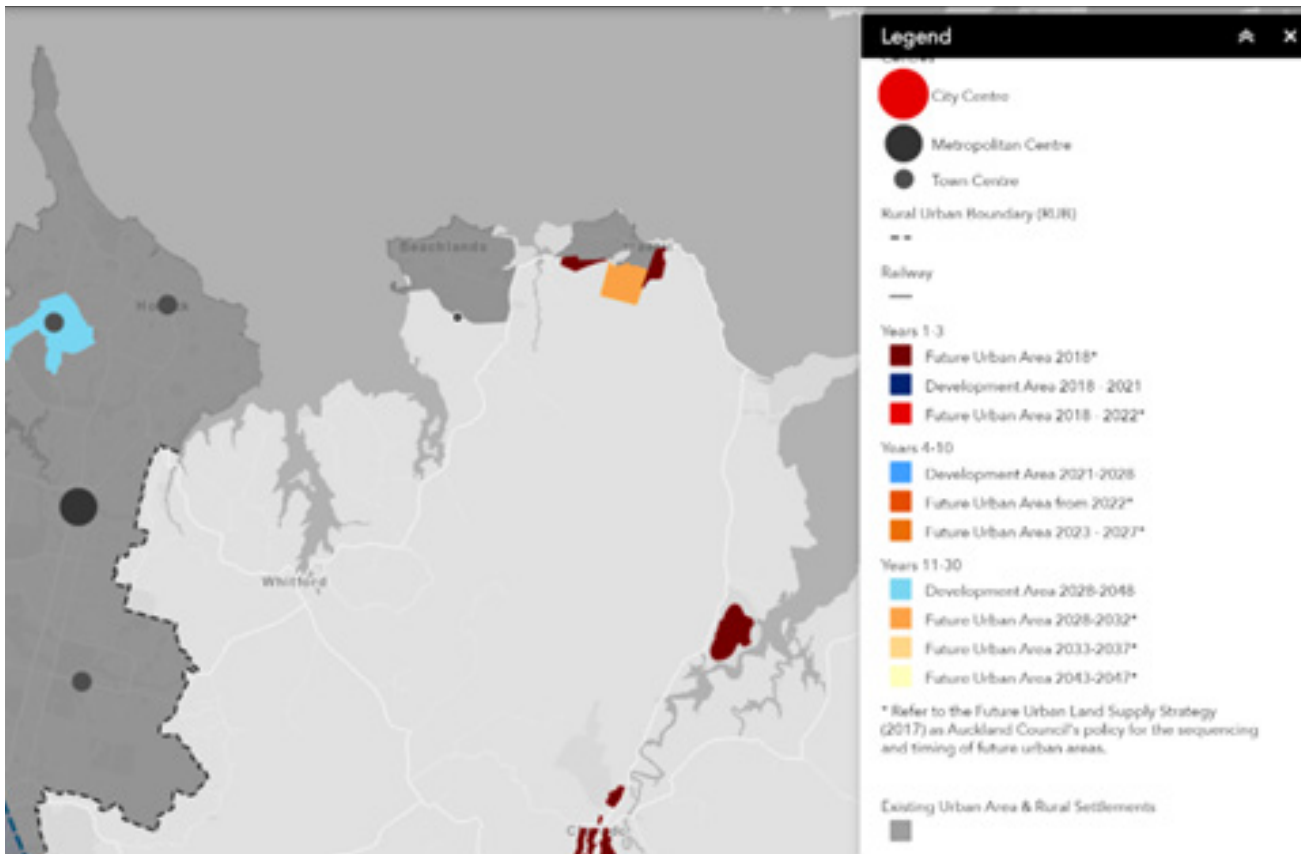


Figure 31: Auckland Plan Beachlands Area

4.3 FUTURE URBAN LAND SUPPLY STRATEGY 2017

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 the FULSS can be updated in response to changing demographic trends, planning decisions and infrastructure/transport provision

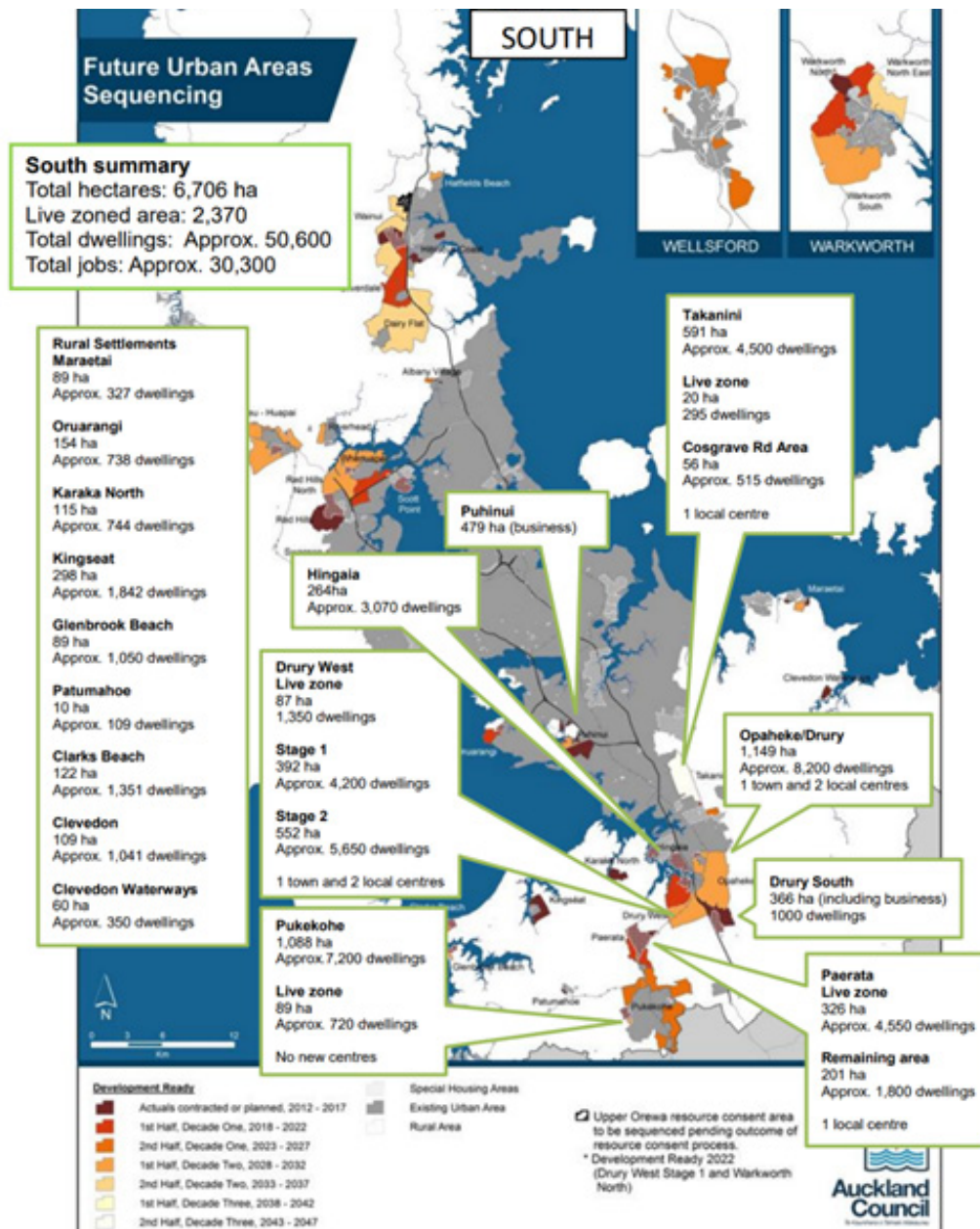


Figure 32: Future Urban Supply Strategy – South Map

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-Maratai, Helensville, Kahawhai 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.

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 structure plan.

4.4 NEW ZEALAND COASTAL POLICY STATEMENT

The New Zealand Coastal Policy Statement (NZCPS) sets out the policies for sustainably managing the coastal environment. It is a relevant document because Beachlands South is adjacent to the coastal waters of the Whitford Estuary and coastline. Also, the watercourses within the Structure Plan area drain to the estuary and from there to the Waitemata Harbour.

The Beachlands South Structure Plan responds to the NZCPS by promoting:

- public access to and along the coastal edge
- water sensitive design
- riparian reserves and buffers along the coastal edge and streams
- reduced density along the coastal edge
- protection from coastal inundation and erosion hazards.

4.5 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

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 structure plan.

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.

Objectives & Policies

Objective 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. 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 2,900 dwellings with the remainder of the site to be zoned Future Urban.

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.

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.

Overall, it is considered that the proposed structure plan gives effect to the NPS:UD.

4.6 NATIONAL POLICY STATEMENT FOR FRESHWATER MANAGEMENT 2020

The National Policy Statement for Freshwater Management 2020 (NPS-FM 2020) contains new 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.

Development of this Structure Plan and areas identified for urban development have been considered in detail as part of the ecological assessments undertaken for the land and surrounding coastal marine area. The Structure Plan will result in the protection and enhancement of significant ecological corridors and habitats within the land in the structure plan area and adjacent coastal marine area. Future land use activities will need to comply with the relevant standards under the NES-FM 2020 and AUP with respect to streams, wetlands and for discharges etc. and this will ensure that the effects of activities on water quality and water quantity are appropriately managed.

4.7 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.

4.8 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.

In broad terms, the NPS-IB requires 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 are also 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 is also 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 Structure Plan is aligned with the NPS-IB because it proposes significant enhancement of the ecological corridors within the site including significant native revegetation of the site.

4.9 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 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.

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 the soil has been modified or is of low productive quality and the land does not need to be preserved for rural production purposes.

4.10 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 Structure Plan is consistent with the provisions of this national environmental standard and future development activities will need to be assessed against the standards.

4.11 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.

4.12 NATIONAL ENVIRONMENTAL STANDARD – SOURCES OF DRINKING WATER

Water supply to the Structure Plan Area will be primarily from groundwater sources and supplemented by rainwater harvesting at residential properties. The Structure Plan does not compromise the outcomes sought to be achieved by this NES.

4.13 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 Structure Plan area.

4.14 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 Structure Plan area.

4.15 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 4.1 of this Structure Plan, the RPS objectives and policies are given effect to. In particular, the future land use zones proposed on the Land Use and Activities map include the following:

- Residential – Terrace House & Apartment Building
- Residential – Mixed Housing Urban
- Residential – Mixed Housing Suburban
- Residential – Single House
- Business – Local Centre
- Business – Mixed Use
- Business – Light Industry
- Open Space – Sport & Recreation
- Future Urban Zone

The application of these zones takes into account the characteristics of the site, the topography of the land and the most appropriate type and forms of development within the Structure Plan area. Using the existing zones within the AUP 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 future plan change and a number of sub-precincts. The precinct and sub-precinct provisions will specify the specific character, activity and built form outcomes for the Structure Plan 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 sub-precinct B provisions in their entirety. The 'live' zones will apply to the northern portion of the site and will provide growth for approximately 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.

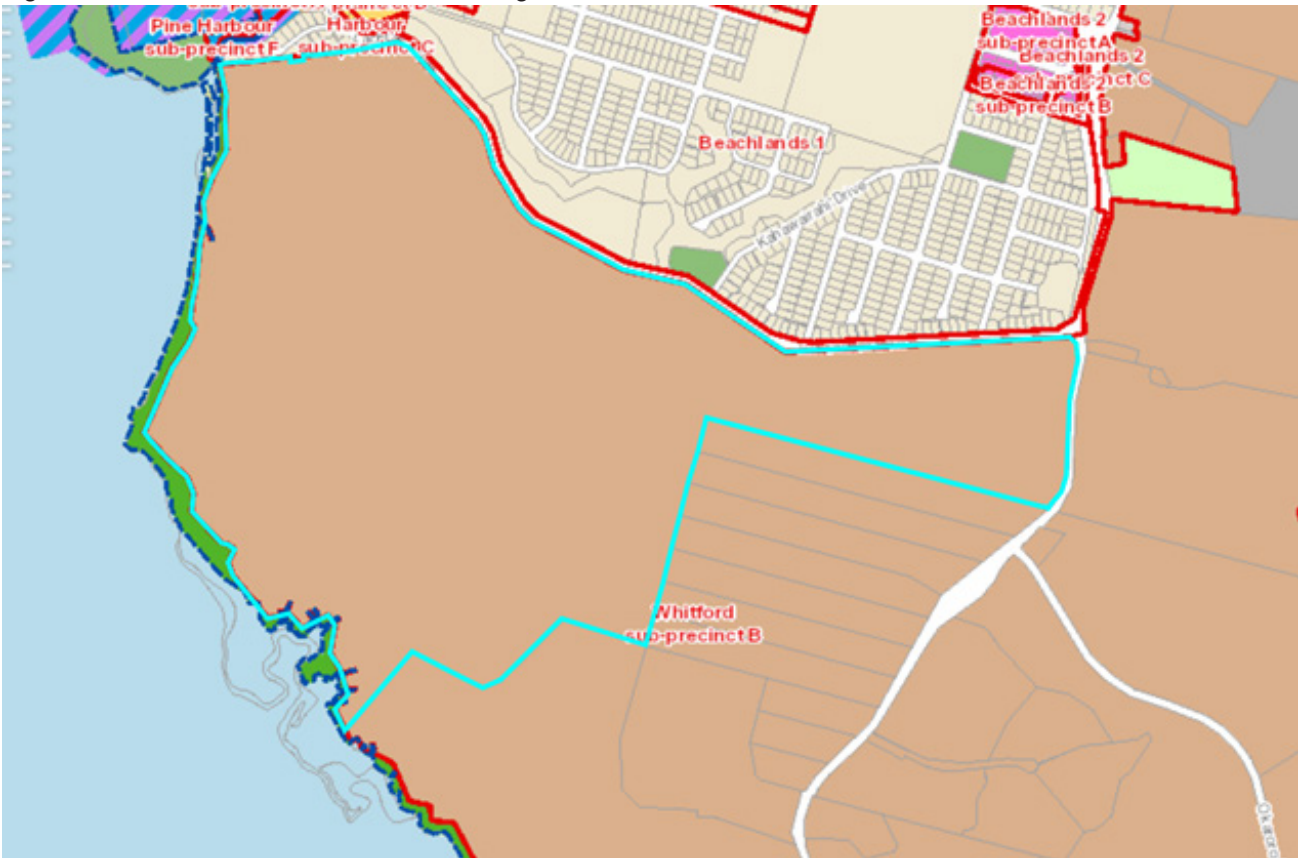
It is also noted that the NZ Government has proposed a Housing Bill which introduces the Medium Density Residential Standards (MDRS) and proposes that these standards will apply across all residential zones within Auckland. It is understood that the new standards will result in increased development potential in terms of built form and density across the residential zones. It is anticipated that the Bill will become legislation shortly and that any plan change being progressed through the planning system will need to be complementary to the MDRS. It is considered likely that any future plan change for Beachlands South will need to be consistent with the MDRS but this will need to be confirmed once the Bill is passed.

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 33: Formosa Gold Club AUP zoning



The site at 620 Whitford Maraetai Road which adjoins the golf club to the south (refer Figure 34 below) is also 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. Importantly, the adjoining SEA within the adjacent coastal marine area is outlined below in this report.

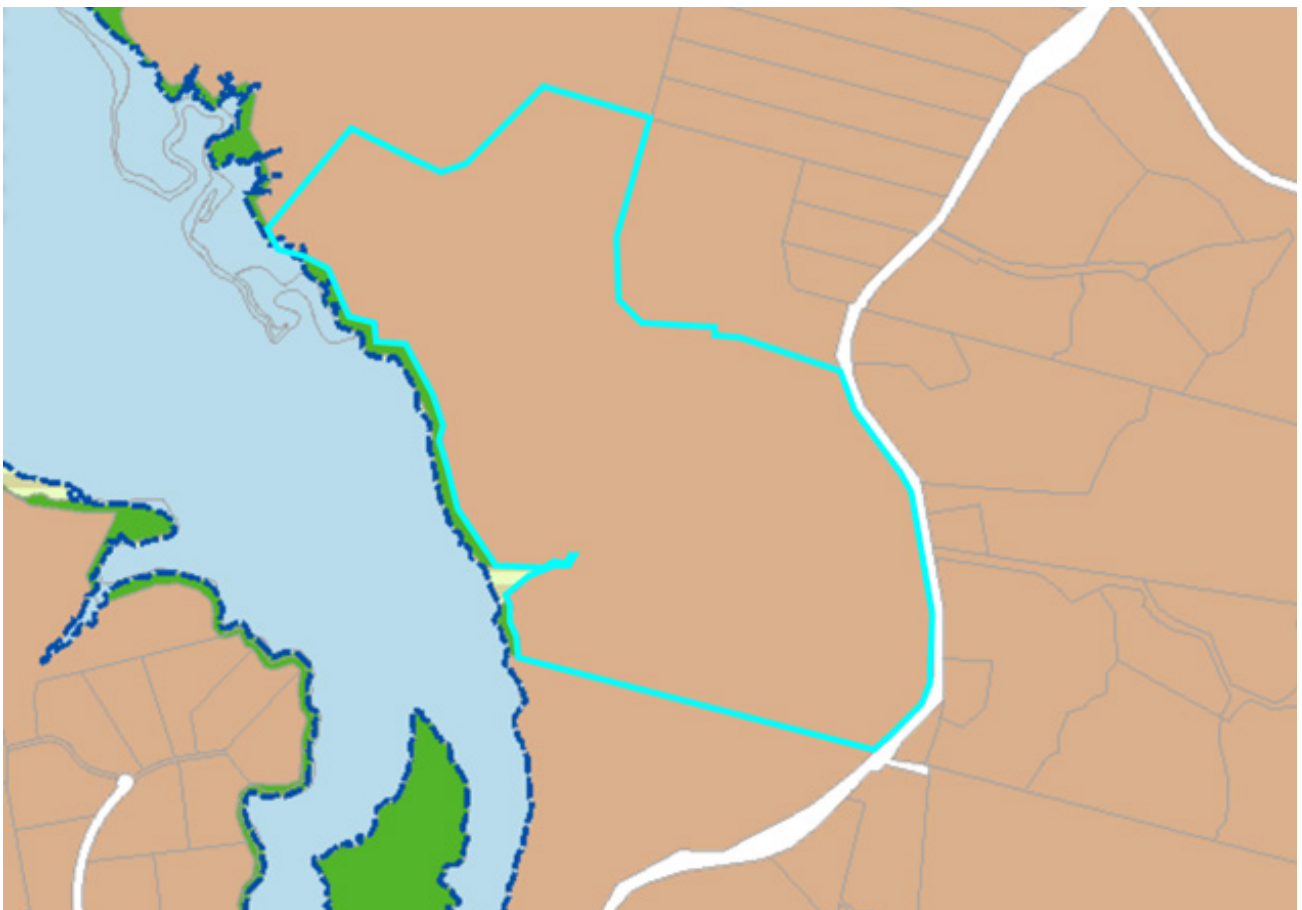


Figure 34: 620 Whitford Maraetai Road AUP Zoning

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 contains the coastal edge and includes specific provisions addressing both landscape character and environmental considerations. An average site size of 5ha is applied to this sub-precinct, which is equivalent to the adjacent countryside living zone. The precinct is subject to a number of 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 above matters will be addressed as part of any future plan change for Beachlands South, although it is noted that they have been considered in the technical analysis to date and in the development of the Structure Plan.

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.

1441.10.1. Whitford Precinct: Precinct plan 1

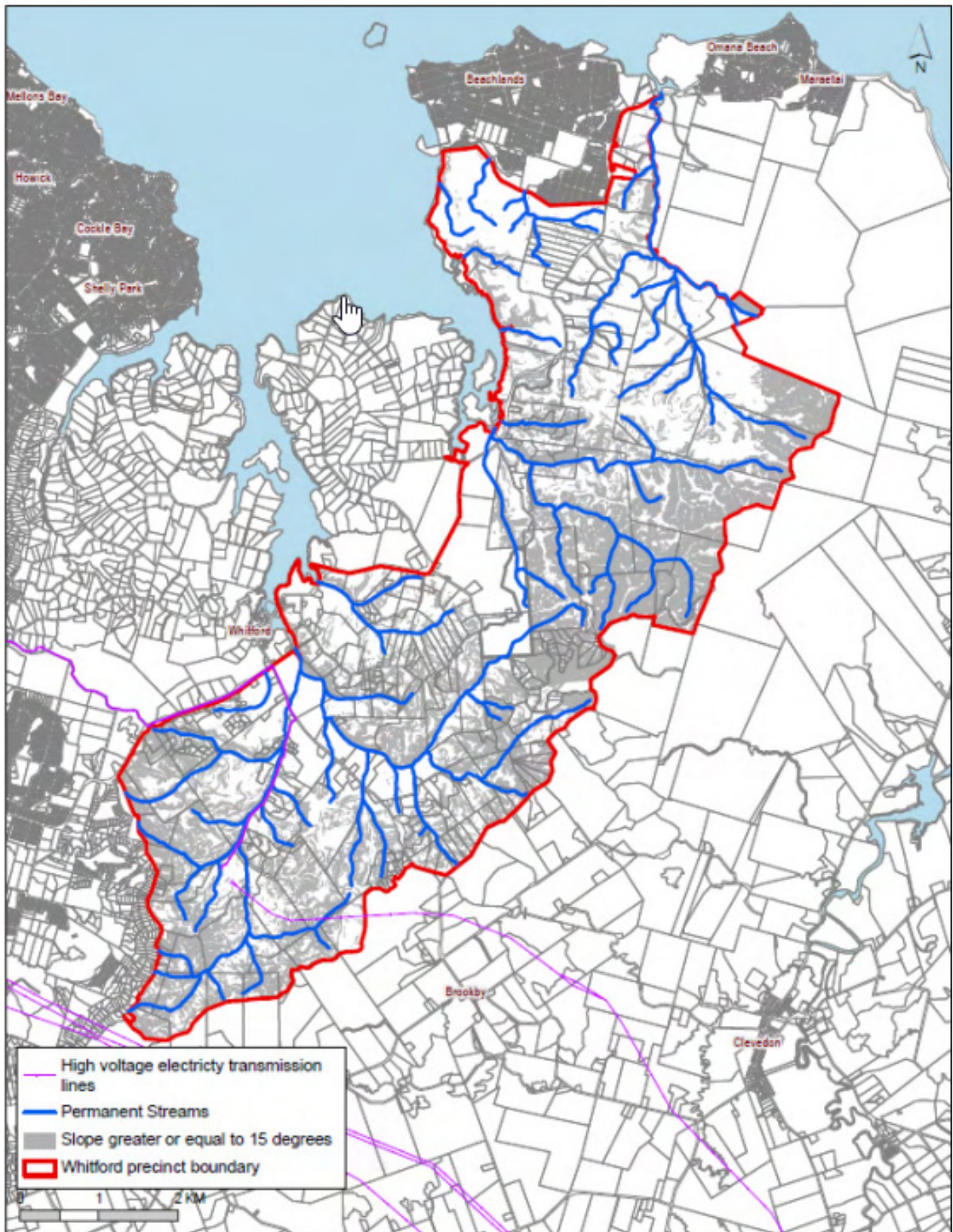


Figure 35: Whitford Sub-Precinct B – Precinct Plan 1

I441.10.2. Whitford Precinct: Precinct plan 2 - vegetation management

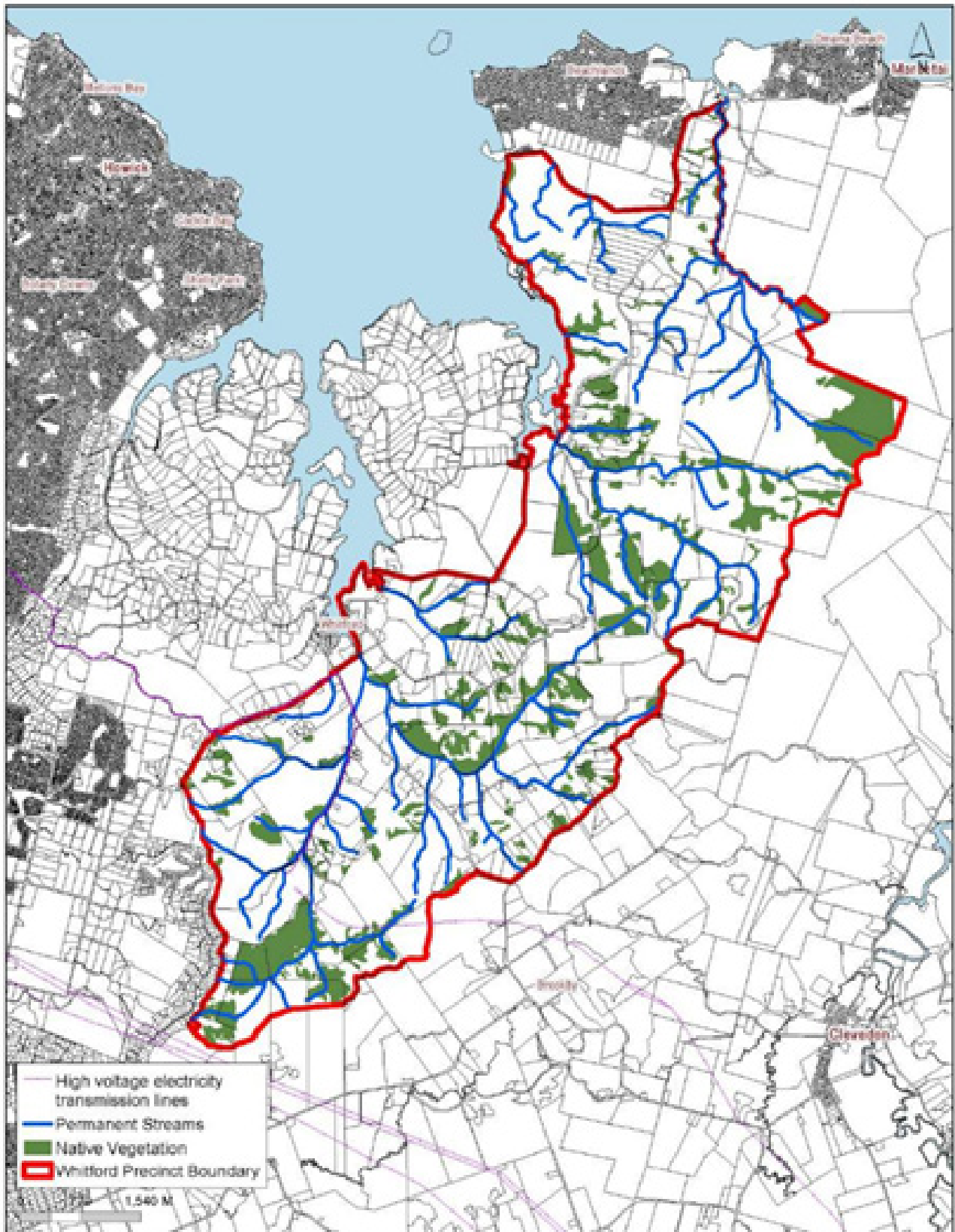


Figure 36: Whitford Sub-Precinct B – Precinct Plan 2

The 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 proposed plan change 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.

The site is also subject to a variety of overlays, controls and designations. These 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 wading bird 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

Controls: Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise

Controls: Macroinvertebrate Community Index - Exotic

Controls: Macroinvertebrate Community Index - Native

Controls: Macroinvertebrate Community Index - Rural

Designations

Designations: Designations - 1806, Road Widening - Beachlands Road,

Designations, Auckland Transport

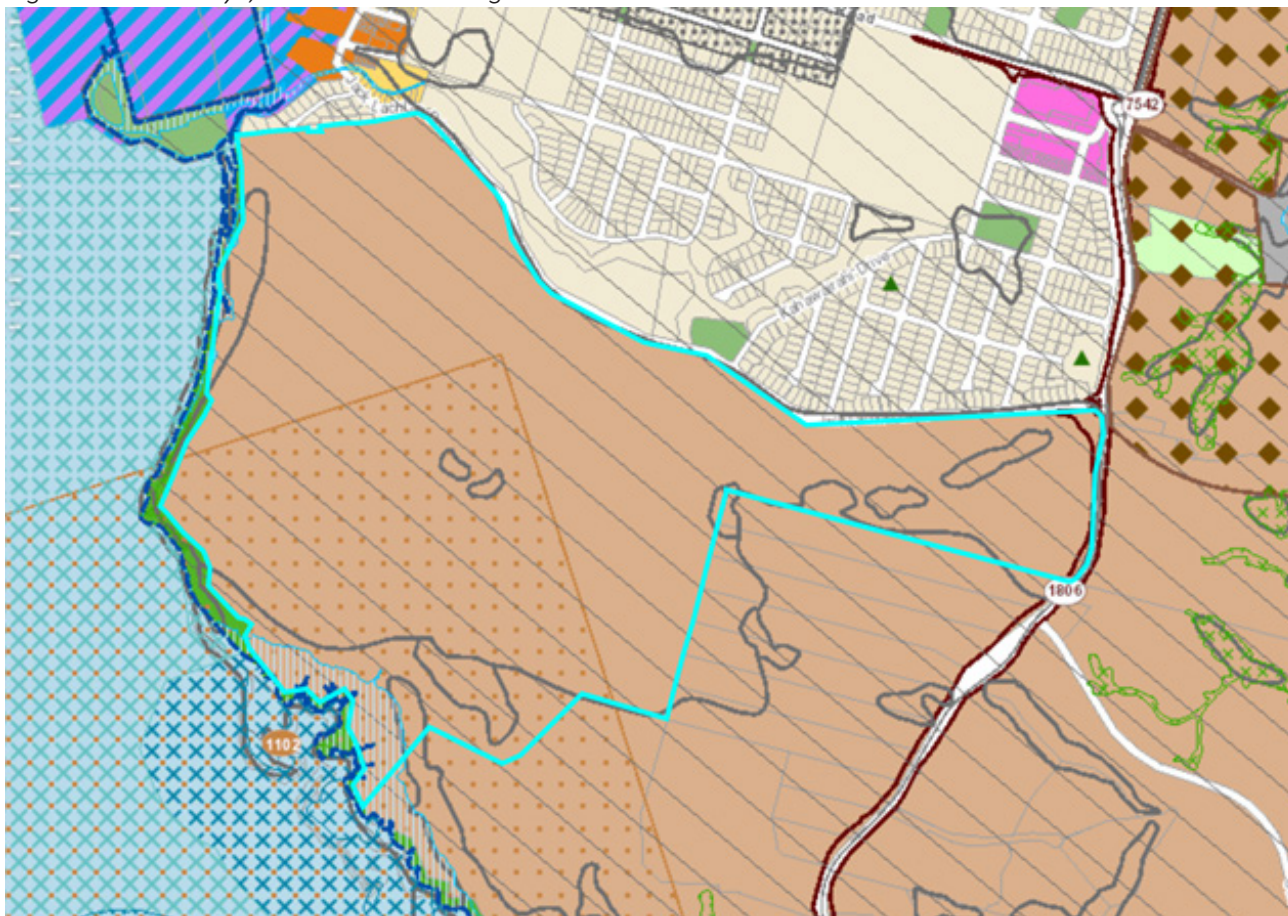
Designations: Airspace Restriction Designations - ID 1102, Protection of aeronautical functions - obstacle limitation surfaces, Auckland

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 the existing provisions which avoid, remedy or mitigate effects on these areas will also appropriately address the effects of any future development enabled through a plan change.

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 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. 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 37: Overlays, Controls and Designation



The above existing operative AUP planning provisions have been taken into account in the future planning for the land and can be appropriately addressed as part of any future plan change.

4.16 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.

Structure planning provides for the council to take into account Treaty settlements. The relevant Deeds of Settlement (awaiting enacting legislation) and Treaty settlement legislation have been taken into account and the land is not affected by these processes.

4.17 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 council's structure planning process provides for any iwi management plan that an iwi authority has lodged with the council, where it is relevant to the region / district / rohe, to be taken into account. Not all mana whenua involved in the structure planning areas have an iwi management plan prepared at this stage.

The land is not subject to an existing Iwi Management Plan. Ngai Tai ki Tamaki have however prepared an Iwi Management Plan for the land to the south of the Structure Plan – 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 Structure Plan and in consideration of future development of the land.

4.18 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 Structure Plan 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.

4.19 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 Structure Plan 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.

4.20 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

The Local Board issued in July 2020, 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:

1. 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.

2. 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

3. 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.

4. 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.

5. 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.

6. 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 Structure Plan to the extent they are relevant to the Beachlands South area.

4.21 REGIONAL LAND TRANSPORT PLAN

Funding for the 2021 to 2031 Regional Land Transport Plan (RLTP) has recently been finalised and made public. While there is no funding identified for the road network around the Structure Plan area, the transport effects of the rezoning and development will be mitigated by funding arranged by the applicant for the live zoned land as identified in section 3.18 above. This will involve local road improvements and intersection improvements over time. Funding details will form part of any future private plan change application, which will be supported by a detailed Integrated Transport Assessment taking 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.

4.22 CATCHMENT MANAGEMENT PLANS, NETWORK DISCHARGE CONSENT

A draft Stormwater Management Plan (SMP) has been prepared for this Structure Plan and will be finalised and submitted as part of any future 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.

4.23 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.

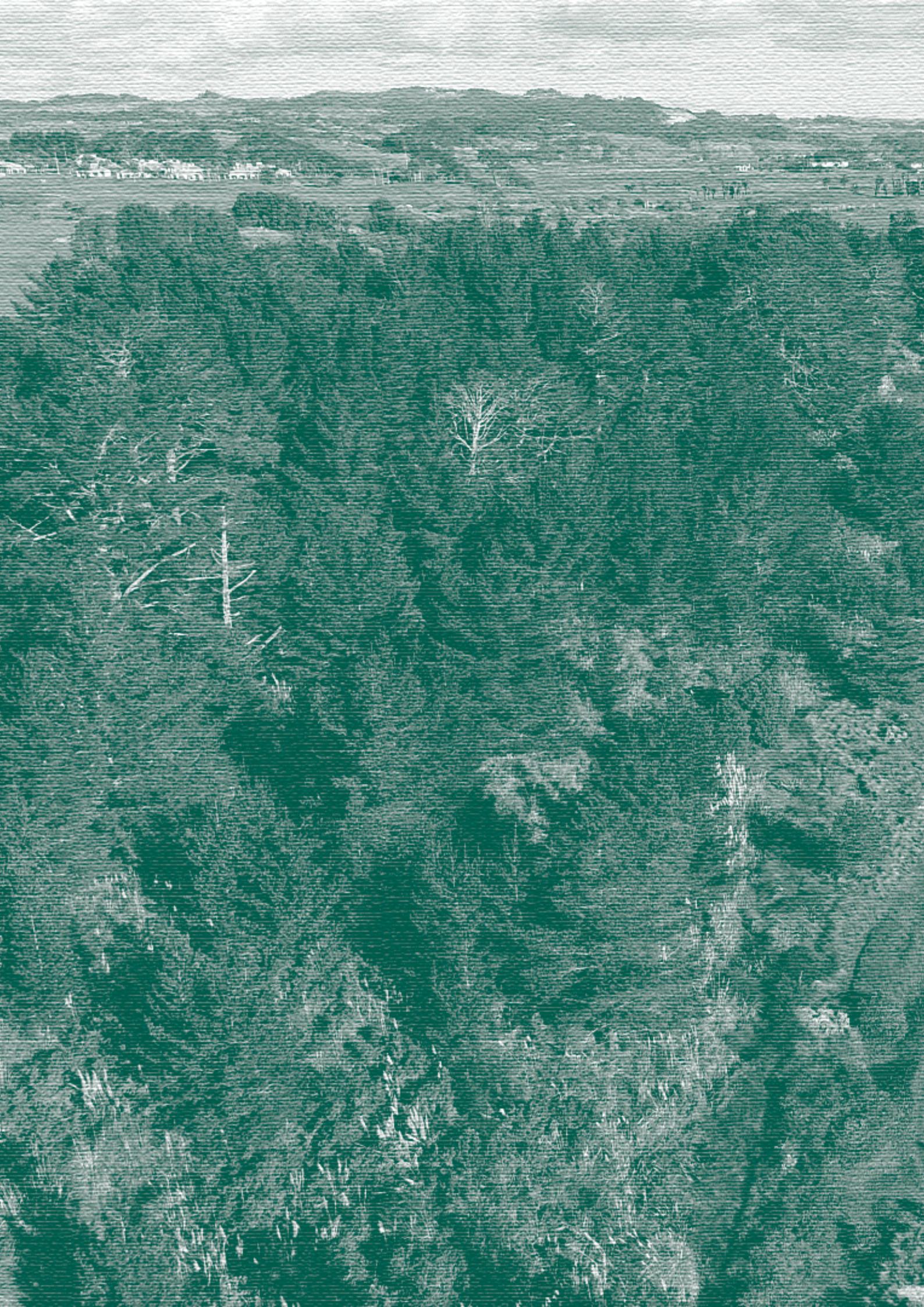
4.24 OTHER DOCUMENTS

The following other documents have been considered as part of the Structure Plan however they either have limited application to the Beachlands South Structure Plan or will be implemented through the future plan change or resource consents for the land.

- Long term plan (no specific funding for Beachlands South allocated)
- Auckland Council Design Manual
- Auckland Council Code of Practice for Land Development and Subdivision
- Auckland Council Open Space Policy









05.

CONSULTATION AND ENGAGEMENT

5. CONSULTATION AND ENGAGEMENT

Consultation and engagement on the future development of the Beachlands South area has been undertaken with a number of persons/organisations. These include the following:

- Deputy Mayor – Auckland
- Auckland Council planning officers
- Franklin Local Board
- Kainga Ora
- Ministry of Education
- Ngai Tai ki Tamaki
- Auckland Transport
- Watercare
- Healthy Waters
- Pine Harbour Living Limited
- Public Open Consultation Days (3rd and 4th December 2021)

Consultation and engagement will continue during the preparation of the plan change and as the plan change progresses through the planning process.

The purpose of the open days was to gain feedback to the proposed land use scenarios, proposed infrastructure and roading initiatives, developing concepts and to provide opportunities to better understand people's views.

On arrival the attendees were met by the project partner's including mana whenua and then shown an 8-minute pre-recorded introduction to the project. Attendees were then able to view the displays boards and interact with technical experts such as planners, ecologist, coastal engineers, transport, environmental, infrastructure specialists to talk about any issues or aspects of the project.

Of the 93 attendees, a number of individual attendees also represented community groups. Thirty seven written feedback forms were received.

The overall feedback was very positive and supportive with comments such as

“very well thought out, big picture thinking and long overdue, well integrated, sensitive to the environment and is keeping with the community, employment opportunities and road and schooling benefits.”

The key points identified in the feedback included:

- Provision for employment/opportunity highly supported and is very important to the community as it encourages people to work in Beachlands rather than elsewhere
- Housing areas and their locations, including high density housing towards the marina was highly supported
- There were concerns about social housing being incorporated
- The range of housing and vehicle access was identified as important and that the internal road widths need to have sufficient widths to provide for parked cars
- There were concerns with the effects of traffic on the roads and the ferry capacity
- The location of the village centre and schools was highly supported and that the design concepts reflected family friendly venues that would complement existing centres in the area
- Strong support for the employment areas
- Strong support for secondary school
- Big need in the area for light industrial uses and storage area was identified
- The provision of parks, extensive walkways and coastal walkways was highly supported, together with their connectivity to other trails

Structure Plan

- The land uses- location of the schools, parks, walkways & cycleways, hotel & golf course, conference facilities, village centre and employment areas was supported
- A good range of housing types was important
- Nice to have high design standards
- Concerns about social housing
- Generally the housing densities were supported in the different areas

A Sustainable Future, Carbon Minimisation & Biodiversity

- Focus on the environment and sustainability along with the water treatment system was highly supported
- Important to future proof
- Good coastal setbacks supported
- Absolutely needed, looks like a lot of care has been taken planning this
- Need diversity and mix native with exotic trees

Infrastructure

- Some attendees queried what the potable water and waste-water solutions were. These were adequately answered by engineering specialists in attendance as there were no further issues raised in any of the written feedback
- There were queries regarding how the site would be developed in stages

Transport

- There were concerns about the traffic on Whitford-Maraetai Rd, Whitford roundabout and Clifton Rd access onto Whitford-Maraetai Rd.
- The suggested improvements for the Whitford roundabout was supported and as a priority
- Ferry service to 7 days. Bus needs to tie into ferry timetable.
- The proposed public transport services, cycleways and walkways is highly supported
- Having transport connections to surrounding areas and schooling transport was seen as important
- The potential new ferry shuttle bus and ferry service improvements was highly supported

Other feedback included

- There was a suggestion for a small cinema/ performing arts theatre

All but one attendee wanted to receive information on Beachlands South in the future.

Overall, the feedback on consultation is being taken into account as the project progresses. Consultation has been wide ranging and the applicant will continue to work with stakeholders as the project progresses.

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