

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Kate Brine
Date: Thursday, 9 March 2023 6:15:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kate Brine
Organisation name:
Agent's full name:
Email address: donutsandcoffees@yahoo.com
Contact phone number:
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 88
Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Plan provision(s)
Re-zoning of 307Ha south of Beachlands Village in the area of Formosa Golf Course from rural to future urban residential

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Firstly, the present infrastructure for transport in and out of the area is insufficient for the current population. Previous developments have come with promises of improved road and public transport links, but these have not been realised. The infrastructure needs improving before further development, as the number of cars on the roads create both heavy traffic and hazardous conditions. This will worsen as other current development work is completed around the Countdown shop area. Approving Beachlands South development before improving transport infrastructure would be irresponsible. I request that the roads and public transport networks are improved prior to approving the plan.

301.1

301.2

No mention has been made of what will happen to the land reserved for a school should the Ministry of Education decide not to build a school. Considering that students from Beachlands make up such a significant percentage of Howick College's roll, and that Papakura High School is still

open to enrolments from this area, it is highly unlikely that a school will be built in the proposed Beachlands South. The land that is supposedly reserved for a new school will likely be used in another way. I request that these plans for the space, if not used for schooling, be made public and available for consultation before the plan is approved.

301.3

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Cheryl Coles
Date: Thursday, 9 March 2023 6:30:53 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Cheryl Coles

Organisation name:

Agent's full name:

Email address: ccoles777@gmail.com

Contact phone number:

Postal address:
150 Ninth view avenue
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Objection is to plan change 88 as a whole

Property address:

Map or maps: Entire proposed area

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Beachlands has a great work live play balance. This is due to all the current facilities. Sea, golf course small businesses and schools. However it's already, due to the development over the past few years, starting to burst at the seams. Travel on the single lane road in and out has become more challenging with the rapid growth in traffic, access to the Motorway is difficult and the parking at the ferry terminal is insufficient. The fact there isn't a high school in the area exasperates this. To add a development of this magnitude is going to make living here a nightmare unless the council and Auckland transport and roads do their leg work first, not empty promises after the fact, first priority.

302.1

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

302.2

Details of amendments: Roads to be upgraded. High school to be built and opened. Health care

302.3

302.4

systems to be improved and the Golf course to be left out of the rezoning plan. All these should come first not after the fact.

302.5

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Alexander Leslie Garden
Date: Thursday, 9 March 2023 7:32:10 pm
Attachments: [Beachlands South Private Plan Change Trails Submission.pdf](#)
[pohutukawa-coast-trails-plan.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Alexander Leslie Garden
Organisation name: Pohutukawa Coast Trails Committee
Agent's full name:
Email address: alex@netinsites.com
Contact phone number: 021676965
Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 88
Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Property address: Whole property
Map or maps:
Other provisions:
Do you support or oppose the provisions you have specified? I or we support the specific provisions identified
Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
See attached PDF for our submission

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: See attached PDF

Submission date: 9 March 2023

Supporting documents
Beachlands South Private Plan Change Trails Submission.pdf
pohutukawa-coast-trails-plan.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Beachlands South Private Plan Change 88 (PC88)

The proposed PC88 seeks to allow for the development of 3800 dwellings (2900 live zoned, 900 FUZ). According the 2018 Census there were 3258 dwellings in the Beachlands/Maraetai area.

The completed development that could take place under PC88 would therefore dwarf the current residential area. Yet it is the Committee’s contention that the PC88 proposal is too inward-looking and needs to provide for more infrastructure due to the overwhelming and disproportionate effect it will have on surrounding areas.

The Pohutukawa Coast Trails Committee’s remit is to promote non-road connections such as trails, tracks and other corridors between communities and we do not see evidence that PC88 considers these connections at all.

In June 2017 Franklin Local Board endorsed ‘Pohutukawa Coast Trails – An Aspirational Plan’ (attached to this submission).

On this plan, there are three main trails that should be associated with PC88:

- 1. Connection 6, connects the southern trail to the Whitford Bridalway
- 2. Connection 6c/7 also connects across the main Whitford Maraetai Road into the current forest area within the bounds of the area covered by PC88
- 3. Okaroro Road which forms an intersection with Whitford Maraetai Road opposite the PC88 area is designated as part of the Auckland Cycle Network and is a recreational trail on Whitford Plan Change 8.

303.1

For 1. above PC88 shows trails along the estuary that connect with an existing trail at 600 Whitford Maraetai Road. A development of this scale should make more of a contribution towards connecting the trails to the Whitford Bridalway, not just build an internal trail system that benefits the eventual developer only and is effectively a dead end.

303.2

The Beachlands South Limited Partnership has huge resources and is in a prime position to make this happen for the whole of the region and should be required to.

On PC88 the trail to the south, part of Connection 6 and linking with the trail already in place at 600 Whitford Maraetai Road, will be an incredibly important resource for all within the nearby communities and beyond.

Rather than waiting for various stages to be built it makes more sense for this trail to be put in place very soon after earthworks are started; even if the trail was built with temporary materials it would suffice.

The Auckland Sport and Recreation Strategic Action Plan 2014-2024, pg. 10 sets a vision, and under Infrastructure reads:

Access to open spaces, harbours, coastlines, waterways and a fit-for-purpose network of facilities that enable physical activity, recreation and sport at all levels.

Blocking access to this coastline, for a decade or two while development occurs would directly contradict Auckland Council's strategic intent.

No.2 concerns a crossing and a connection into the Whitford Forest areas and has again been designated as part of the Auckland Cycle Network. The proposers of PC88 should be required to provide a connection across the main road together with a trail or path that joins that connection from the trail discussed in No.1 above.

303.3

The road crossing connection needs to be available and safe for non-vehicular modes of transport including walkers, runners, cyclists and horse riders.

Point no.3 is again a road crossing connection that is designated as noted above. Similarly, to no.2 a safe access is required for non-vehicles and should be part of any development planning.

The PC88 proposes to upgrade several intersections on the Whitford Maraetai and other roads in the area (from the PC88):

"...the intersection has been future-proofed to accommodate the full development enabled by both the live zone (and FUZ), rather than providing an interim design that would need to be subsequently upgraded."

However, it is apparent that there is no provision for other modes of transport apart from cars and other motorised vehicles. For example, there are no cycle lanes allowed for in the intersections shown – how therefore can these

intersections be regarded as being 'future-proofed' when throughout the Auckland region cycle lanes are being integrated into new and upgraded roading systems?

Alex Garden
Chair
Pohutukawa Coast Trails Committee

Pohutukawa Coast Trails - an Aspirational Plan

June 2017



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Te Puru Bridge, Beachlands.

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1.0 Introduction

Pohutukawa Coast Trails - an Aspirational Plan

1.1 Purpose of the Document

Purpose

This document is an aspirational local paths plan (the plan – formerly known as a Greenways Plan) for the Beachlands / Maraetai area within the Franklin Local Board area. The plan includes proposals for walking, cycling and bridle paths some of which extend to Clevedon and Whitford, with overland, coastal and forest routes. It is a visionary and guiding document intended for use by elected members, council and council-controlled organisation (CCO) staff, community and volunteer groups, private developers and other interested parties.

In the process of preparing this plan, a more definitive name 'Pohutukawa Coast Trails Plan' was developed and applied. It is part of the wider Auckland Council local paths initiative.

Visionary Document

Local paths plans, similar to this, have been successfully developed throughout the world and in New Zealand such as the Matakana Coastal Trails and Wellsford Greenways in the Rodney Local Board area.

Planning and delivery of Auckland's local paths network is now well underway across the city with plans being developed by local boards that have a shared vision; to greatly improve walking, cycling and ecological connections throughout the region.

1.2 Strategic Fit

Links to the Auckland Plan

The Auckland Plan sets Council's long-term strategic direction. It provides an opportunity for integrated planning to significantly improve transport, environmental protection, land uses, housing growth and economic development, with the benefits of one authority responsible for all coordination.

Implementation of the projects contained within the plan can deliver on a number of the aims of the Auckland Plan, as outlined in the extracts below:

Chapter 5: Auckland's Recreation & Sport

Priority 1: *Encourage all Aucklanders, particularly children and young people to participate in recreation and sport*

Chapter 7: Auckland's Environment

Priority 1: *Value our natural heritage*
 Priority 2: *Sustainably manage natural resources*
 Priority 3: *Treasure our coastlines, harbours, islands and marine areas*

Chapter 12: Auckland's Physical & Social Infrastructure

Priority 2: *Protect, enable, align, integrate and provide social and community infrastructure for present and future generations.*

Directive 12.8: *Maintain and extend the public open space network, sporting facilities, swimming pools, walkways and trails and recreational boating facilities in line with growth needs.*

Chapter 13: Auckland's Transport

Priority 3: *Prioritise and optimise investment across transport modes.*

Links to other initiatives

In developing this local paths plan, a number of related council and non-council initiatives have been investigated and - where possible - included in the network:

- Whitford Plan Change 8 (proposed recreational trails);
- Plan Change No 32: Clevedon Village (although this is outside the immediate study area, the wider connections have influence)
- Auckland Transport (AT) proposals such as the Auckland Cycle Network (ACN);
- New Zealand Transport Authority (NZTA) proposals such as the Southern Corridor Improvements Project;
- Private development proposals such as the Jack Lachlan Drive Subdivision, housing development at Omana Heights and Ahuareka Village;
- The Te Araroa national walkway (which only clips the a portion of the study area);
- Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area, July 2015.

Pohutukawa Coast Trails - an Aspirational Plan

Local Board Aspirations

Each local board develops a three year plan that is a reflection of what elected members have heard from their community. Feedback gained both formally and informally has been instrumental in shaping these plans and they provide a touchstone for the aspirations of each area's community.

Development of a local paths plan has the potential to fulfil a number of the aspirations set out in the 2014 Franklin Local Board Plan where a key community priority was to 'connect local parks, forests, rivers, waterfronts and streams by walking and cycling tracks, and bridleways where appropriate'. The board included an initiative to 'develop a plan to identify connections'.

The board included an initiative in the local board plan 2014 to "develop a Greenways Plan" - now referred to as local paths plan.

There are economic benefits in developing the tourism potential of Franklin by initiating local connections. The local board plan 2014 includes the following priority:

We will work with Auckland Tourism, Events and Economic Development (ATEED) to link and promote these attractions and events, which will provide visitors with a reason to stay longer and spend more time in Franklin.

Due to the large size of Franklin ward, the board directed that development of a local paths plan was to be undertaken in specific areas, with Beachlands/ Maraetai as the first priority area. The board also gave direction that a collaborative approach was to be used, working in partnership with the community to develop the plan.

This document outlines 10 aspirational connections within Beachlands/ Maraetai area and the surrounding area, totalling approximately 65km of trail connections. These connections were developed by the Pohutukawa Coast Trails Steering Group, and supported by the local community during consultation in September 2016. The aspirational connections area as follows:

- 1 New Subdivisions bordering Jack Lachlan Road / Beachlands Rd
- 2 Maraetai (Southern Boundary) Trails
- 3 Safe walking connections to key destinations
- 4 Omana to Duder Beach and Regional Park
- 5 Omana to Pine Harbour
- 6 Pine Harbour to Whitford Forest
- 7 Access and connections between Waiho (Maraetai) and Whitford Forest areas
- 8 Recreational forest loop aspiration
- 9 Connections to Te Araroa (National Trail) from Beachlands / Maraetai to Clevedon
- 10 Pine Harbour ferry connections

Further details on the 10 connections are shown on pages 32-42.

Improve connectivity between outdoor areas used by the public	Develop a Greenways Plan to identify connections for our parks, forests, waterfronts, rivers and streams via pathways for walking, cycling and horse riding
---------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------

There are also initiatives relating to biodiversity and ecology - which local paths aim to deliver:

Work towards a weed and pest-free natural environment	Advocate for plant weeds and animal pests to be eliminated from council-owned land as a good example to private landowners
-------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------

Improve water quality and ensure our waterways and harbours are healthy and accessible	Support community initiatives such as beach clean-ups and planting to enhance rivers, streams and the coastline
----------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------

Pohutukawa Coast Trails - an Aspirational Plan

1.3 What is a 'Local Paths Plan'

Definition

The aim of a local paths plan is to provide aspirational cycling and walking connections which are safe and pleasant, while also improving local ecology and access to recreational opportunities. To achieve this, local paths may cross existing areas of parkland, bush, foreshore and coastal reserves and follow street connections between such areas. This network will link together areas of housing and employment, open spaces, town centres, recreational facilities, places of interest and transport hubs.

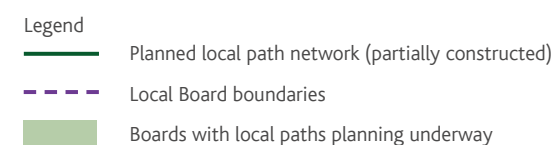
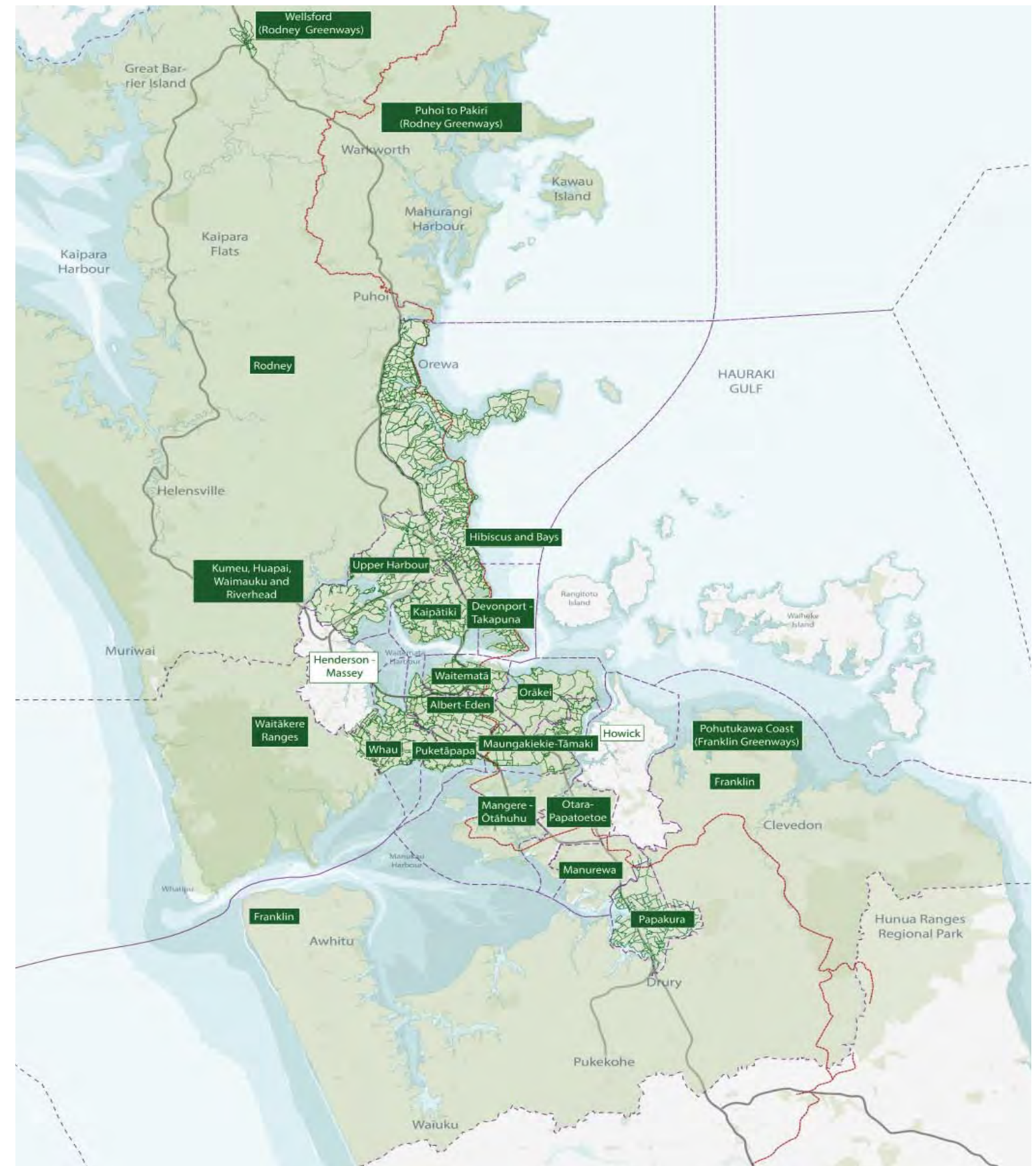
In rural areas bridle paths may form an important element of a local paths plan.

Implementation of the plan will also better connect Beachlands and Maraetai to neighbouring areas, such as Clevedon and Whitford, and on a regional scale it will eventually connect walking/cycling and bridle path proposals in other areas within the Auckland region.

Benefits of a Local Paths

There are many benefits from developing local paths, including:

- **Recreation** - Improving people's access to outdoor recreation and enjoyment close to their home
- **Environmental** – reducing our reliance on fossil fuels by providing attractive and safe alternative transport choices, improving stormwater quality and reducing flooding events through low impact design measures, and by enhancing ecosystems, habitat sources and ecological niches;
- **Social** – providing improved opportunities for people to get outside and meet their neighbours, to be engaged with a diverse range of communities and to be connected with local community facilities;
- **Health** – providing improved opportunities for activity and fitness;
- **Education** – Providing opportunities to learn about the vegetation, wildlife, ecology, history and people of the landscapes that they pass through; and
- **Economic** – Increasing local employment as areas become more desirable for businesses and shoppers. Local paths can also provide a tourist destination for international and national visitors, and improve property values.



Local Paths Network, Auckland
not to scale

Pohutukawa Coast Trails - an Aspirational Plan



Connections in open spaces

What the local paths might look like

The appearance of the proposed connections will vary dependent on location. For instance, a connection that runs through parkland may look and function quite differently to a connection adjacent to a road or in a built-up urban environment. The adjacent images show what the network could look like in a variety of settings, including:

- parks, reserves, and connecting to bush areas
- alongside streams or ecological areas
- alongside industrial land or residential properties
- slow-speed traffic environments and major transport corridors



Connections in streets and transport corridors

The surface treatment will vary depending on site-specific aspects such as the location of the path, slope gradient and the existing character of an area. It is also important that the network is connected through appropriate wayfinding signage and/or other forms of markers.

These aspects are being considered as part of a 'Local Path Design Guide', which will see the construction of each individual project following a consistent set of 'rules' to allow the projects to work together consistently as part of the overall network. See over the page for examples from the Local Path Design Guide.



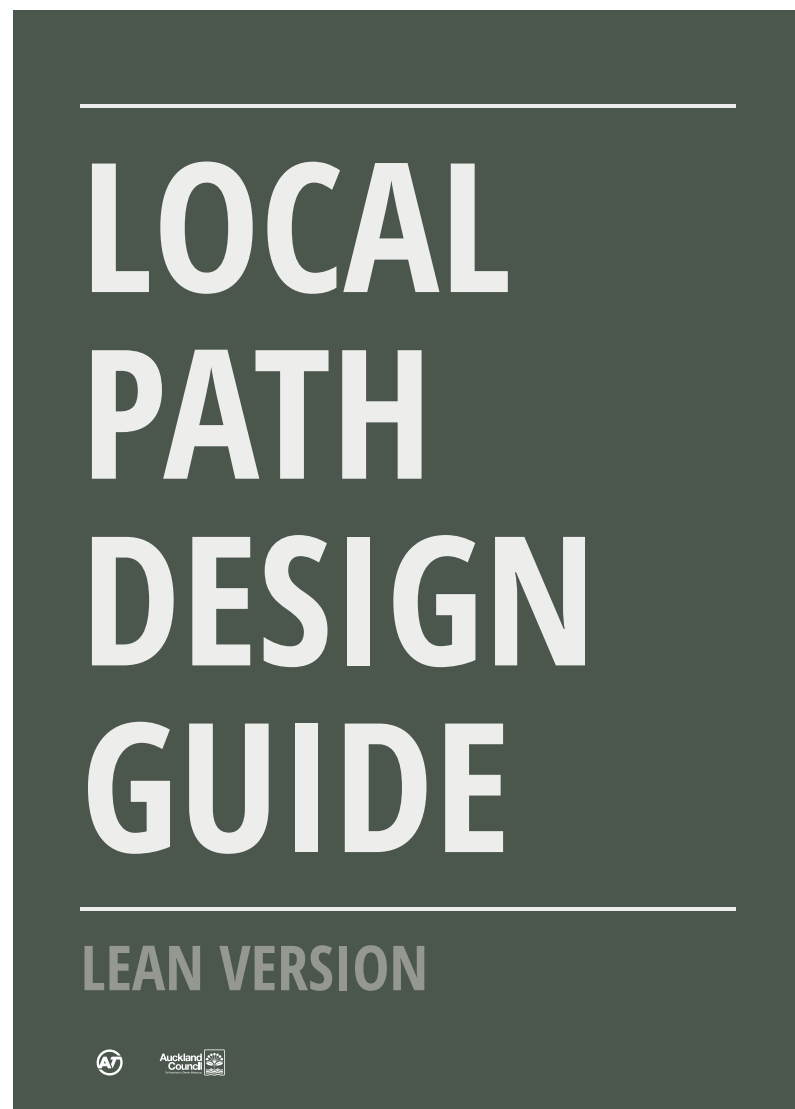
Cultural, educational and ecological opportunities

Pohutukawa Coast Trails - an Aspirational Plan

1.4 Local Path Design Guide

Positioning local paths the Beachlands / Maraetai area

Over the last year, Auckland Transport and Auckland Council have worked to produce a 'Design Guide' for the local paths. The plan (this document) details *where* the routes may go, while the design guide describes their *look and feel*. It details the desirable width of connections, the materials to be used, methods of crossing roads, of calming traffic, and it also spells out the minimum ecological aspects of the routes as well. Together, these two documents will form the backbone of the ongoing delivery of these projects for the Beachlands / Maraetai area, and ensure that the routes connect up in a logical manner to those in surrounding areas.



Local Path - Street

Local paths on streets are designed to create safe and pleasant neighbourhoods that encourage walking and cycling for local trips. Pedestrians are accommodated on footpaths and streets are safe enough to walk on. Traffic calming tools, pavement markings and signage are used to improve safety for all street users, particularly cyclists.

Vehicle Volume:	1,000 - 1,500
Vehicle Speed (km/h):	30-40
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface 70-90% Tree canopy coverage greater than 30-40%

Local Path - Open Space

A local path through a park or open space is a path for cyclists and pedestrians that can be either separated or shared. Together with the local paths on streets, they are designed to create linkages to local centres, parks, and schools as well as between primary paths. Local paths in open space provide opportunities to enhance ecological linkages and improve water quality.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines & stopping distance
Green Infrastructure:	Tree park: continuous canopy with grass and assorted low level planting

Primary Path

Primary paths are designed to create direct links to regional and local centres. Pedestrians are accommodated on footpaths, cyclists are accommodated on separate paths and/or preferential use on streets. Off street primary paths typically accommodate pedestrians.

Vehicle Volume:	1,500+
Vehicle Speed (km/h):	40-60
Arterial Road Crossings:	50-100 per hour
Accessibility + Safety:	Ministry of Justice 7 Qualities of Safe Spaces
Green Infrastructure:	Impervious surface <90% Tree canopy coverage greater than 30-40%

Recreational Trail

A recreational trail is a shared path designed for recreational cycling, walking and equestrian. While they may form part of a persons commute or daily trips, they are not intended to create a connection between major destinations. Recreational trails often run in loops.

Vehicle Volume:	N/A
Vehicle Speed (km/h):	N/A
Arterial Road Crossings:	N/A
Accessibility + Safety:	20km/h design speed / 20m sightlines & stopping distance
Green Infrastructure:	Park land / water system / self-generating forest

Pohutukawa Coast Trails - an Aspirational Plan

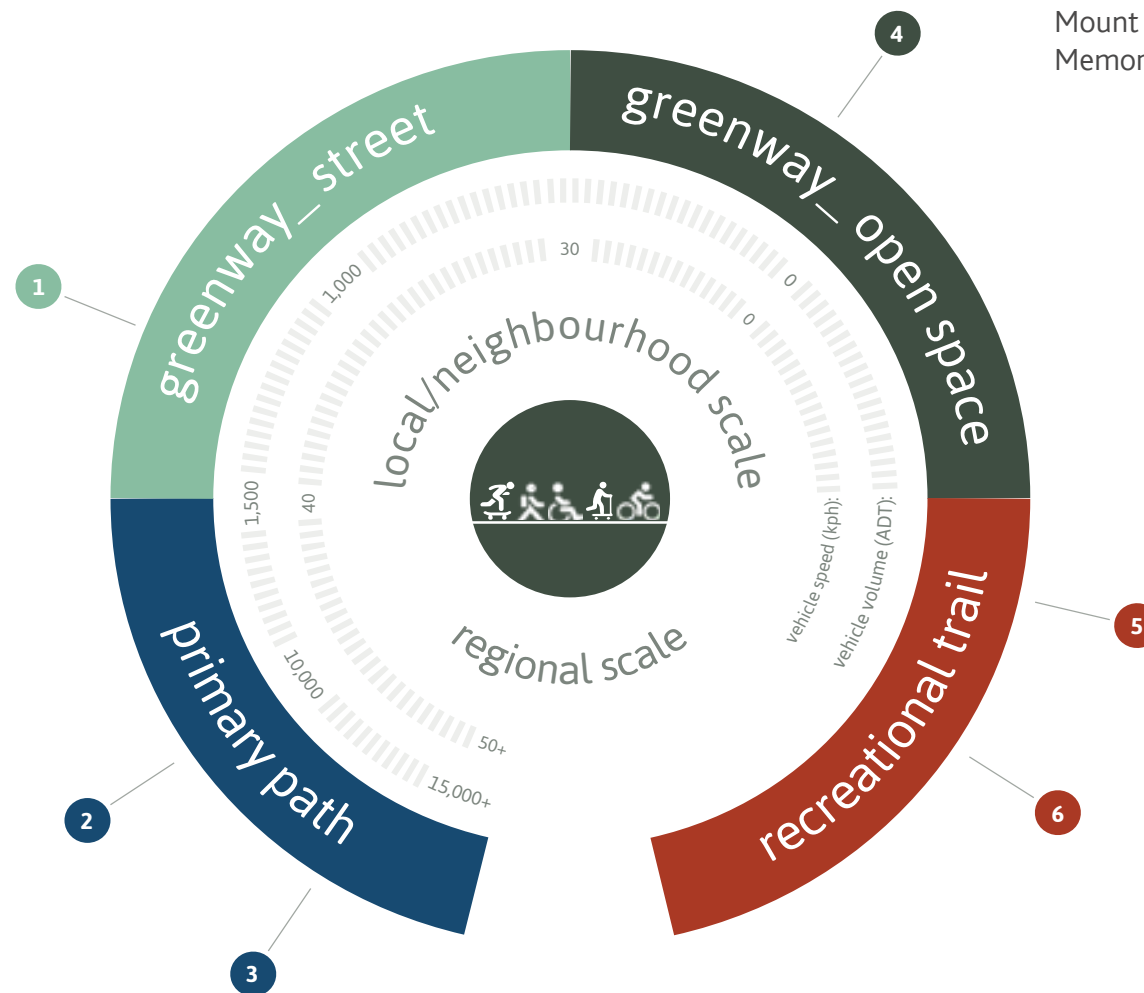
Positioning local paths in the Beachlands / Maraetai area



Sandringham, Auckland



Mount Roskill War Memorial Reserve



Beach Road Cycleway



Mahurangi East Track



Northwestern Cycleway



Henderson Creek / Opanuku Stream



Whitford Bridleway.

Pohutukawa Coast Trails - an Aspirational Plan

1.5 Auckland Context

The Franklin Local Board area is predominantly a rural area, supported by towns, villages and hamlets. The area spans the eastern coast of the Hauraki Gulf to the western coast of the Manukau Harbour. It includes a number of inland and coastal settlements such as the Awhitu Peninsula, Karaka, Ardmore, Clevedon, Whitford, Maraetai, Kawakawa Bay and Orere Point, as well as the townships of Beachlands, Pukekohe and Waiuku.

State Highway 1 and the North Island Main Trunk Railway run through the area, with Pukekohe being the last stop for commuter trains to and from Britomart.

Franklin is home to a growing number of residents seeking a rural lifestyle and its economy is dominated by activities related to agriculture or land resources.

Franklin is proud of its country feel and known for its horticulture, the Clevedon farmers' market, motor sports and horse breeding. Of particular note are the forests of the Hunua Ranges and the coastal bird habitats along the south and western shores of the Manukau harbour.

The safe and sheltered beaches of Maraetai and Beachlands provide an attractive recreational destination

Some of the critical infrastructure supporting Auckland is located in this board such as the water reservoirs in the Hunua ranges, as well as gas, water, electricity and telecommunications lines.

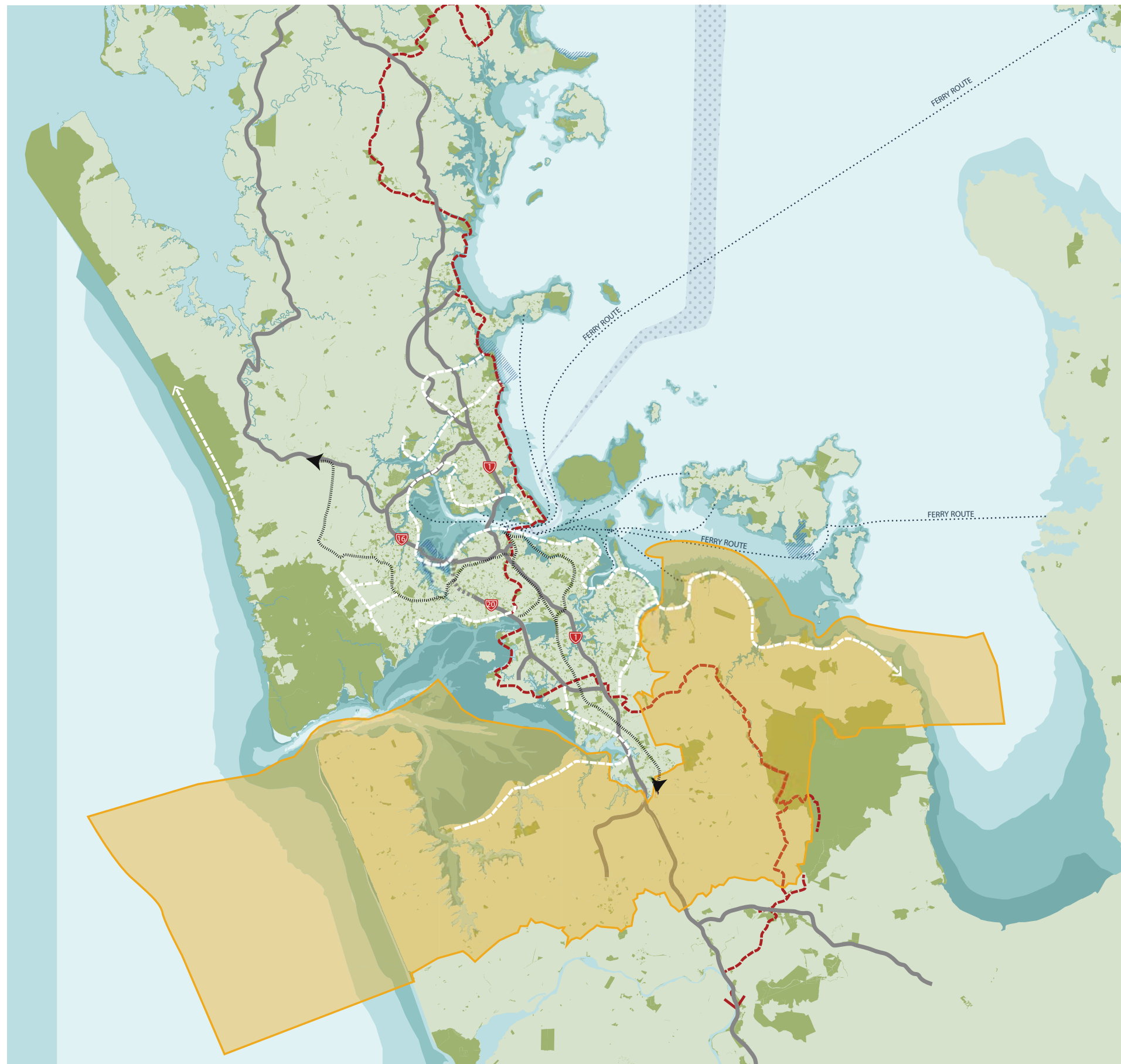
Broader Transport Connections

The Southern Motorway and railway line bisect the length of Franklin. While these transport corridors present many challenges from a local paths perspective (in terms of connecting many residential areas up to the coasts), they also provide important transportation hubs which the plan can link up with to create an efficient continuation of transport routes that may be available.

Broader Walking and Cycling Connections

The New Zealand Walking Access Commission is actively pursuing the development of trails between Taupo and North Auckland, this forming one segment of the Te Araroa walking trail.

The walking trail 'Te Araroa' is a continuous 3,000 km track spanning the length of New Zealand, and will connect the greater Auckland area with Northland and Waikato. While this route will take some time to develop, there may be future potential to link local routes in with this national trail.



Not to scale



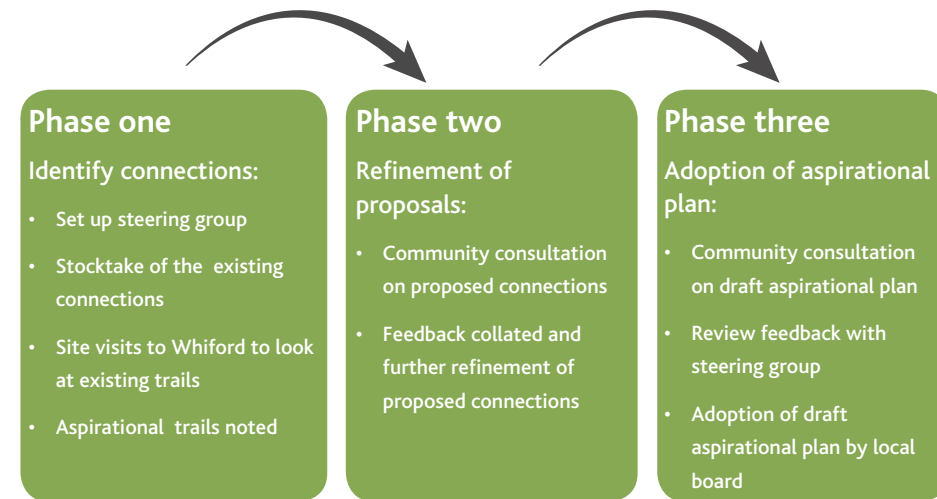
Te Puru Bridge.

2.0 Method

Pohutukawa Coast Trails - an Aspirational Plan

2.1 The Process

The Pohutukawa Coast Trails Plan was developed using a three-stage process as outlined below:



Phase one - Identify connections

As a first step, the Pohutukawa Coast Trails steering group was set up, consisting of key stakeholders and a local board member. The steering group met monthly to develop aspirational connections between places. These were categorised into types based on the nature of each connection, and where, and by who they may be used (refer to page 20 for categories).

The organisations that formed the steering group were as follows:

- Pohutukawa Coast Community Association
- Pohutukawa Coast Rotary
- Pohutukawa Coast Bike Club
- Beachlands/Maraetai Pony Club
- Beachlands Maraetai & Districts Historical Society
- Pohutukawa Coast Sea Rescue
- Te Puru Community Centre

Various planning documents relevant to the area such as 'structure plans' were collected and reviewed. The Franklin Local Board Plan (2014) was reviewed to gain an understanding of both the strategic vision of the community and also the projects planned for implementation over the coming years.

Site visits to existing trails in Whitford were undertaken by the group to gain a better understanding of how the trails can be developed and used.

Mana whenua Ngāi Tai ki Tāmaki were contacted and invited to have input into the process including membership of this steering group.

Ten proposed connections were developed by the group for the Beachlands/Maraetai area and these were to form the basis of public consultation.

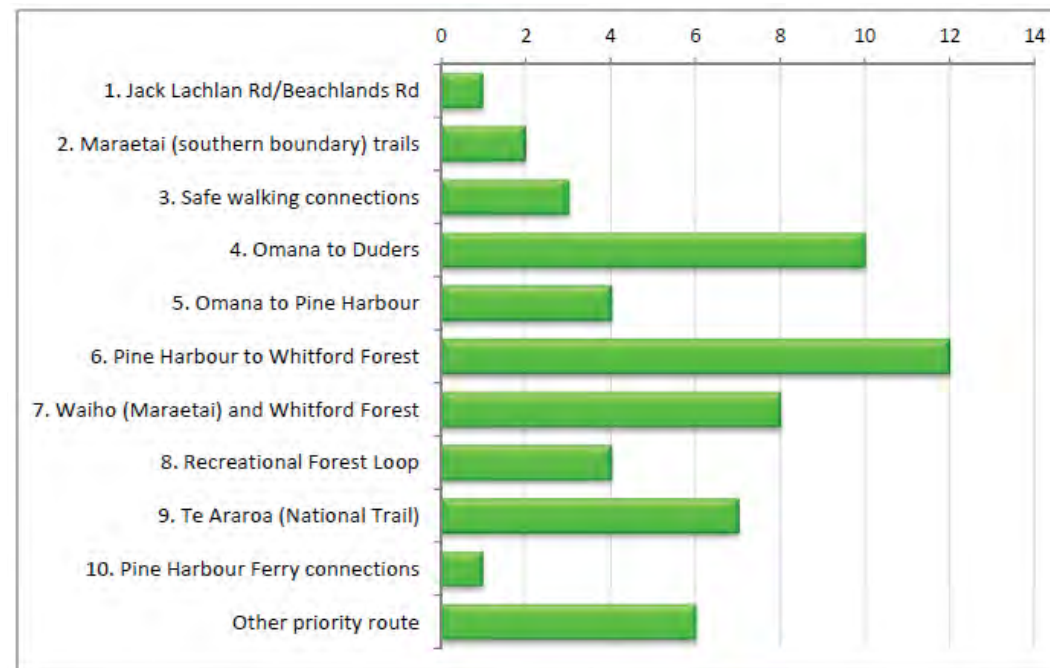
Phase two - Refinement of proposals

Consultation material was prepared and the consultation period on the steering group's ten proposals was from 1 September to 30 September 2016. During this time, on-line or written feedback was invited on the proposed connections.

The group undertook face to face consultation at a community open day at Beachlands Hall on Saturday 11 September, followed by an afternoon session in Maraetai.

A total of 66 pieces of written feedback were received during the consultation period. These were in general very supportive of the group's proposals.

Submitters were asked 'Do you have any priority routes, and if so, why?' The results are shown in the graph below. With Connection 6) Pine Harbour to Whitford Forest being the top priority, followed by Connection 4) Omana to Duders.



Open Day, Beachlands Memorial Hall, September 2016. Page 21 of 53

Pohutukawa Coast Trails - an Aspirational Plan



Pohutukawa Coast Steering Group workshop, Beachlands Memorial Hall, 2016.

Following analysis of feedback investigations were undertaken on matters that could influence the suitability of the connections. These included topography, vegetation cover, utility service locations, the condition of existing paths, slope stability, Crime Prevention through Environmental Design (CPTED) principles, and the layout of roading corridors identified in the trail plan. This allowed a better understanding of physical constraints for potential pathways.

During this phase, discussions were held with Auckland Transport, Watercare, Heritage and other Council officers to inform them of the project, and to understand linked policies or projects that would affect the locations of potential pathways.

Further public consultation on the draft plan was held between 3 April and 24 April 2017.

Sixteen responses were received, all were supportive of the plan and its perceived community benefits. Respondents were predominantly individuals from within the local board area. Several of the submitters suggested alternative options for trails and these have been incorporated into the plan. The most significant of these is along the coast between Maraetai and Duder Beach (Connection 4 page 28), which now continues through Whitford Forest (4d) instead of private land (4e-f) and there is a second option along the coastline (4i). Connection 2 Maraetai (Southern Boundary) Trails (refer page 23) has been shortened - 2c is not supported by the current landowner at the time of adoption of the plan.

Private land owners, whose properties would potentially be affected by implementation of the trails, were provided with a copy of the draft plan and were also invited to submit their comments. Of the 16 potentially affected land owners, feedback was received from six. The majority of these respondents supported the concept but for various reasons, including health, safety and security, preferred not to actively participate at the present time. Negotiations with land owners will form an integral and critical part of any implementation process, and the proposed routes have been retained in the plan for future consideration, should the situation change.

Phase three - Adoption of aspirational plan

The Pohutukawa Coast Trails Plan was adopted by the Franklin Local Board in June 2017. Access to the land, funding and the availability of necessary resources will determine a programme of implementation for the individual Trails.

The Pohutukawa Coast Trails Plan is a long-term project, to be developed over the next ten-twenty years and beyond.



Pine Harbour Marina.

3.0 Aspirational Trails Mapping

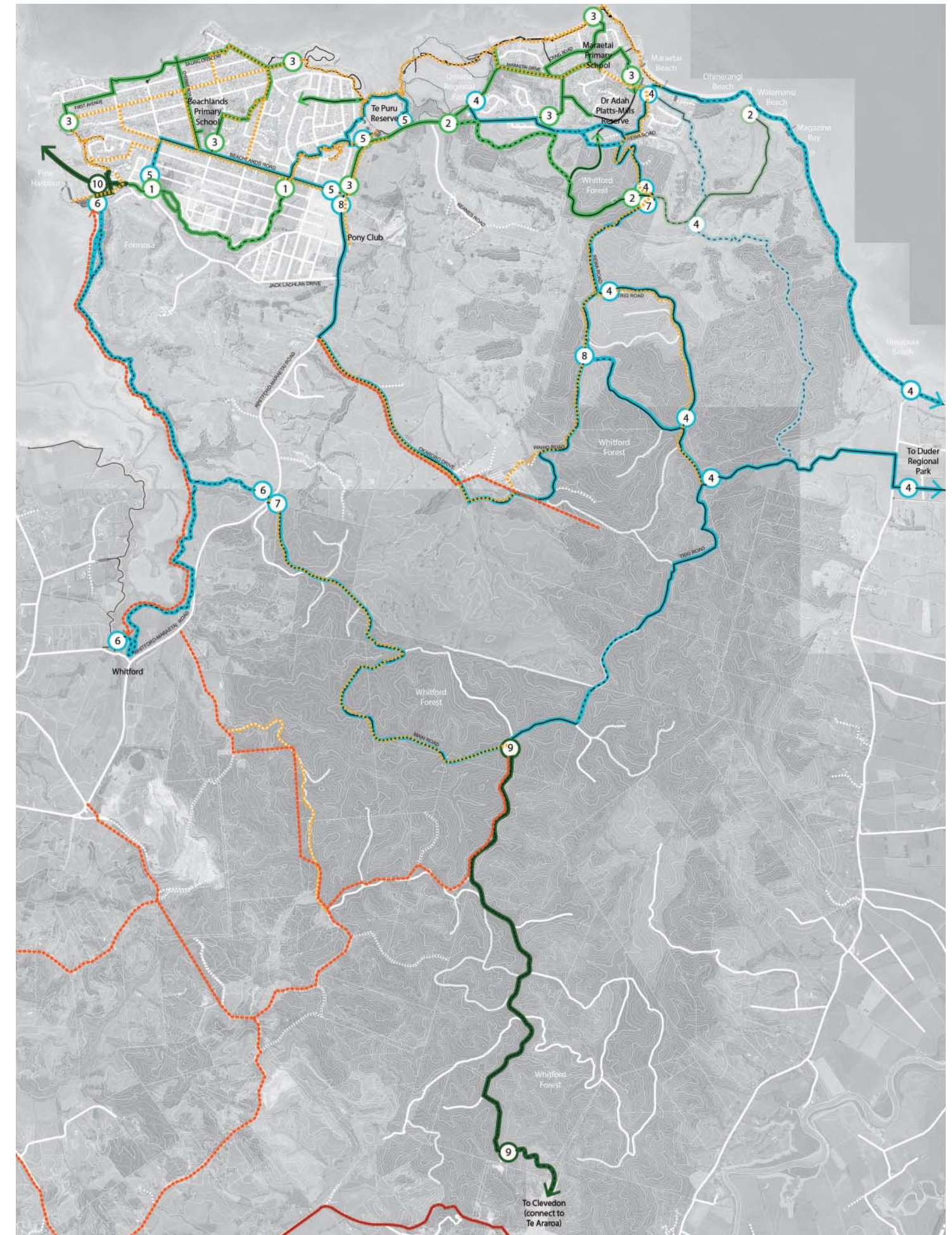
Trail categories

The Pohutukawa Coast Trails Steering Group set up categories to classify the nature of the connections. The map adjacent shows the locations of the 10 classified connections. Each proposed trail is discussed in more detail on pages 21-41.

- A** Urban Connections: local connections with the villages of Beachlands Pine Harbour/Maraetai (can be via parks, streets or new links). Likely to be local walking and local cycling focused. (Connections 1 - 3).
- B** Community Connections: between Beachlands/Maraetai and other villages such as Whitford, Clevedon (either coastal or overland via forest links). Likely to be walking, recreational cycling and horse riding. (Connections 4 - 8).
- C** Regional Connections: to other regional trails eg to Te Araroa, Hauraki Rail Trail, Auckland Central Business District. These links are likely to be indicated rather than delineated. Note that Te Araroa is designed for walking only. (Connections 9 - 10).

Other known connections are also shown on the adjacent map, as follows:

- |||||** Auckland Transport route - as part of the Auckland Cycle Network (ACN) Auckland Transport in collaboration with Cycle Action Auckland has developed a network of routes suitable for cycling. The routes shown here are from the 'Eastern Cycle Map', January 2013. Auckland Transport is intending to review the ACN to ensure the routes remain relevant.
- Recreational trails from Whitford Plan Change 8. Under Policy12A.4.9, public open spaces within the Whitford Rural Area shall:
provide for a well connected, integrated and accessible network of recreational trails for walking, cycling and horse riding that offer a variety of different routes, links and circuits;
- Te Araroa - New Zealand's Trail, which passes through Clevedon Scenic Reserve and onwards to Clevedon Village via North Road - (Connection 9 on page 41 would connect to Te Araroa).



3.1 Connection 1 - New Subdivisions bordering Jack Lachlan Road / Beachlands Road

Location and description

Key connection through new subdivisions to connect Pine Harbour and the Ferry Terminal to Beachlands Road.

Refer to plan page 22 for sections 1a-1c of Connection 1.

Ecology and cultural considerations

The connections runs parallel to stream, there is recent riparian planting by the developer. An ecological survey by Auckland Council revealed that weeds are affecting the establishment and regeneration of native species in some areas and require attention, especially in certain saltmarsh areas and the hillslopes. Downstream at Pine Harbour, the outlet and foreshore are classified as a Significant Ecological Area (SEA).

Constraints

- 1c is presently private land - no subdivision proposals currently planned.

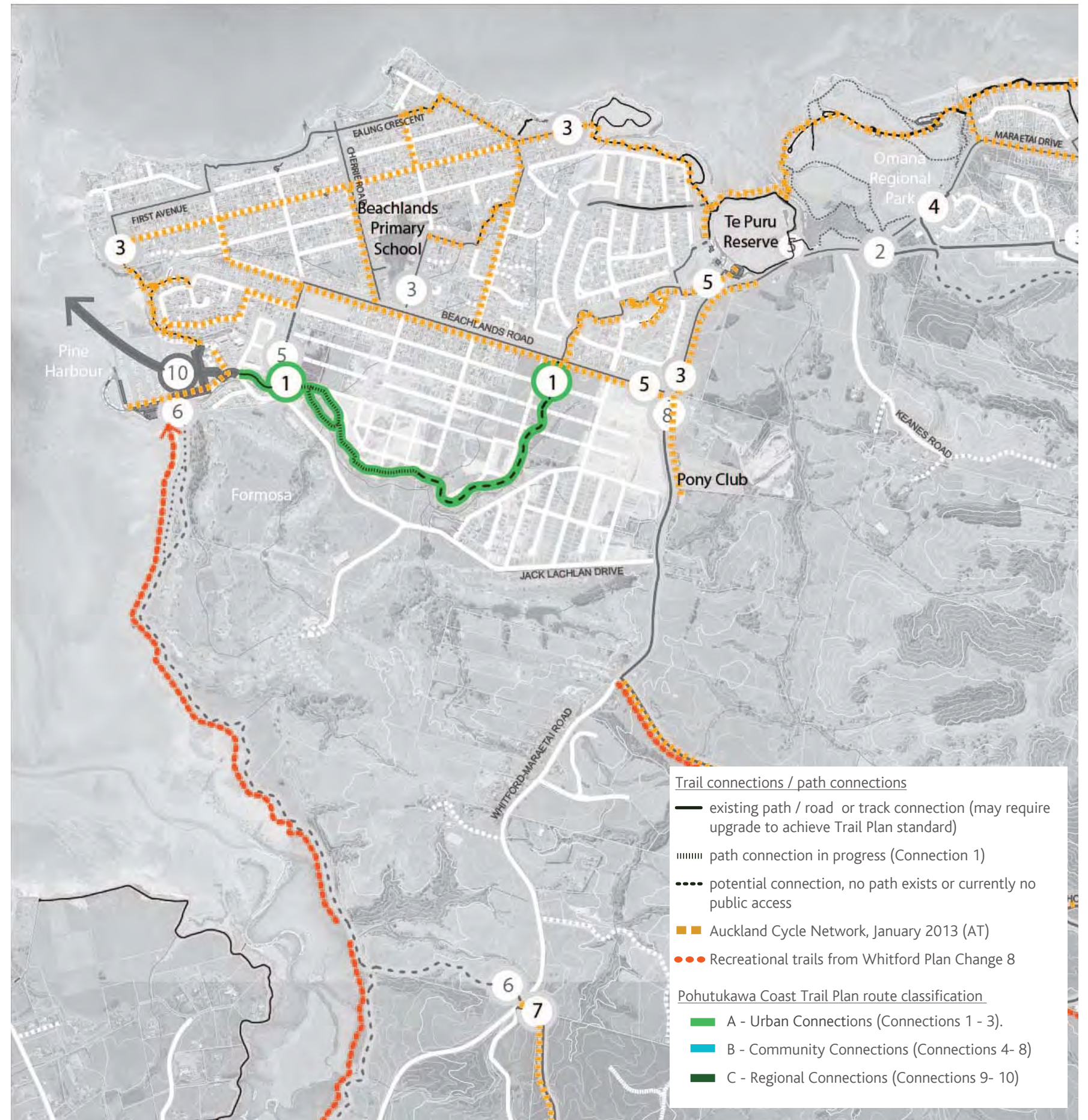
Opportunities

- connections into the new subdivision
- facilitates off road access to the Marina
- weed control and planting along the escarpment would be beneficial - as identified in the 'Ecological Survey and Prioritisation of Biodiversity Management on Local Parks within the Franklin Local Board Area', July 2015
- revegetation and habitat creation to improve stream water quality for discharge to Pine Harbour (SEA).

Deliverables (Refer to plan page 22 for sections 1a-1c)

Connections and associated riparian planting are on private land provided by the developer as part of the developer conditions and will revert to Auckland council parks team for asset maintenance.

- Connection 1a - Path length approx 1km. Currently underway as subdivision progresses
- Connection 1b - Path length approx 900m. Currently under negotiation with developer
- Connection 1c - Path length approx 200m. Vacant land. Easement required.



Scale 1:20,000 @A3

3.1 Connection 1 - New Subdivisions bordering Jack Lachlan Road / Beachlands Rd



- Base information:
- rivers / streams
 - roads
 - proposed roads (Jack Lachlan Subdivision)
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

- Trail connections / path connections
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Location and description

Network of shared paths/walkways, linking the Maraetai section of Whitford Forest (including the head waters of the Te Puru Stream) with Dr Adah Platts-Mills Reserve, Omana Park, the two streams east of Keanes Road and potentially the Maraetai beaches. The extension of existing paths (through Dr Adah Platts-Mills Reserve) and potential for the establishment of new native bush reserves resulting from urban future development, with linking walkways to a new network of shared walkways.

Refer to plan overleaf for the sections 2a-2c of Connection 2.

Ecology and cultural considerations

Dr Adah Platts-Mills Reserve (adjacent to this connection) is a mature native forest with complex structure and good habitat diversity. A stream runs through the reserve. Birdlife is reasonably abundant and kokopu were observed in the stream. Native bush areas (in particular 2a) could be connected to Dr Adah Platts-Mills Reserve with planting.

There are historic heritage / archaeological sites within this area, particularly since most of these routes have not been surveyed and significant pre-European Maori and European sites are recorded in close proximity. Sites include the Maraetai Pa and Maraetai Brick Company.

Constraints

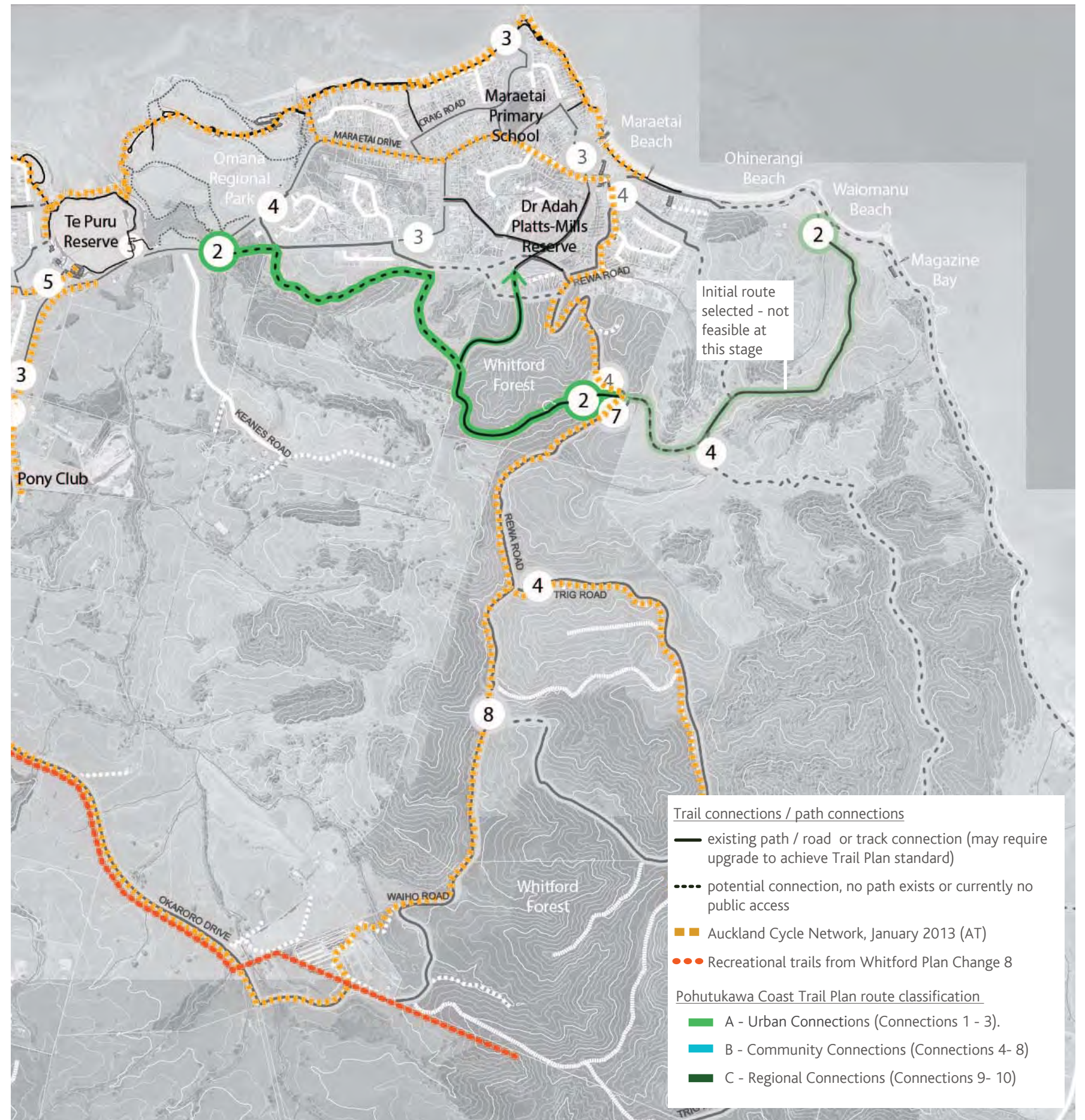
- easement required for 2c to allow permanent public access from Whitford Forest to Waiomanu Beach area
- forestry operations in 2b may restrict access at times
- historic heritage / archaeological sites exist in this area, particularly since most of these routes have not been surveyed and significant pre-European Maori and European sites are recorded in close proximity. These sites include the Maraetai Pa Maraetai Brick Company

Opportunities

- currently there is unofficial public access through Whitford Forest land (2b) by walkers and mountain bikers, and onward south through larger forest blocks
- 2a and 2c is across private land but access may be gained by agreement with landowners
- May be opportunities to make more open linkages into the forest area and existing and new native bush Reserves, such as Dr Adah Platts-Mills Reserve.

Deliverables (Refer to plan pages 24-25 for sections 2a-2c)

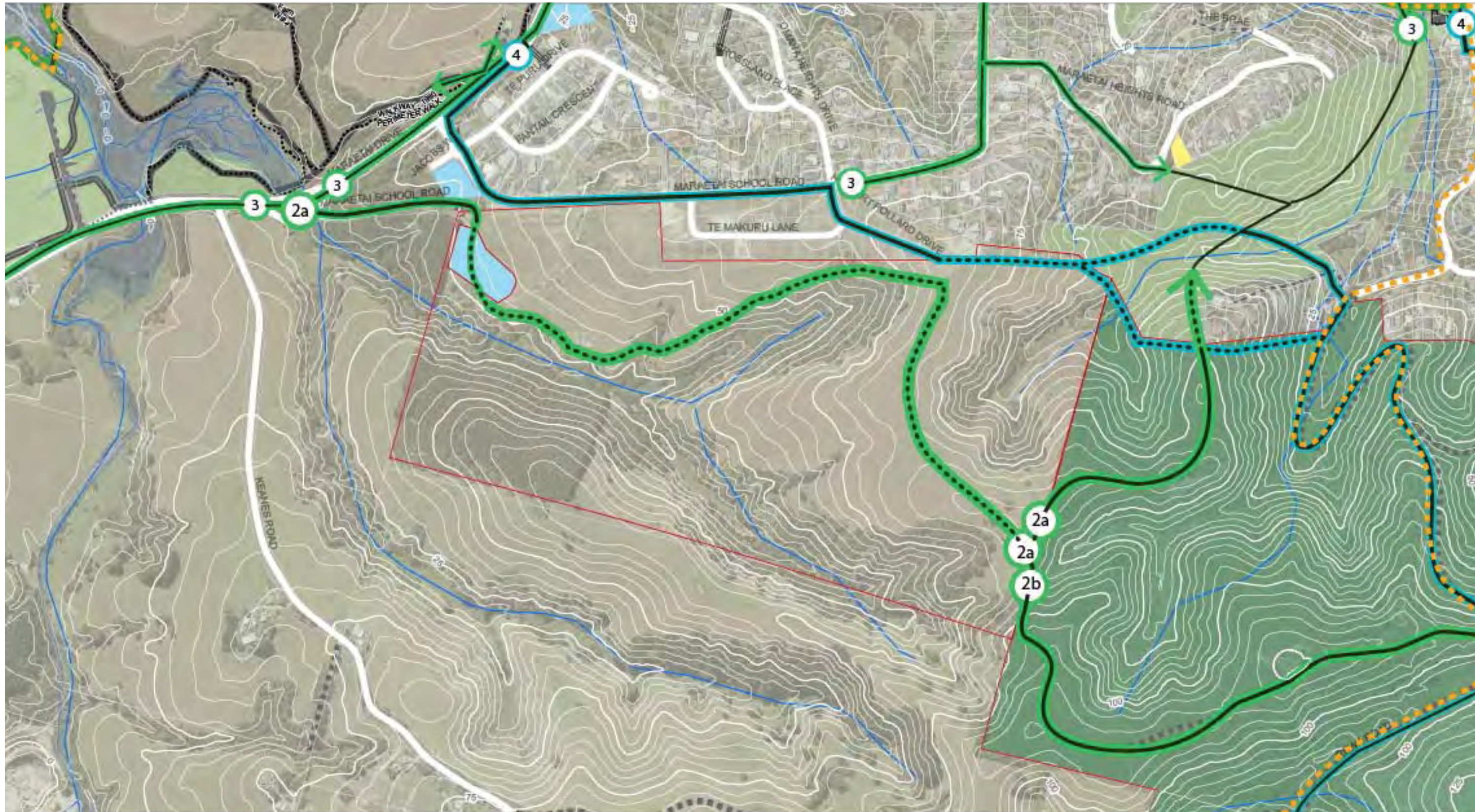
- Connection 2a - 2km new gravel track through private land holdings, connecting to Dr Adah Platts-Mills Reserve
- Connection 2b - 1.2km existing forestry track through Whitford Forest (private land)
- Connection 2c - 1.9km of gravel track - most of this connection currently exists as farm track on private but is not supported by the current landowner at the time of adoption of the plan
- Planting an approximate area of 500msq in native revegetation.



Scale 1:20,000 @A3

Pohutukawa Coast Trails - an Aspirational Plan

3.2 Connection 2 - Maraetai (Southern Boundary) Trails



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.2 Connection 2 - Maraetai (Southern Boundary) Trails



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:5,500 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.3 Connection 3 - Safe walking connections to key destinations

Location

Local footpaths on sections of the road network, including:

- Beachlands: Puriri Road, First View Road, Ealing Crescent, Wakelin Road, Bell Road.
- Maraetai: Maraetai Road, Maraetai Drive, Maraetai School Road, Craig Road, Te Pene Road and Seaview Road.

Description

Safe walking connections to key destinations such as schools, libraries, halls, parks, beaches and existing coastal walkways and cycleways.

Ecology and cultural considerations

Ecological enhancement is limited within the road corridor. Swale planting would improve stormwater quality.

Constraints

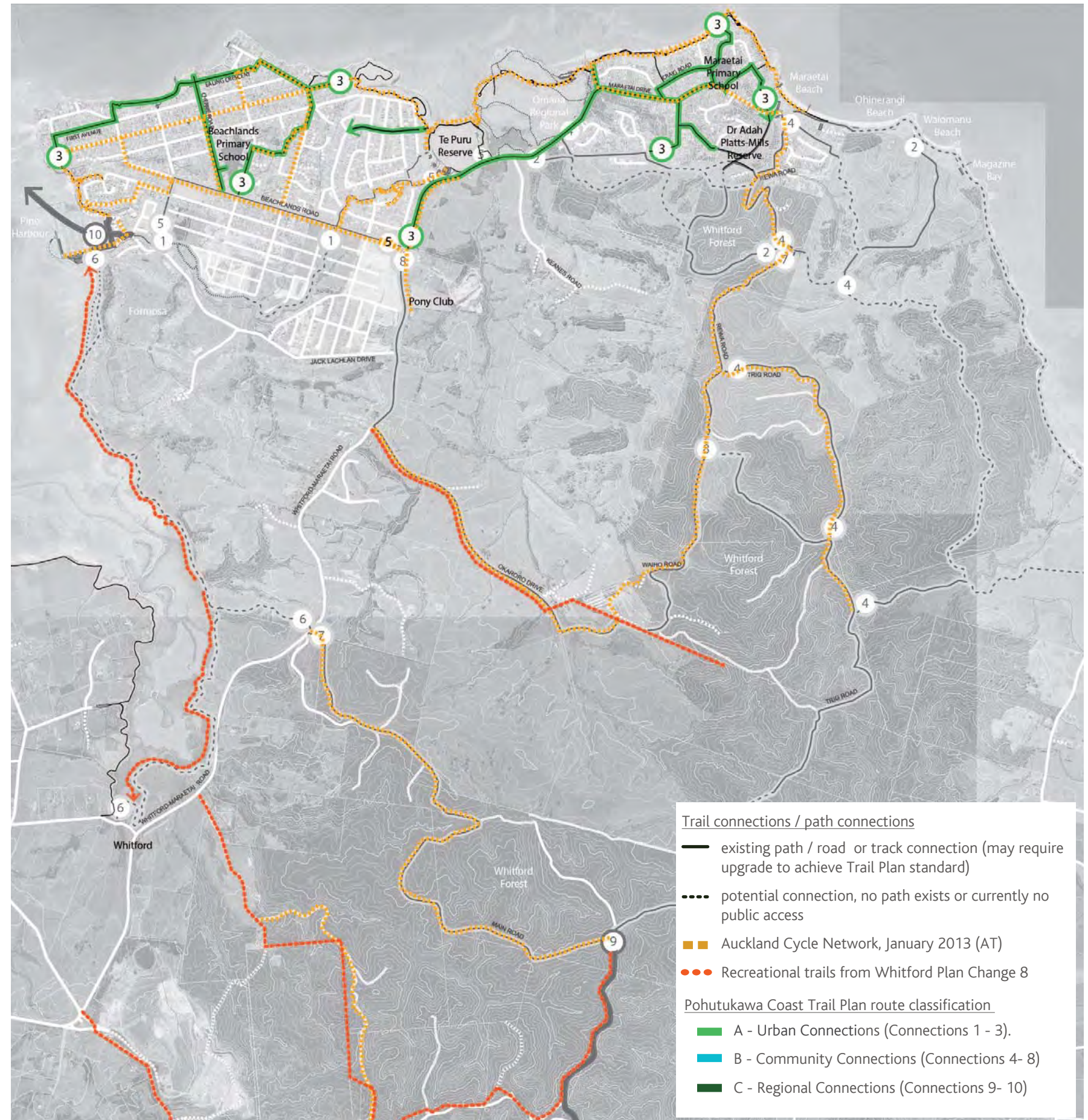
- ecological enhancement in the road corridor may be compromised with budget focused on footpath construction
- the existing path from First Avenue to Pine Harbour (shown as an Auckland Transport 'Feeder' and the end of Connection 3) is currently a narrow path with blind corners at the Pine Harbour end. It also crosses an active slip way for boat launching. Auckland Transport aim to review the feasibility of this connection.

Opportunities

- improve safety of street network for walking and cycling to key destination such as schools, local shops, beaches and parks
- achieve safer crossing points on arterial roads with high speed i.e Maraetai Road and Maraetai Drive
- better connect neighbourhood and schools to existing coastal walkways
- Franklin Local Board work with Auckland Transport on development of appropriate footpaths
- connect the Log Cabin to Sunkist Reserve and Playground via footpath along existing road (Beachlands).

Deliverables

- footpath upgrades or new footpaths would be required, along with pedestrian crossings and traffic calming interventions
- planted swales or raingardens that filter stormwater would achieve ecological benefits for this connection
- Parks budget for creation of a dedicated walkway / cycling path along Sunkist Bay Reserve (approx 250m), connecting to the Log Cabin.



3.3 Connection 3 - Safe walking connections to key destinations



- Base information:**
- rivers / streams
 - roads
 - proposed roads (*Jack Lachlan Subdivision*)
 - track or paper road
 - parks and reserves
 - Auckland Council land (*other than parks / reserves*)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - - - - path connection in progress (Connection 1)
 - . - . potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - - - - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:25,000 @A3

3.4 Connection 4 - Omana Regional Park to Duder Beach and Regional Park

Location and description

Recreational connection from Omana Regional Park via Maraetai School Road and the newly developed land in Omana Heights through to Dr Adah Platts-Mills Reserve to meet Rewa Road. From the end of Rewa Road the connection heads south through Whitford Forest (4d) where there would be opportunity to connect to Connection 2 (see page 23) and Connection 7 (see page 35). It then connects to the Marion Ross land (4e) and onward dense bush (private land - 4f) adjacent to Umupuia Beach, to join North Road and Duder Regional Park. Refer to page 29 for sections 4a-4g of Connection 4.

Ecology and cultural considerations

Land blocks of coastal forest and farmland underlay this connection. Dr Adah Platts-Mills Reserve occupies a gully stream system running North East -South West with moderate to steep sides. Vegetation is a mosaic of modified primary and secondary types including taraire-tawa forest in the gully bottom, kauri/kanuka on the upper slopes and kauri-podocarp-broadleaved forest. The private land where 4f is shown is dense in vegetative cover. Historic heritage / archaeological sites in this area include the Duder windmill pump.

Constraints

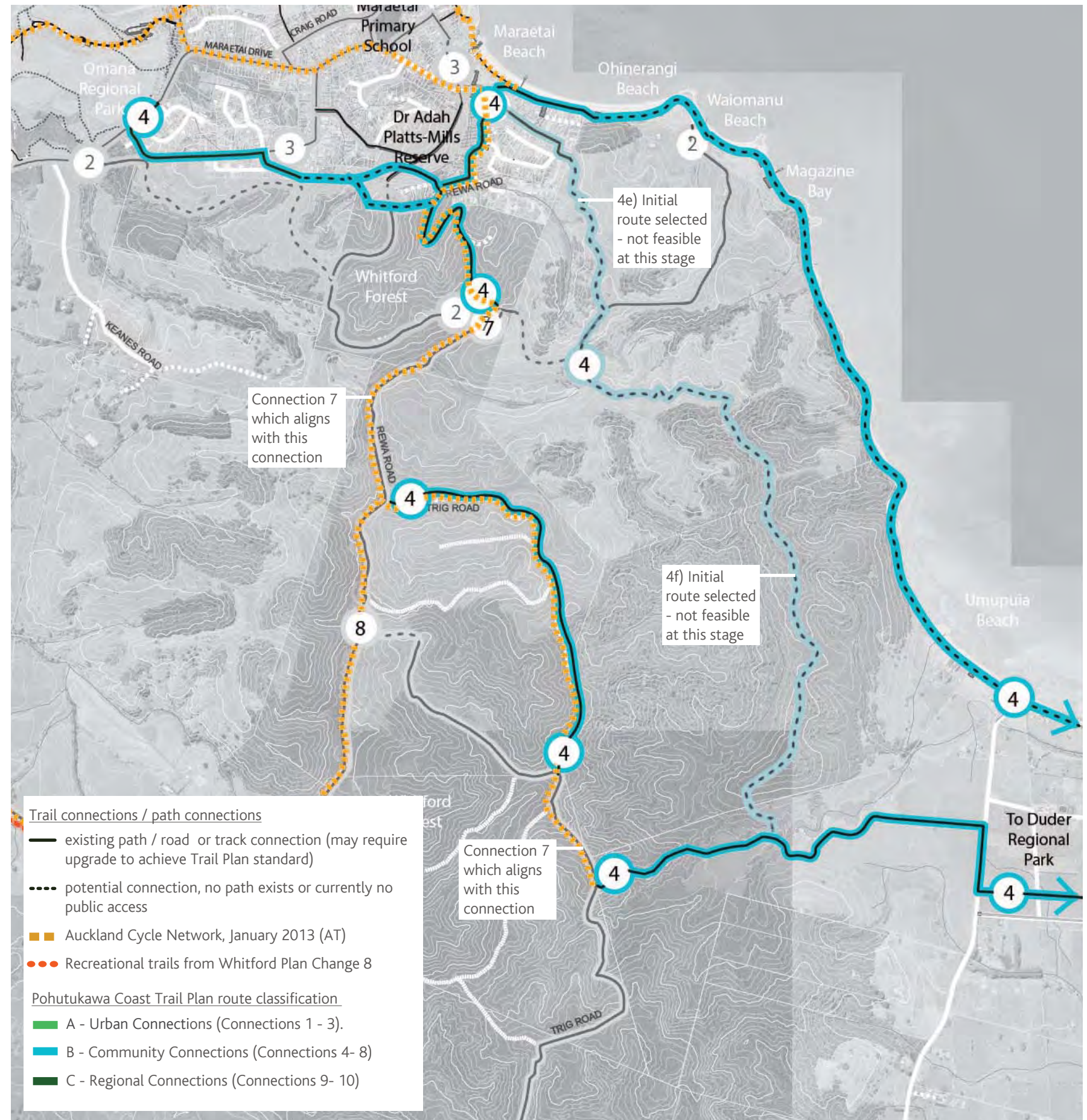
- new connections through Dr Adah Platts-Mills Reserve are likely to be narrow due to the established native bush. Preferably use existing pathways or make the connection on the periphery of the bush
- connections via the coast are also worth investigation, although there is little room in the road corridor for a walkway/cycleway between the coastal edge and cliff face
- forestry operations in 4d may restrict access at times.

Opportunities

- cultural interpretation - work with local iwi and historians to tell the stories of the area
- connect to Wairoa River Trail from Duder Regional Park onwards.

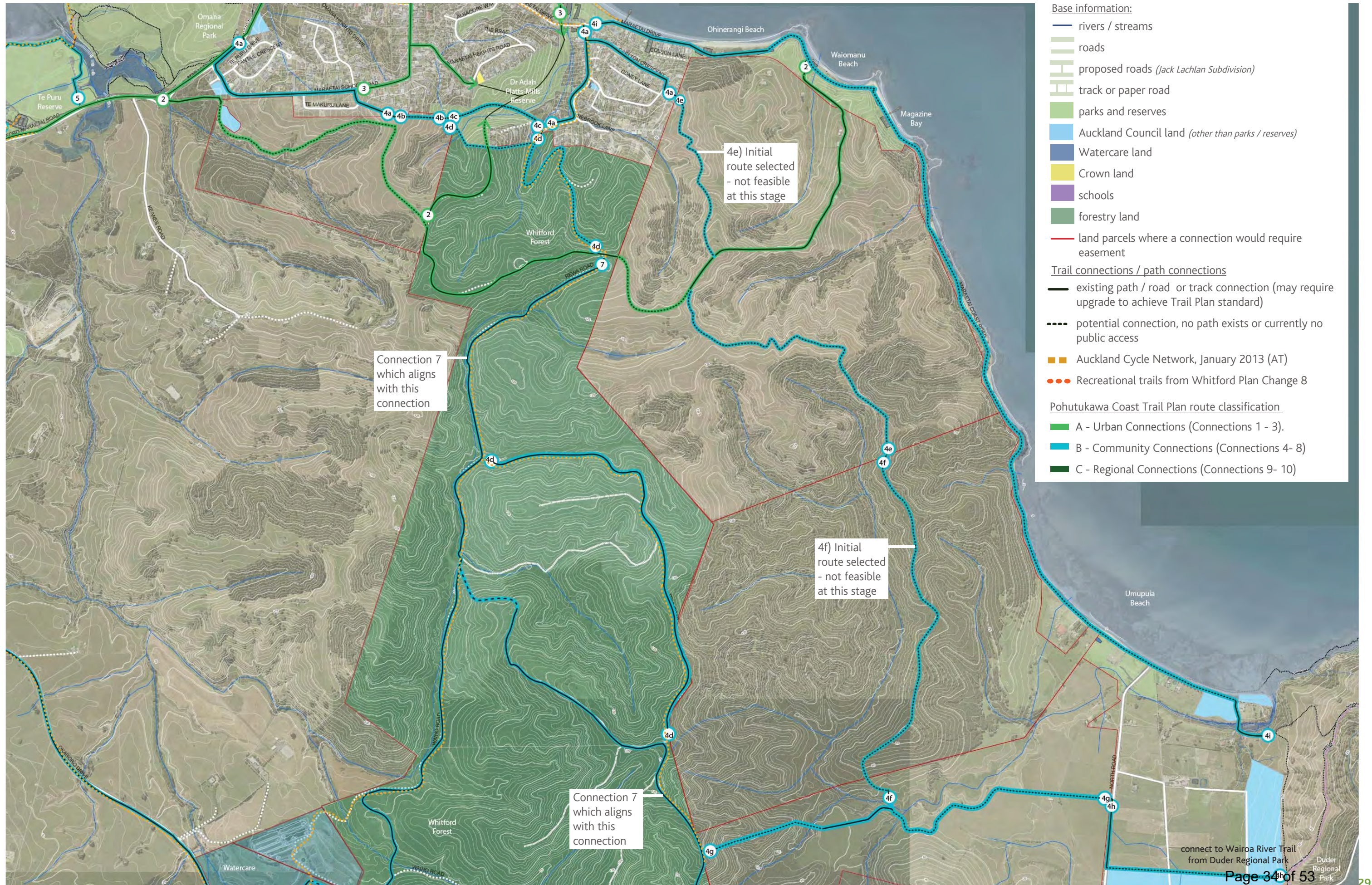
Deliverables (Refer to plan page 29 for sections 4a-4g)

- Connection 4a - footpath upgrade or new footpath required.
- Connection 4b - Connections on private land development. Consider connection as part of the contribution. 2km in length excluding sections from Connection 7 of which part of this route aligns with
- Connection 4c - 450m connection through Dr Adah Platts-Mills Reserve
- Connection 4d - 1.5m connection via Whitford Forest (private land)
- Connection 4e - 2.5km (half on existing farm track) - not supported by current landowner at the time of adoption of the plan
- Connection 4f - 2km on private land (dependant on 4e - not feasible at this stage)
- Connection 4g - 2km (half on existing farm track) on private land
- Connection 4h - 1km provide footpath upgrades or new footpaths. The section on Regional Park land would utilise existing park road with provision for pedestrians, horse riders and cyclists
- Connection 4i - 5km along Maraetai Coast Road.



Pohutukawa Coast Trails - an Aspirational Plan

3.4 Connection 4 - Omana to Duder Beach and Regional Park



Location and description

Omana Regional Park to Pine Harbour via Te Puru and Constellation Parks, Beachlands Road, Sunkist Bay Road and Jack Lachlan subdivision.

The connection is predominately in the road corridor or within local parks. There are existing footpaths for most of this connection with the exception of the Jack Lachlan subdivision (5a) and the proposed connection from Weatherly Drive to Te Puru (5c). Refer to plan overleaf for sections 5a-5c of Connection 5. Refer to page 31 for sections 5a-5c of Connection 5.

Ecology and cultural considerations

There is substantial riparian planting in the lower area of Constellation Park leading into Te Puru Park. The upper area of Constellation Park is fairly open, with sparsely scattered specimen trees. The addition of more tree canopy and low underplanting would enhance connectivity for native birds from each coast - Pine Harbour via Jack Lachlan Drive habitat through to Te Puru via Constellation Park.

Constraints

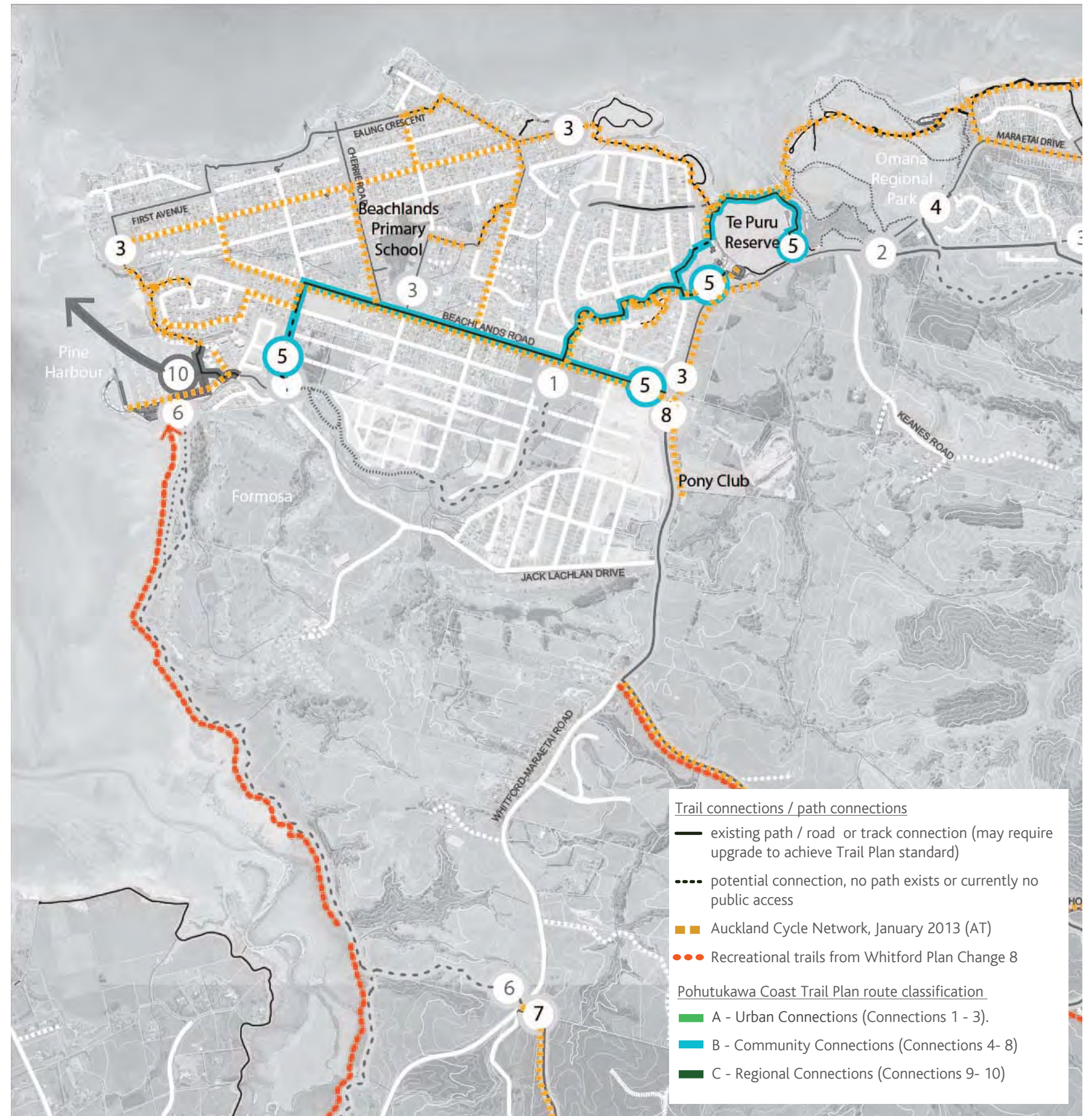
- Connection 5a timing is determined by the developer

Opportunities

- connections across new subdivision linking to existing street network and Pine Harbour
- potential to connect to Connection 1 (page 21) from Constellation Park
- enhancement of ecological linkages between Jack Lachlan and Te Puru
- the proposed footpath connection from Weatherly Drive to Te Puru Reserve facilities would enable pick up/ drop off to the facility in winter months, and complete the connection around Te Puru Reserve.

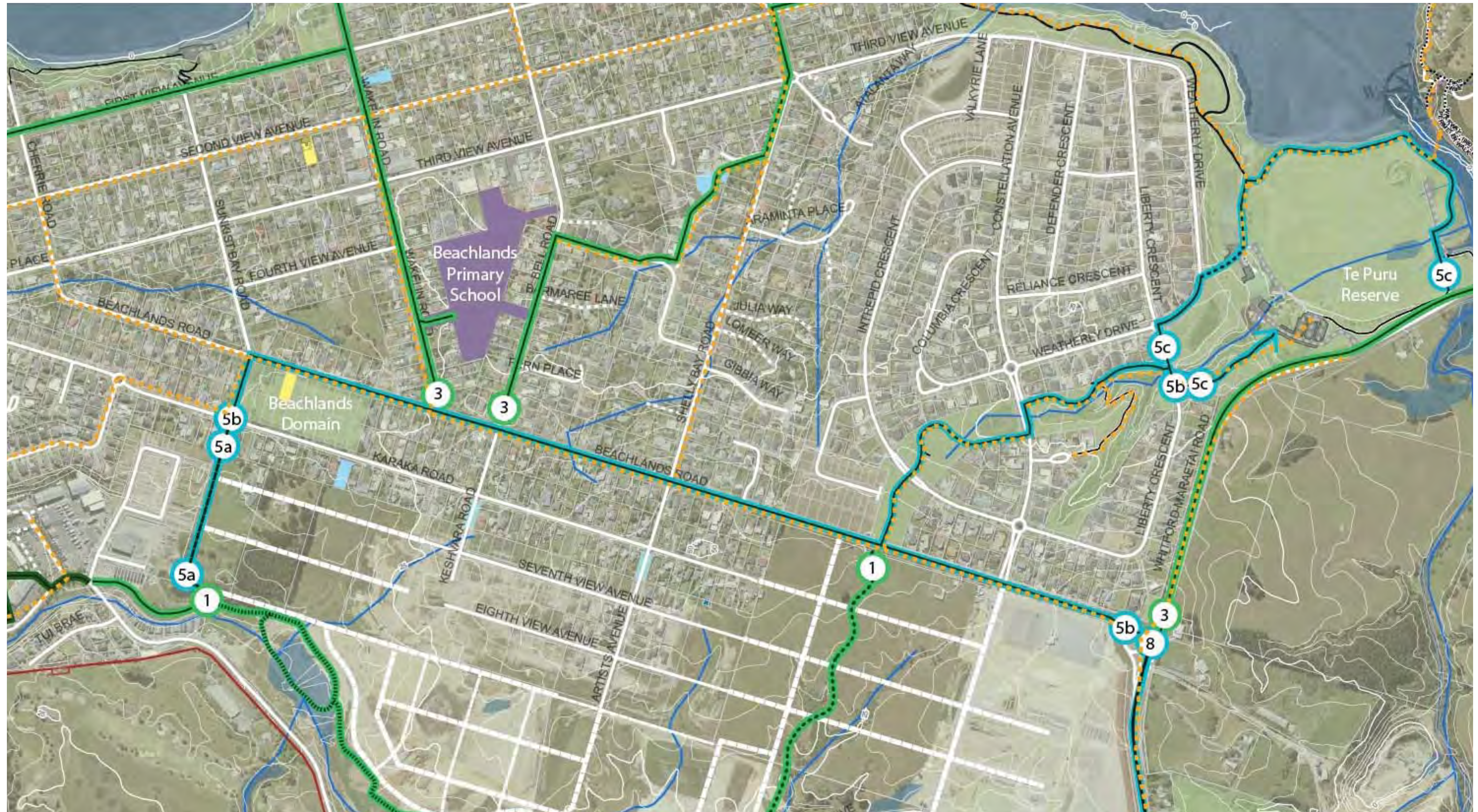
Deliverables (Refer to plan page 31 for sections 5a-5c)

- Connection 5a - the connection through Jack Lachlan Subdivision 245m
- Connection 5b - the new path through Auckland Council land is 50m. The existing concrete path within Constellation Park is approx 1km, this would require widening. The remaining 2km is in the road corridor requiring footpath upgrades. Pedestrian crossings required to link the reserves
- Connection 5c - connection around existing path at Te Puru with the addition of 50m of new footpath from Weatherly Drive to Te Puru faculties
- additional low planting required in Constellation Drive.



Pohutukawa Coast Trails - an Aspirational Plan

3.5 Connection 5 - Omana Regional Park to Pine Harbour



- Base information:**
- rivers / streams
 - roads
 - proposed roads (Jack Lachlan Subdivision)
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:8,750 @ A3

Location and description

The connection follows the 'recreational trail' marked out as part of Whitford Plan Change 8. It starts in Pine Harbour and goes over the Jack Lachlan Esplanade Reserve and follows the coastline adjacent to Formosa, the proposed Ahuareka Village and those properties bordering the Waikopua Estuary. The connection branches inland at Ahuareka to Whitford Maraetai Road (in addition to Whitford Plan Change 8.). Refer to page 33-34 for sections 6a-6d of Connection 6.

Ecology and cultural considerations

The Waikopua Estuary has intertidal feeding areas for both coastal wading birds and invertebrates. Ahuareka Village land is presently largely pasture, although indigenous coastal broadleaved forest remain in the steep gullies adjacent to Connection 6. On coastal embankments there are copses of pine.

There are recorded historic heritage / archaeological sites within the vicinity of Connection 6 due to the locality within a coastal environment. The majority of these recorded sites are shell middens, with numerous associated pits and terraces and up to two pa sites.

Constraints

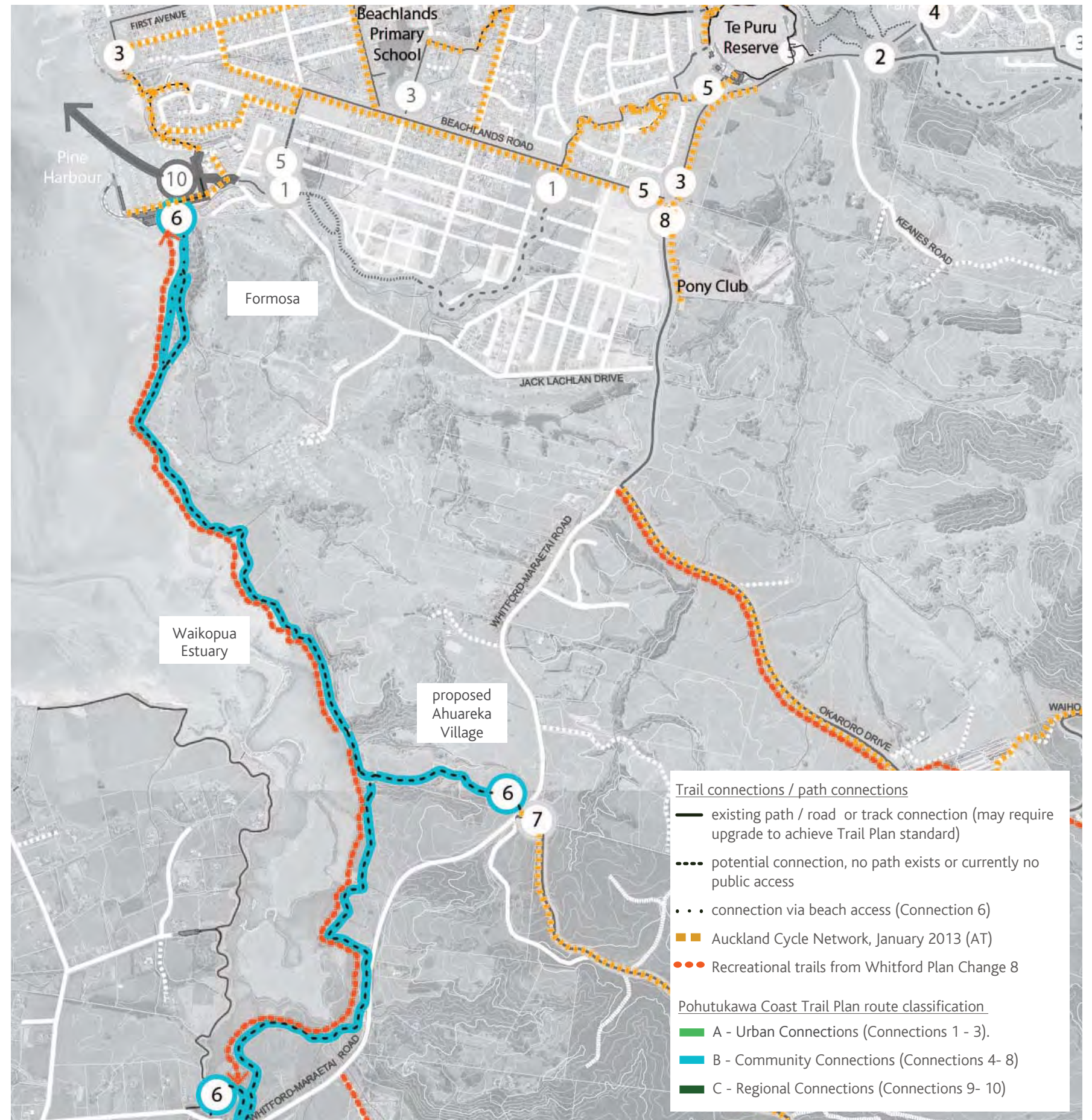
- due to the undulating grade and available space in the coastal environment, the path may need to reduce in width at pinch points
- possible bridging required

Opportunities

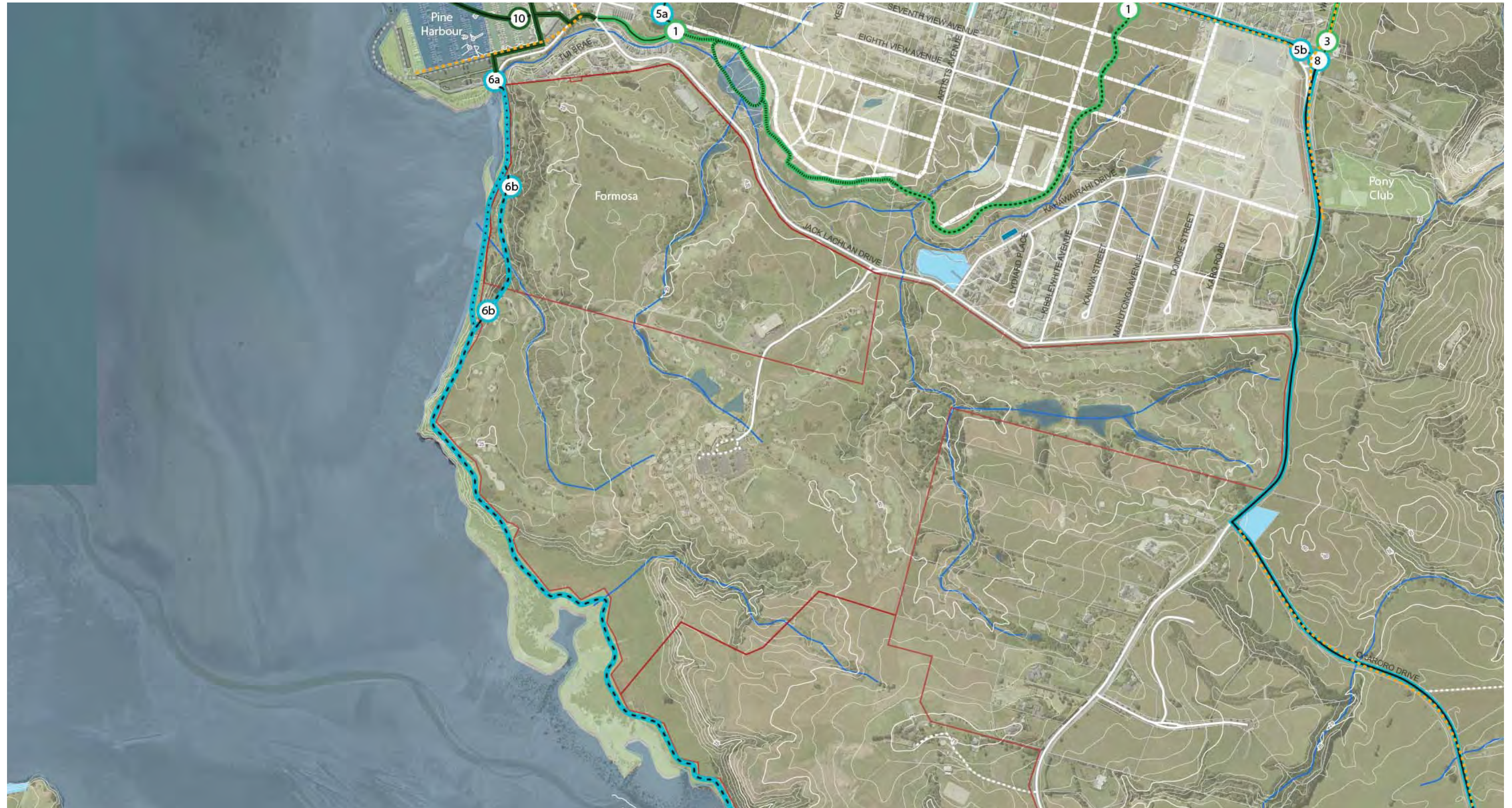
- connect to the coastal walkway leading to Porterfield Road Esplanade Reserve
- the trail may also be accessible for horses
- protect and enhance existing natural areas with native planting and pest management.

Deliverables (Refer to plan pages 33-34 for sections 6a-6d)

- Connection 6 is 5.25km of coastal walkway
- Section 6b would be an optional route to the foreshore route of 6a, this connection would require an easement at Formosa for 450m of gravel path. Steep grade may also require steps
- Connection 6c is an inland section through the proposed Ahuareka Village is approx 750m and is likely to be delivered as part of the development.



3.6 Connection 6 - Pine Harbour to Whitford and forest

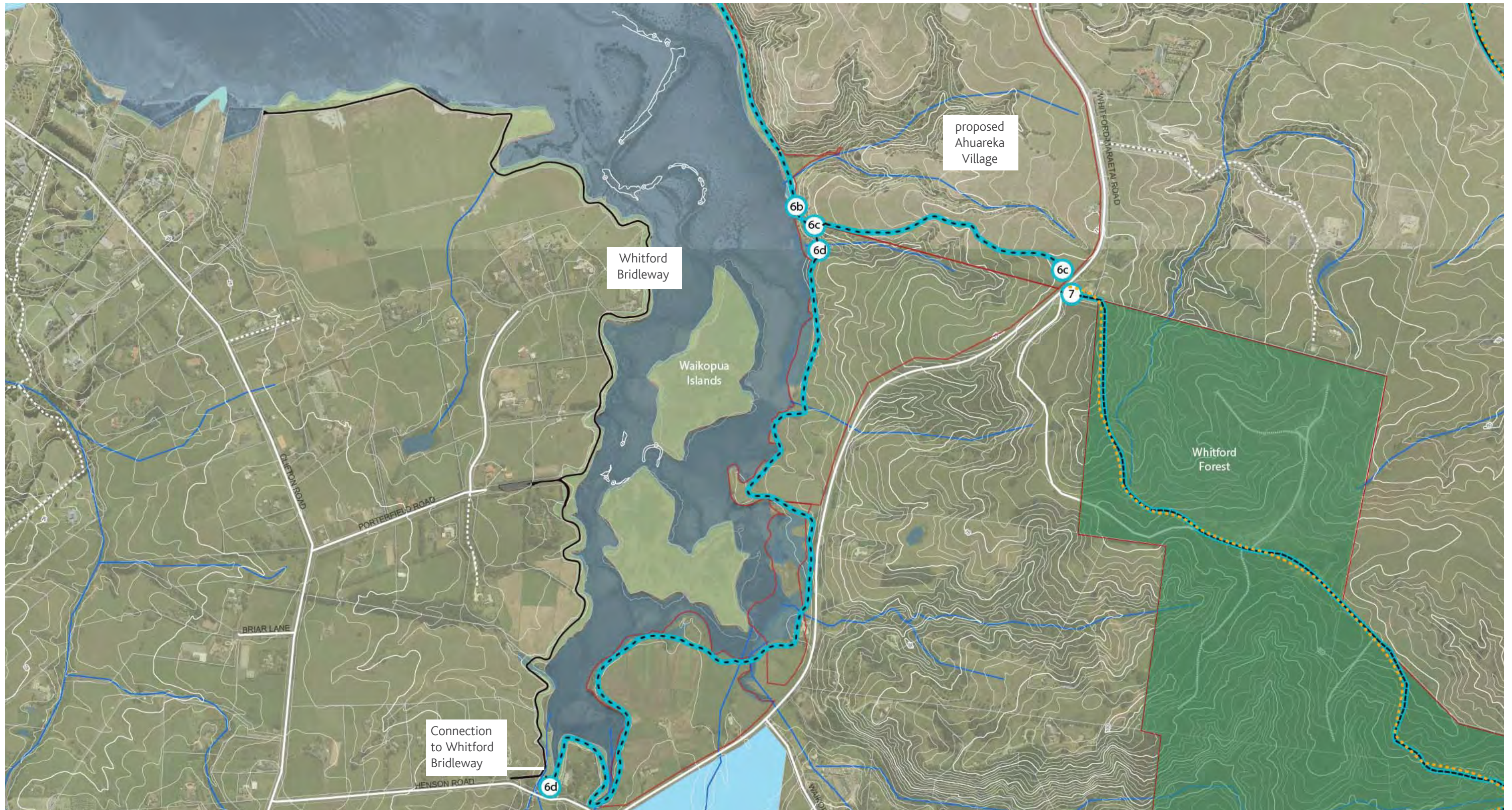


- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)
 - Watercare land
 - Crown land
 - schools
 - forestry land
 - land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - path connection in progress (Connection 1)
 - potential connection, no path exists or currently no public access
 - low tide connection (Connection 6)
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)

Scale 1:10,000 @ A3



- Base information:**
- rivers / streams
 - roads
 - track or paper road
 - parks and reserves
 - Auckland Council land (other than parks / reserves)

- Watercare land
- Crown land
- schools
- forestry land
- land parcels where a connection would require easement

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - Auckland Cycle Network, January 2013 (AT)
 - Recreational trails from Whitford Plan Change 8

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:10,000 @ A3

3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas

Location and description

Connection through Whitford Forest from the northern Waiho Forest block in Maraetai through to the southern Te Maraunga block via Watercare owned land and one private land title. The connection for the most part follows existing forestry roads and farm tracks. Refer to pages 36-37 for sections 7a-7d of Connection 7.

Ecology and cultural considerations

Largely pine plantation or pasture with small areas of native bush around the gullies and the fringes of the pine forests.

Inland routes also have the potential to contain sites related to the pre-European Maori history of the area due to their locality to ridgelines and waterways. Known cultural heritage records here are associated with the gold mining history of the area.

Constraints

- forestry operations in 7a and 7d may restrict public access at times
- requires access across farm land at 7c which is private land
- creating safe multi use of the tracks and existing forestry roads for horse riders, runners/walkers and mountain bikers
- the Waiho and Te Maraunga blocks of Whitford Forest are currently for sale, there is not certainty whether future public access is guaranteed.

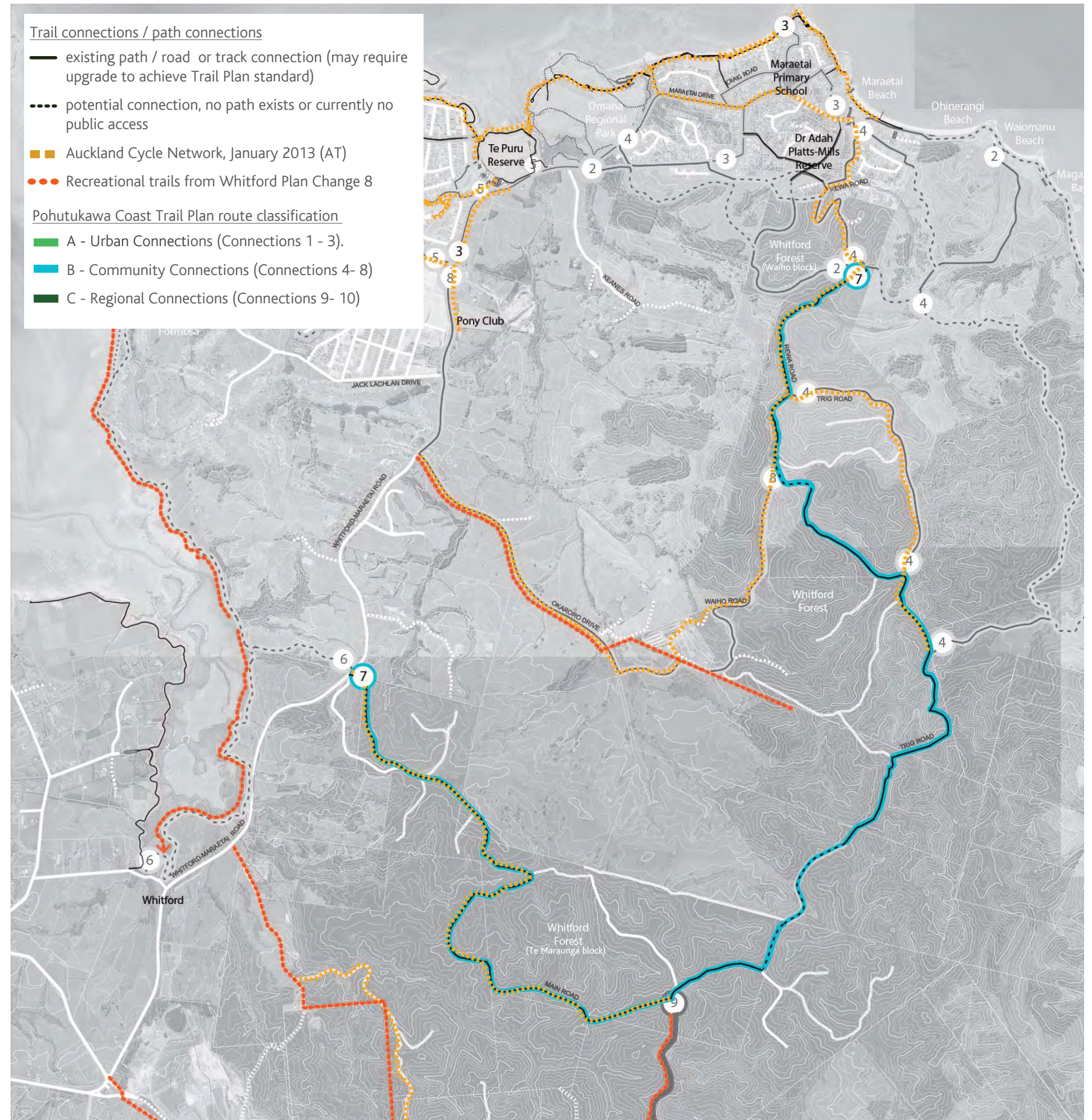
Opportunities

- connect Whitford and Waiho forest areas
- incorporation of mountain bike trails and bridleways
- enhance native bush reserves
- areas of interest for the public: Memory Grove/Ridge Line track/mine shafts/areas of native bush
- has the potential to connect Beachlands/Maraetai with Clevedon and Whitford via forest if easement is granted (also refer Connection 9 Page 41)
- there are no water infrastructure operations near the vicinity of the connection shown - 7d
- a mountain bike trail at the edge of and through the bush in this area.

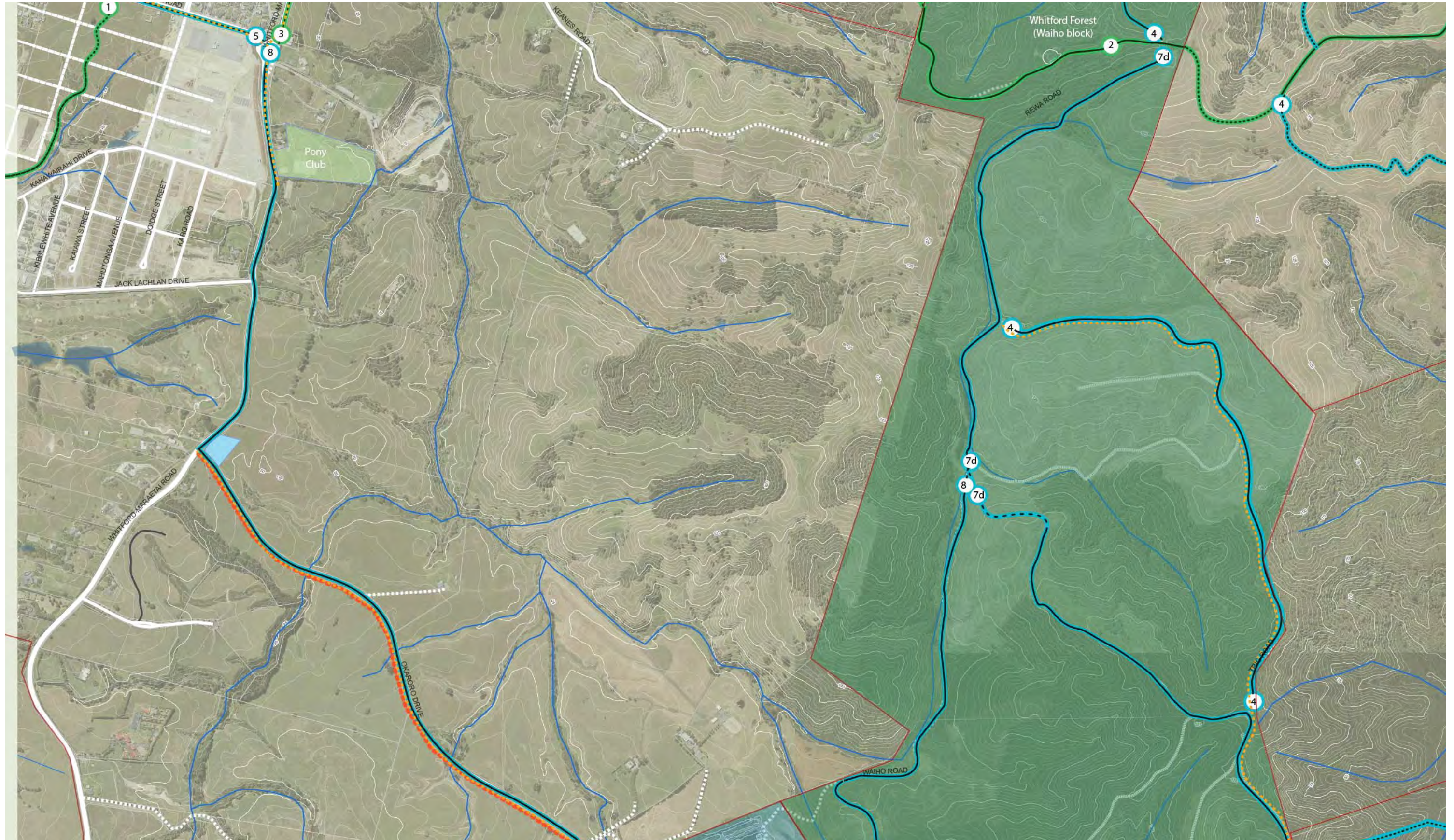
Deliverables (Refer to plan pages 36-37 for sections 7a-7d)

Refer to plan overleaf for the following sections of Connection 7:

- Connection 7a - 5.5km on forestry road of Whitford Forest (private land)
- Connection 7b - 730m on private land, small section of farm track exists, however a new track would be required through native bush for the most part
- Connection 7c - 600m of new track required on Watercare land
- Connection 7d - 4km on forestry road of Whitford Forest (private land)
- Revegetation planting would be extensive.



3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

Auckland Council land (other than parks / reserves)

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

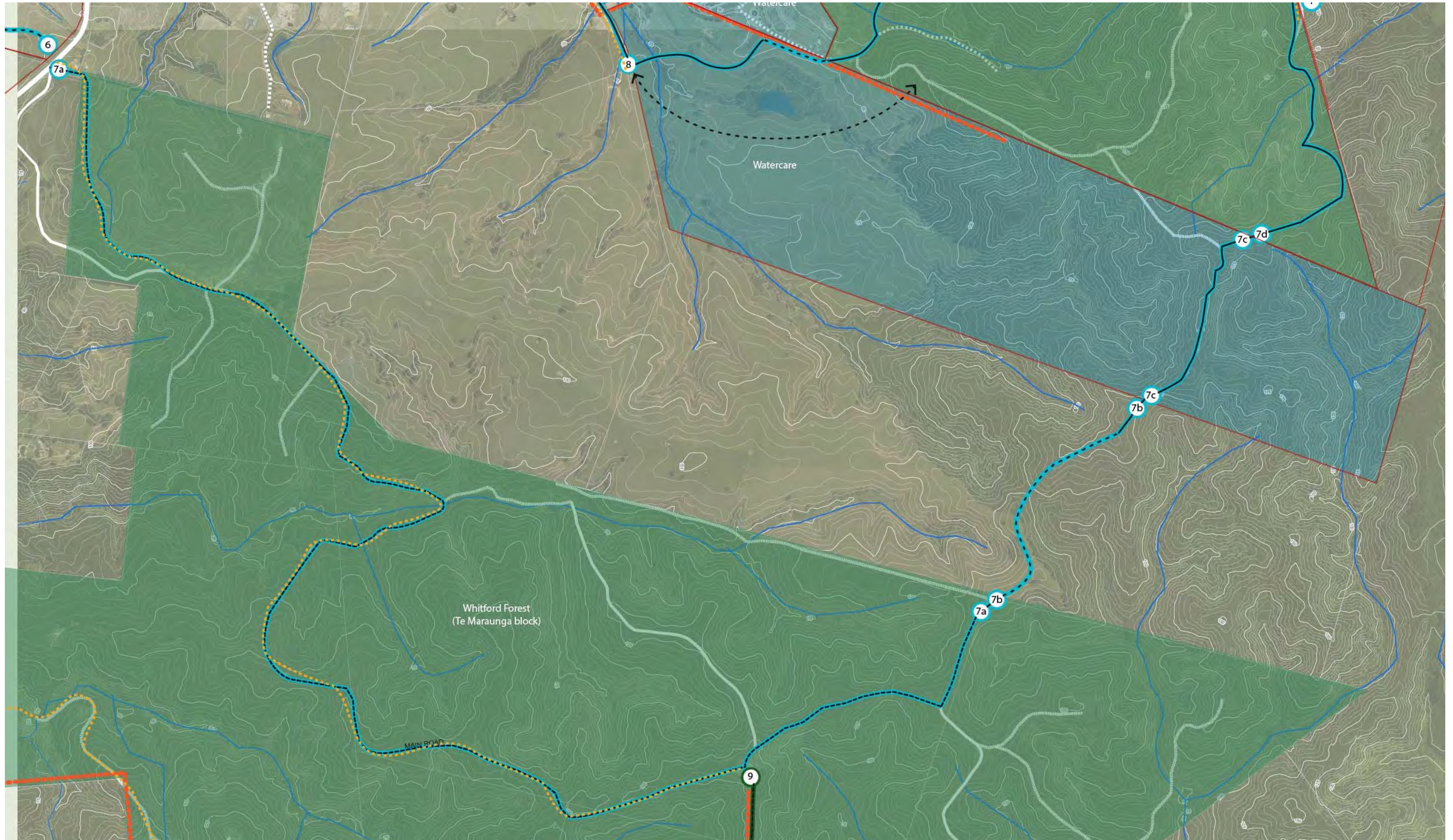
Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4 - 8)
- C - Regional Connections (Connections 9 - 10)

Scale 1:11,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.7 Connection 7 - Access and connections between Waiho (Maraetai) and Whitford Forest areas



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4 - 8)
- C - Regional Connections (Connections 9 - 10)

Scale 1:11,000 @ A3

3.8 Connection 8 - Recreational forest loop aspiration

Location and description

Starting from Whitford-Maraetai Road and along Okaroro Road to connect to the existing internal road in Watercare land and up to the Whitford Forest block. This connection forms a recreational loop with Connections 3 (Whitford-Maraetai Road), 2 (Maraetai and Omana) and 7 (Whitford Forest). Refer to pages 39-40 for sections 8a-8c of Connection 8.

Ecology and cultural considerations

Pasture with small areas of native bush around the gullies and the fringes of the pine forests.

Inland routes also have the potential to contain sites related to the pre-European Maori history of the area due to their locality to ridgelines and waterways. Known cultural heritage records here are associated with the gold mining history of the area.

Constraints

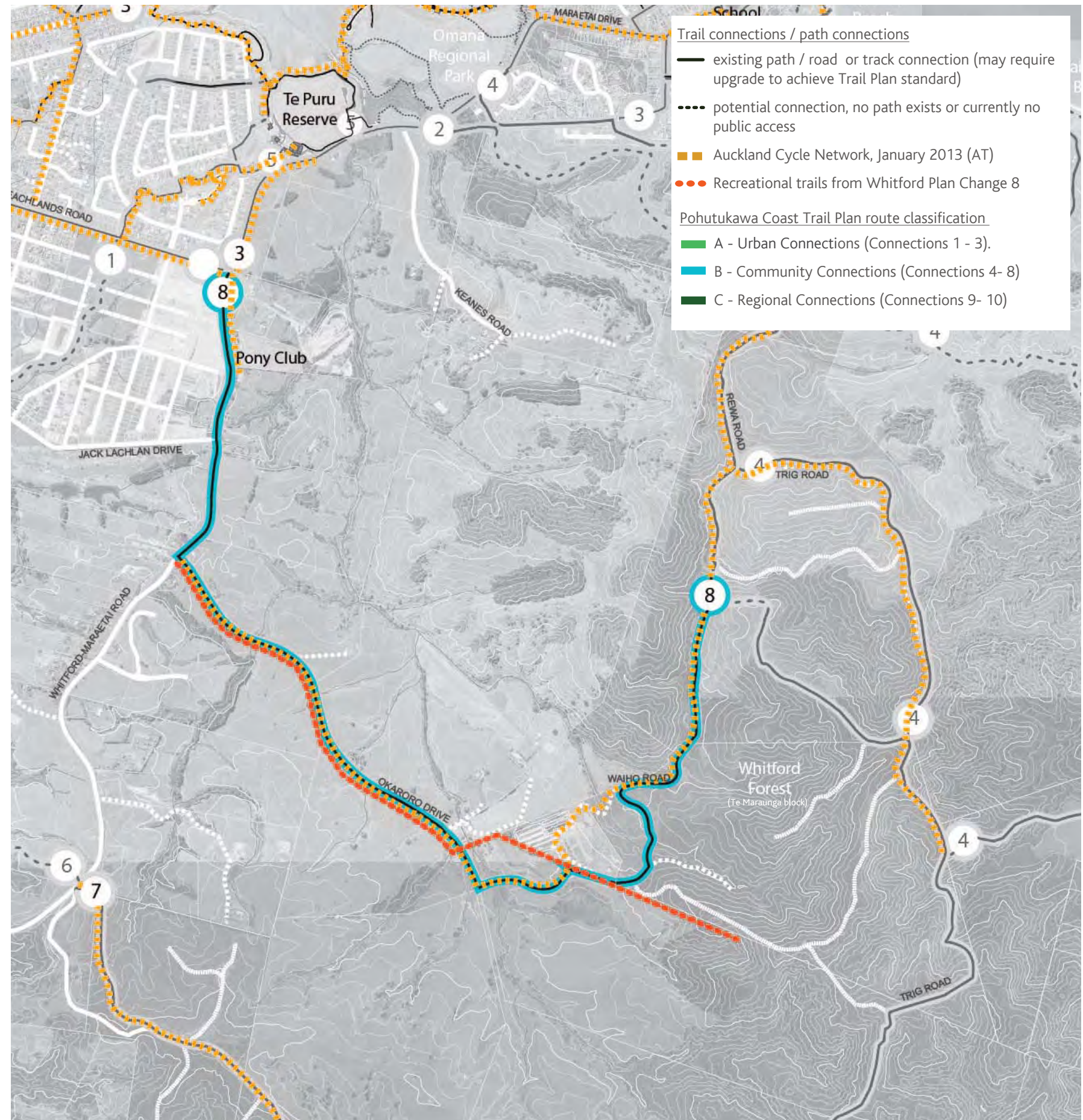
- needs improved access and parking off Okaroro Drive entry point
- forestry operations in 8c may restrict public access at times

Opportunities

- link to Connection 6 through the proposed Ahuareka Village to the coast
- incorporation of mountain bike trails and bridleways
- enhance native bush reserves
- Watercare are supportive of the connection as long as access is not permitted to the northern portion of the site where operations take place around the ponds
- a mountain bike trail at the edge of and through the bush at the rear of the property
- future development in Whitford Forest may present opportunity to create a connection from the forest to Okaroro Drive through land owned by Watercare.

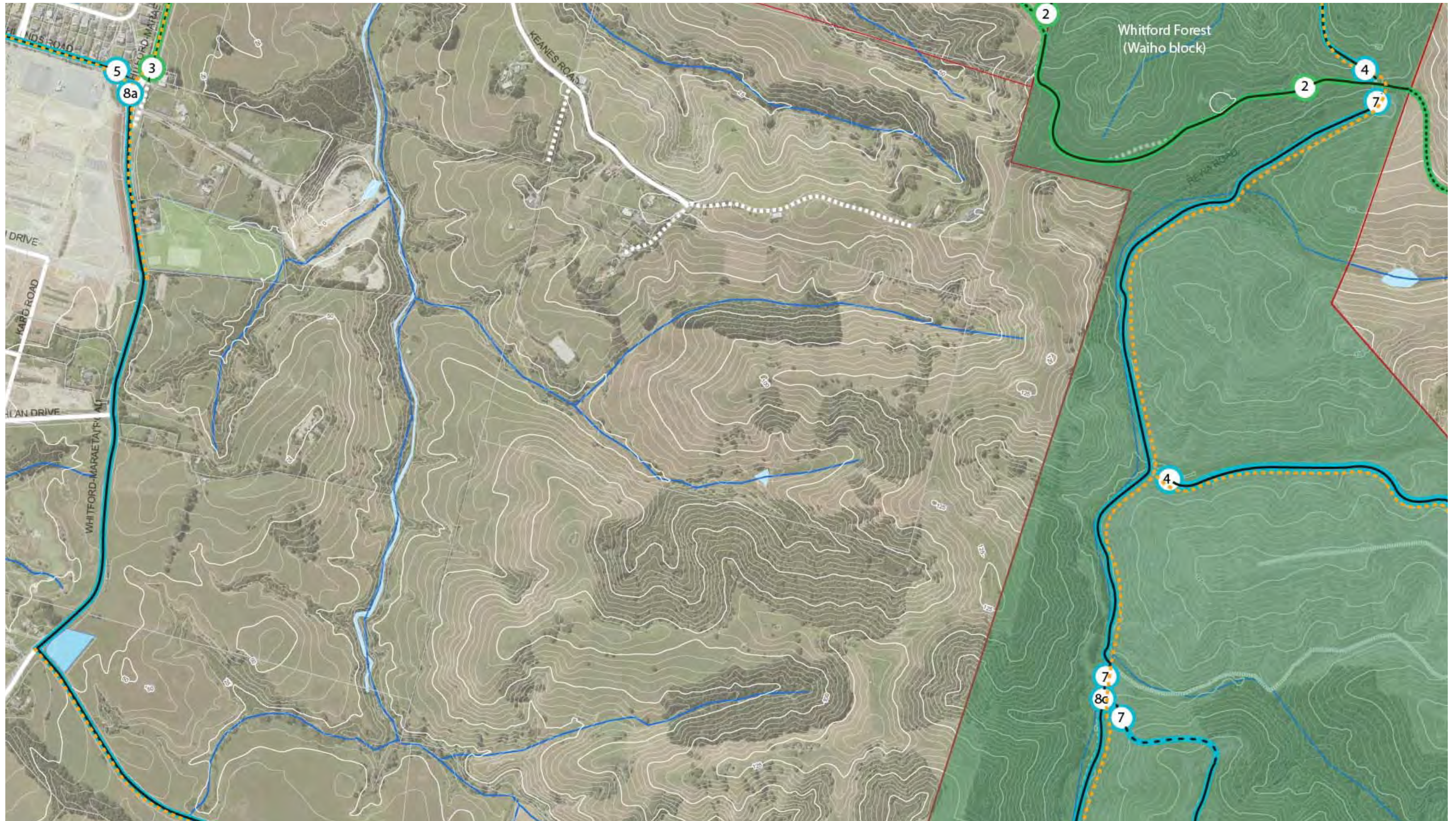
Description (Refer to plan pages 39-40 for sections 8a-8c)

- Connection 8a - 3.3km along Okaroro Drive and along Whitford-Maraetai Road
- Connection 8b - 670m through land owned by Watercare 200m of this would be new track leading from the formed road to the Waiho Whitford Forest block
- Connection 8c - 2km of existing forestry road on the Waiho Whitford Forest block.



Pohutukawa Coast Trails - an Aspirational Plan

3.8 Connection 8 - Recreational forest loop aspiration



Base information:

- rivers / streams
- parks and reserves
- roads
- track or paper road

- Auckland Council land (other than parks / reserves)
- Watercare land
- forestry land
- land parcels where a connection would require easement

Trail connections / path connections

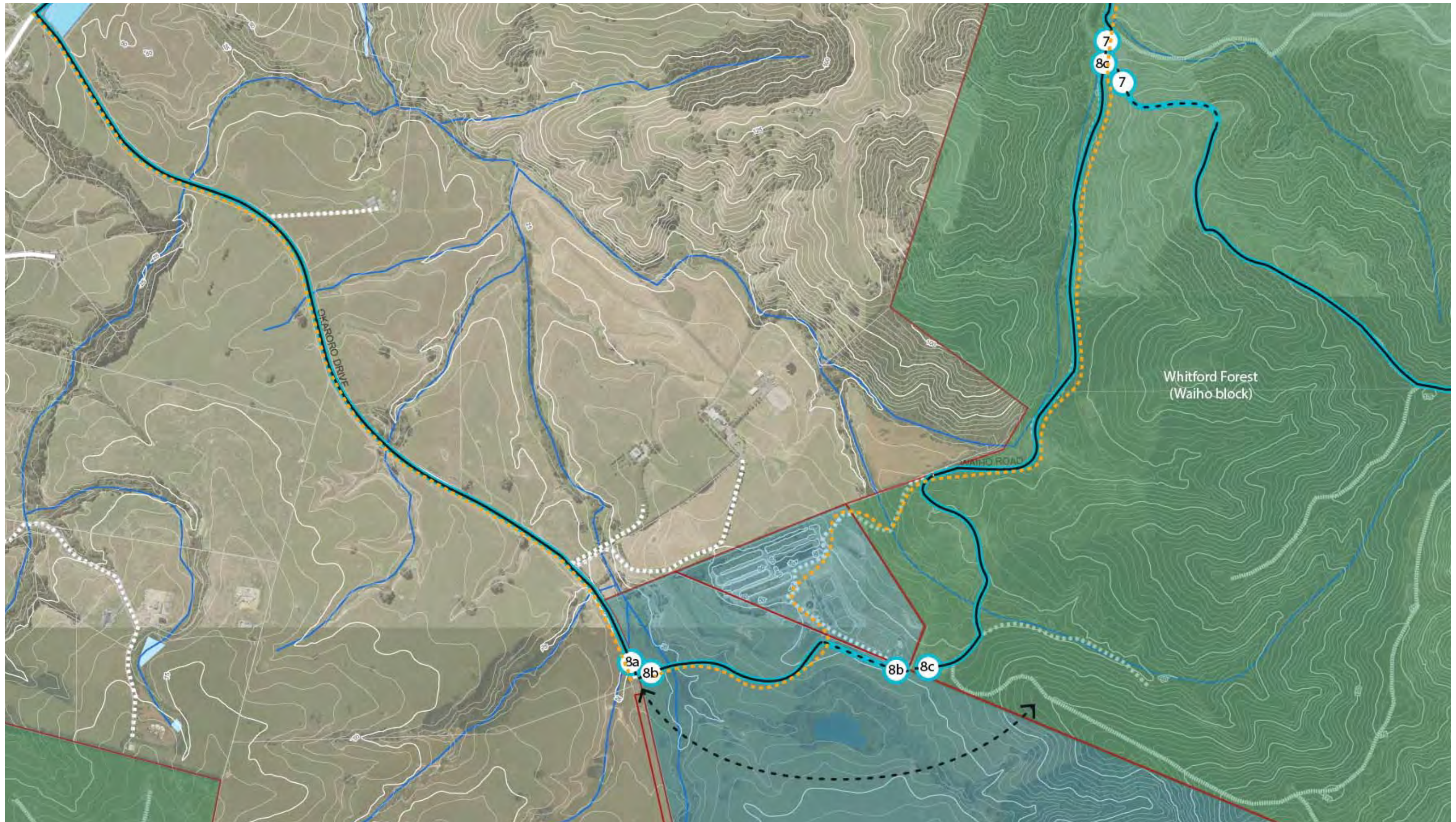
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
- potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification

- A - Urban Connections (Connections 1 - 3).
- B - Community Connections (Connections 4- 8)
- C - Regional Connections (Connections 9- 10)

Scale 1:8,000 @ A3

3.8 Connection 8 - Recreational forest loop aspiration



Base information:
 - rivers / streams
 - roads
 - parks and reserves
 - track or paper road
 - location of future road (subject to development of Whitford Forest)

- Auckland Council land (other than parks / reserves)
 - Watercare land
 - forestry land
 - land parcels where a connection would require easement

Trail connections / path connections
 - existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access

Pohutukawa Coast Trail Plan route classification
 - A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4 - 8)
 - C - Regional Connections (Connections 9 - 10)

Scale 1:8,000 @ A3

Pohutukawa Coast Trails - an Aspirational Plan

3.9 Connection 9 - Connections to Te Araroa (National trail) from Beachlands/Maraetai to Clevedon

Location and description

Connection along Main Road (forestry road) with potential to connect to Clevedon Scenic Reserve and onward to Te Araroa (National Trail), from Kimpton Road.

Ecology and cultural considerations

The connection itself is through pine plantation and patches of native bush to the west, and regeneration bush to the east. The southern end of the connection meets Clevedon Scenic Reserve, owned by the Department of Conservation. The reserve contains dense vegetative cover, mainly lowland broadleaf forest, including taraire, puriri, kohekohe and karaka.

The reserve also contains ecologically valuable stands of trees belonging to the conifer/podcarp group, as well as a viable population of king fern, is on the decline.

Constraints

- forestry operations may restrict public access at times

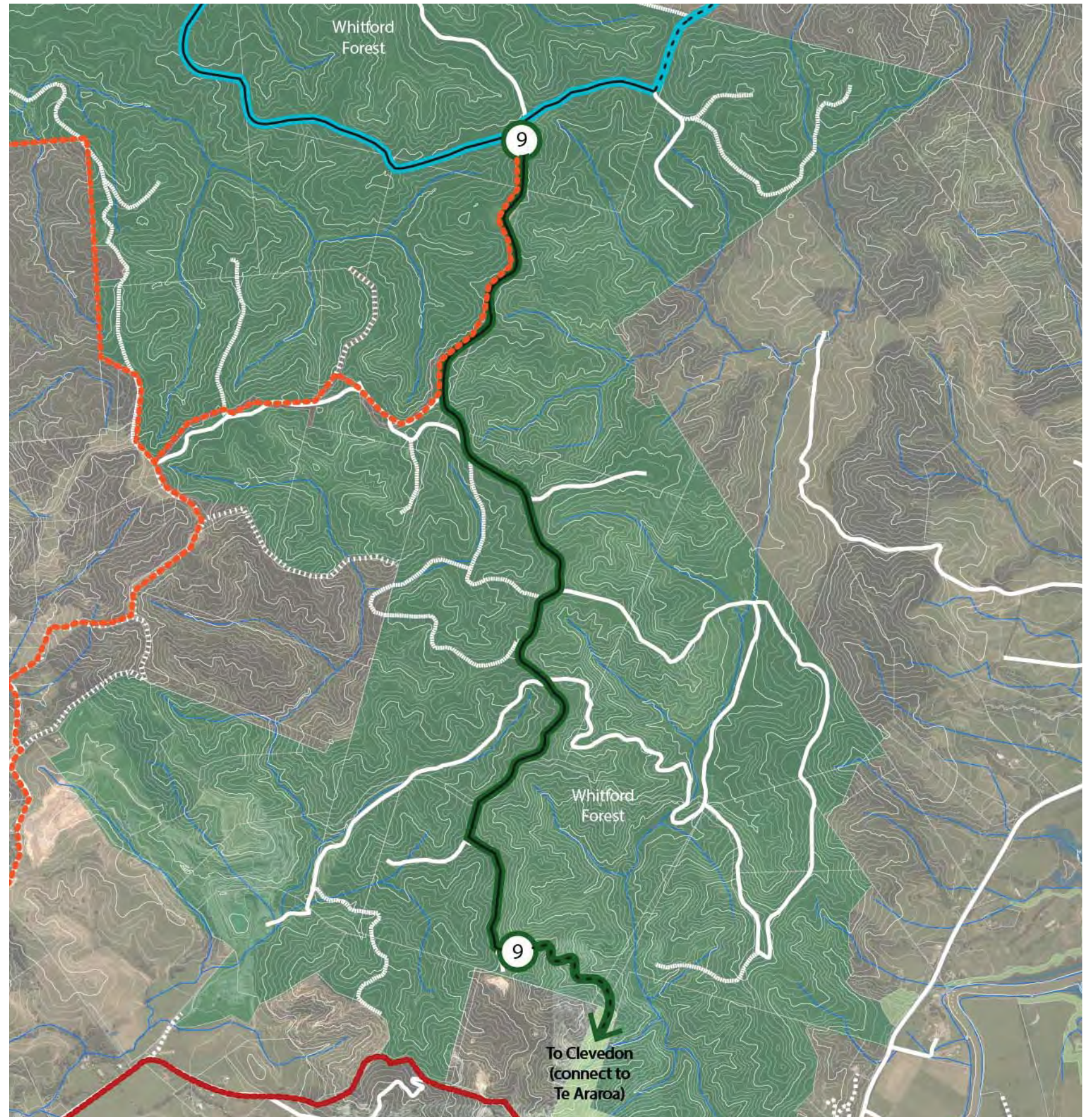
Opportunities

- connect to the Te Araroa in Clevedon Scenic Reserve
- revegetation in areas of retired pine forest to connect up to the lowland broadleaf forest at Clevedon Scenic Reserve.

- Base information:**
- rivers / streams
 - roads
 - Watercare land
 - Auckland Council land (other than parks / reserves)
 - land parcels where a connection would require easement
 - Recreational trails from Whitford Plan Change 8
 - Te Araroa Walkway
 - parks and reserves
 - track or paper road
 - forestry land

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)



Scale 1:20,000 @A3

3.10 Connection 10 - Pine Harbour ferry connections

Location and description

Connection at Pine Harbour via ferry to Auckland.

Ecology and cultural considerations

The coastal environment

Constraints

- the bike storage on the ferry is exposed to salt spray - this damages the bikes, which is a deterrent for passengers wishing to carry a bike

Opportunities

- potential to be regionally connected to north/west e.g. visitors from greater Auckland visiting via the ferry
- the ferry service at Pine Harbour could provide walking and cycling connections to north and central parts of Auckland
- encourage more commuters to use the ferry following upgrades

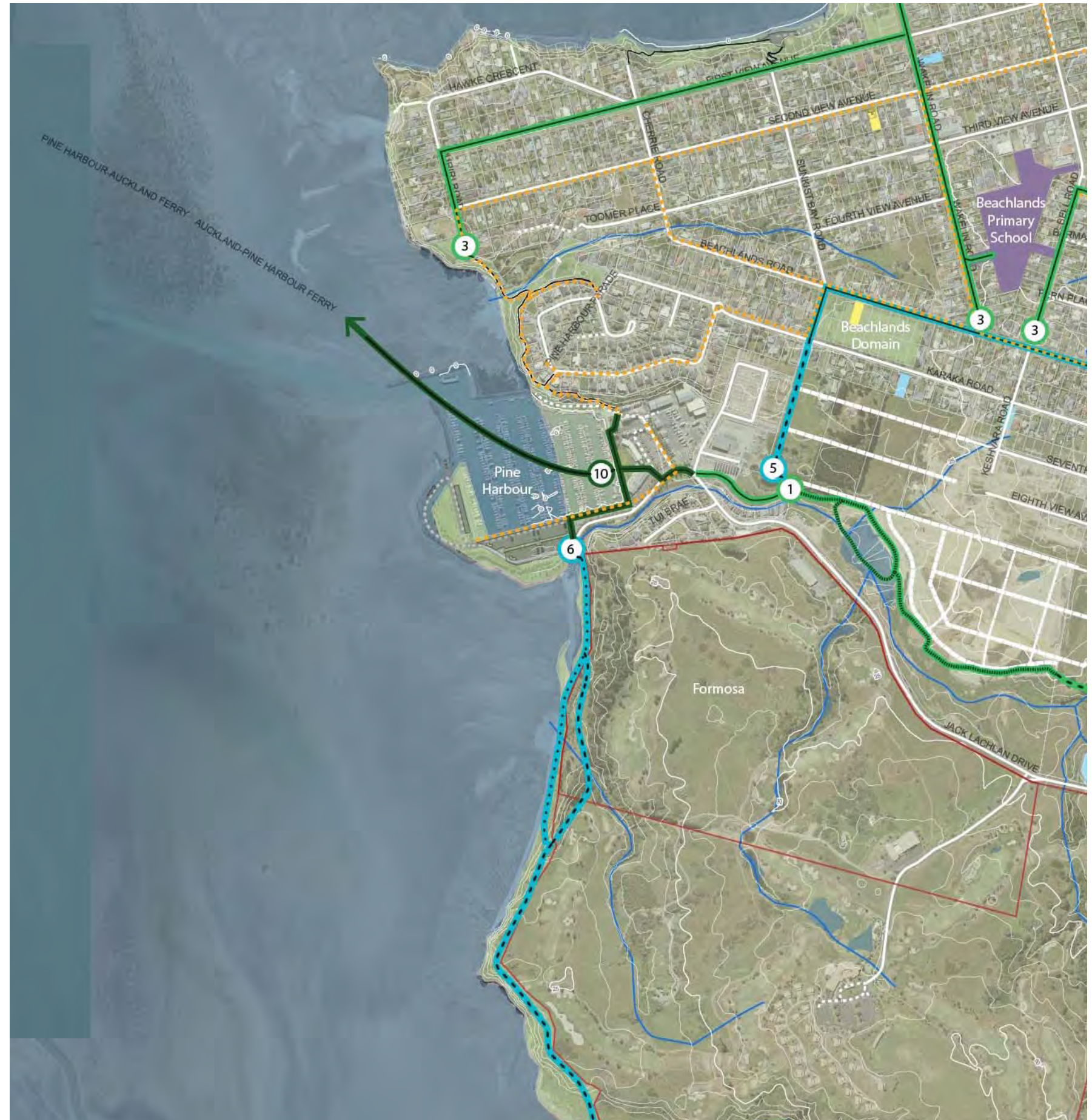
Deliverables

- Bike facilities require upgrading, both storage at the ferry terminal and on the ferry.

- Base information:**
- rivers / streams
 - roads
 - Watercare land
 - Auckland Council land (other than parks / reserves)
 - parks and reserves
 - forestry land
 - track or paper road
 - land parcels where a connection would require easement
 - Recreational trails from Whitford Plan Change 8
 - Auckland Cycle Network, January 2013 (AT)

- Trail connections / path connections**
- existing path / road or track connection (may require upgrade to achieve Trail Plan standard)
 - potential connection, no path exists or currently no public access
 - path connection in progress (Connection 1)
 - low tide connection (Connection 6)

- Pohutukawa Coast Trail Plan route classification**
- A - Urban Connections (Connections 1 - 3).
 - B - Community Connections (Connections 4- 8)
 - C - Regional Connections (Connections 9- 10)



4.0 Next Steps

4.1 Implementation

Successful implementation of the plan will rely on a co-ordinated approach between the community, the Pohutukawa Coast Trails Steering Group, mana whenua, Auckland Council's Parks, Healthy Waters (Stormwater) and Community and Cultural Policy departments, as well as Auckland Transport. The Walking Access Commission is also able to play a role including providing leadership and advice, facilitating resolution of disputes, and publishing maps and information.

Future detailed planning shall take into consideration best practice guidelines, which include:

- Local Paths Design Guide (Auckland Council)
- Auckland Transport Code of Practice
- Stormwater Code of Practice (Healthy Waters)
- Parkland Design Guidelines (Community and Cultural Policy, Draft)

Related 'best practice' documents such as NZTA's 'Bridging the Gap – Urban Design Guidelines', Department of Conservation's 'Caring for Archaeological Sites' report, and the Ministry of Justice's 'National Guidelines for Crime Prevention Through Environmental Design (CPTED) in New Zealand' shall also be taken into account as designs develop, in addition to all relevant Unitary Plan controls and area-specific policies.

The Pohutukawa Coast Trails Plan is a long-term project, to be developed over the next ten-twenty years and beyond.

4.2 Key Stakeholders

Ongoing community engagement, stakeholder collaboration and partnerships are key to the successful implementation of the plan.

Likely stakeholders, other than those previously mentioned, include:

- Neighbouring local board areas
- Auckland Tourism, Events and Economic Development (ATEED)
- Cycle Action Auckland
- YES Disability
- Operators of community facilities, including schools
- The Walking Access Commission
- Ministry of Education
- Department of Conservation
- Housing New Zealand
- Local residents and business associations
- Forest and Bird

Grass-roots community involvement is very important to ensure the ongoing success of the plan. Local knowledge-sharing and volunteering are needed to provide community ownership, care and responsibility. Community involvement could take the form of planting/weed clearance days, 'adopt a stream/street' groups, fundraising, lobbying and artistic input.



References

Image reference

Cover Page

Photographer - Hjelmström, Esther (2016) *Jack Lachlan Esplanade Reserve looking towards Pine Harbour, Formosa to the right.*

Page 3

Photographer - Hjelmström, Esther (2016). *Te Puru Bridge, Beachlands.*

Page 4

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Page 9

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Page 12

Photographer - Hjelmström, Esther (2016). *Whitford-Maraetai Road bridleway.*

Page 14

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- Chapter 16 16.15 Structure Plans Kelly's Cove – Beachlands
- Chapter 17.15 — Pine Harbour Marina
- Chapter 17.16 — Beachlands Village: New Avenues
- Clevedon Village Zoning Plan

Manukau City Council (2002). Proposed Plan Change No. 8 Whitford Rural.

Plan Change 88 – Beachlands South

Auckland Council

Submission from

Philip M Granger

Sherbrook Farm

Whitford

To Auckland Council

Attn: Planning Technician

Auckland Council

Level 24, 135 Albert Street Private Bag 92300 Auckland 1142

Name of submitter: **Philip Malcom Granger**

Address for service of submitter: **87a Whitford-Maraetai Road, Whitford, Auckland, 2571**

This is a submission on the following proposed private Plan change.

(the **proposal**):

Auckland Unitary Plan

Proposed Plan Change 88 (Private) – Beachlands South

I could not gain an advantage in trade competition through this submission.

I am directly environmentally affected by elements of this proposal.

My submission is:

1. I give general support to the proposal to establish up to approximately 4000 new residential dwellings at Beachlands South. The plans show that Beachlands South can be a vibrant and well functioned coastal community.
2. I oppose the following aspects of the proposal:
 - a) Aspects contained within Appendix 11 Integrated Transport Assessment, Attachment 8 Transportation Response Attachment 13, and Attachment 13 Transportation Response Dated 3/9/22. Specifically the design of the proposed Whitford Village roundabout and Trig Road intersection and the Proposed Two-lane roundabout at the Whitford Village. See Integrated Transport Assessment Concept Plans for Site 5 SK003-5a and SK001 Site 4 Trig Road, Page 90: 11 Conclusion last para Integrated Transport Assessment, Page 9 4.1 Bullet 3 Whitford-Maraetai Road Congestion and 2nd and Third paras on Page 10 and 2nd para Page 11 Transportation Response 12/7/22, Page 16 6.1 Transportation Response 12/7/22.
 - b) Various statements made within the proposal that assert the proposal will not require Council to provide financial support in order for it to proceed. Specifically Page 10 Para 3 of the Section 32 Report, Page 40 Para 7.0 Structure Planning of the Section 32 Report, Page 54 Para 2 Assessment Section 32 Report, Page 136 9.15.2 last para Section 32 report, Appendix 2 Draft Funding Plan.
 - c) Various statements made within the proposal that assert the proposal will be able to rely on it's own reticulated potable water supply and effluent treatment system. Specifically Page 38 Para 6.10 of the Section 32 Report, Page 72 B3.2.1 2nd and Third paras Section 32 Report, Page 91 8.13 Section 32 Report, Page 104 8.24 Section 32 Report, Page 121 9.11.2 Wastewater Section 32 report.

d) The proposed time-line of development. Specifically, Page 36 Para 6.9 Table 1 Transport Infrastructure Upgrades, Page 64 B2.4.2 Policies Item (4) Section 32 Report, Page 66 Third para Section 32 Report, Page 92 Last sentence second para Section 32 Report, Page 132 9.5 Transport Section 32 report, Page 134 9.15.2 and Table 2 Additional Upgrades Required Section 32 report, Page 137 9.15.4 Transport Summary Section 32 report, Page 139 10.2 Objectives 6th Bullet Point Section 32 report, Page 141 Theme 3 Section 32 Report, Page 146 6th, 7th and 9th Bullet Points Section 32 Report, Page 150 Table 4 Evaluation “Economic” Section 32 Report, Page 160 Table 7 Option 3 and Summary Section 32 Report, Page 83 9.8 Modelling Outcomes Table 35 Integrated Transport Assessment, Page 77 9.7.6 FUS Development Integrated Transport Assessment, Page 73 9.7.4 2031 Development Integrated Transport Assessment, Page 72 Figure 29 Integrated Transport Assessment, Page 70 9.7.3 2024 Development Integrated Transport Assessment, Page 64 9.4 Road Network, Page 41 1st para Integrated Transport Assessment, Page 24 3.5 Existing Road Network Integrated Transport Assessment

3) My reasons for my opposition are:

- a) Current traffic levels past my gateway at 87a Whitford – Maraetai Road exceed 15,000 vehicles per day and this has been noted by the applicant in various places as being “at capacity”.
- b) The proposal will at least double traffic levels over a development period that I believe will be much shorter than their 2038 time-line suggests.
- c) It is unclear whether any of the suggested transport measures will have sufficient cooperation from enough parties to ensure that a massive increase in commuter traffic through Whitford can be handled effectively. For example the Whitford By-Pass.
- d) One of the suggested transport measures, The Two-Laning of the Whitford Village Roundabout, will have a very significant impact on convenience type commercial activities within the village, which helps to give it special character. The measure will turn Whitford into a town centre with 30,000 cars a day. By way of example Dominion Road handles only 22,000 AVP.
- e) Whilst the subject of separate consents, the stated preferences for Waste and Potable water supply and treatment are I believe unproven at scale and also risky.
- f) Assertions in the documentation that the project will not require any Council funding seems premature to say the least, given the true number of Transport Constraints involved.

304.1

304.2

304.3

I seek the following decision from the local authority:

- 1 Any resource consent that is issued in favour of the applicants must include enforceable measures that will ensure beyond doubt that Whitford will not be adversely affected by commuter traffic. A few added ferries and buses will not make any sort of dent into this problem.

304.1

- | | | |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| 2 | The applicant needs to prove that their roughly \$4B development is in keeping with the Auckland Plan and is not seeking to avoid the true level of infrastructure costs involved. | 304.3 |
| 3 | The panel should consider if they have the authority to influence and where if necessary make binding rules and agreements on the applicant and perhaps third parties such as designation holders. If not, then the application should be rejected. | 304.3 |
| 4 | I have enclosed two scale drawings of a proposal for the Whitford Bypass. This at least shows a way forward and I hope this will be acknowledged. | 304.1 |

I wish to be heard in support of my submission.

Philip Malcom Granger

Signature of submitter

Date

9 March 2023

Electronic address for service of submitter: sherbrookfarm@gmail.com

Telephone: 0274791646

Postal address : 87a Whitford-Maraetai Road
Whitford, Auckland, 2571

Enclosures

- 1 This application PDF
- 2 Appendix 1 Text PDF
- 3 Appendix 2 Drawings A3

Appendix 1

Submission on Plan Change 88 – Beachlands South Supporting Narrative

The Whitford Bypass

Introduction

I live at 87a Whitford-Maraetai Road. I have been involved with the Whitford Bypass since the mid nineties.

I am an Architectural Designer, Rural Consultant, Rural Contractor and Livestock Farm. I was previously for many years an Air Traffic Controller.

I have considerable practical experience over many years in using Whitford Roads with light and heavy vehicles and farm tractors.

I am constantly having to manage severe traffic congestion around the Whitford Village in the course of my day-to-day activities.

Historical Perspective

Up until the Granger deviation was built by Kaipara Excavators in the mid sixties, Whitford roads were almost exclusively winding metal affairs. Until the mid nineties significant roading projects had generally followed the growth in traffic that naturally occurred as new housing was developed out at Beachlands and Maraetai Beach. Sandstone Road and Siberia Hill to name them. Other minor works were completed and most of the metal roads had been sealed by 2010.

Around 1995 Manukau City Council initiated a process to look at options, then agree on a viable option to build a bypass around the Whitford Township. Designation 1807 (now incorporated into the Auckland UP) was the result. It has now been well over 20 years since, and no actual progress of any sort has been made until now.

It is not within the scope of this treatment to try to ascertain how and why this may be so, but what is clear is that this lack of action has allowed a 100% percent increase in commuter traffic across the Turanga and through the village, with zero municipal planning response until a 2020 review which amounted to very little. The traffic growth is consistent with a doubling of the population of Beachlands. The road is now considered by everyone, including the applicant, as being, “at capacity”.

Designation 1807

This provides the means to take land, produce detailed project plans and secure funding for a significant upgrade to the Whiford-Maraetai Road (WMR) over a four stage programme. It will build a second bridge over the Turanga Creek to link WMR and Ormiston roads, and provide alignment work for Whitford Park Road. The work was designed around 110kph road speeds however, and this

resulted in, I think, an over design of curves and other factors resulting in a very expensive solution. The design also included a number of quite large two-lane roundabouts, but no traffic lights. If implemented this will significantly reduce the risk of thousands of residents being affected by a long-term issue with the Whitford Bridge. The alternative route via Clevedon is longer by a factor of about 4.

An Alternative Look

I have included two very similar spatial roading designs for a slightly modified Designation 1807 bypass.

Clearly they are scheme plans and whilst a lot of attention to accurate scaling and placement has been given, they have not been subject to detailed intersection design work, geotech and land excavation amounts, nor have any justifications been attempted.

Some Assumptions

Firstly design speeds around the approaches to Whitford need lowering in light of what has become an acceptable lowering of speed limits. This means the bypass need not include some significant earthworks associated with the ramp down Granger's Hill past the Pony Club for example, as four-laning this area would be much easier.

The route around and close to the Whitford Play Centre is very tight. An assumption has been made that the route could or could not take further land in addition to the designation. So two options have been given.

The Rationale for Traffic Lights

- 1 Uses a lot less land,
- 2 Provides the means to accurately regulate traffic,
- 3 Potentially assists in the provision of status information to road users,
- 4 Road engineering that must be designed for heavy truck turning loads at moderate speeds are reduced,
- 5 Pedestrian and horse crossings where provided at lights are much safer to use.

Conclusion

This information is provided to show that viable options do exist. However, the situation we find ourselves in is quite perplexing, because it highlights a simple lack of vision and planning for the Eastern part of the City.



Image Source
Auckland Council GIS
Dated 2015

General layout is consistent
with the current situation as
at 1 March 2023

Fig 1

1 Whitford Village
1 : 1000

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	Draft Construction Drawings	Lot:	Whitford Village Aerial	PG	TH	9 March 2023
			Drawn Scale: 1 : 1000	Reduced Scale:	CAD Filename:	Sheet No: 1
				Project No.	Page 7 of 11	

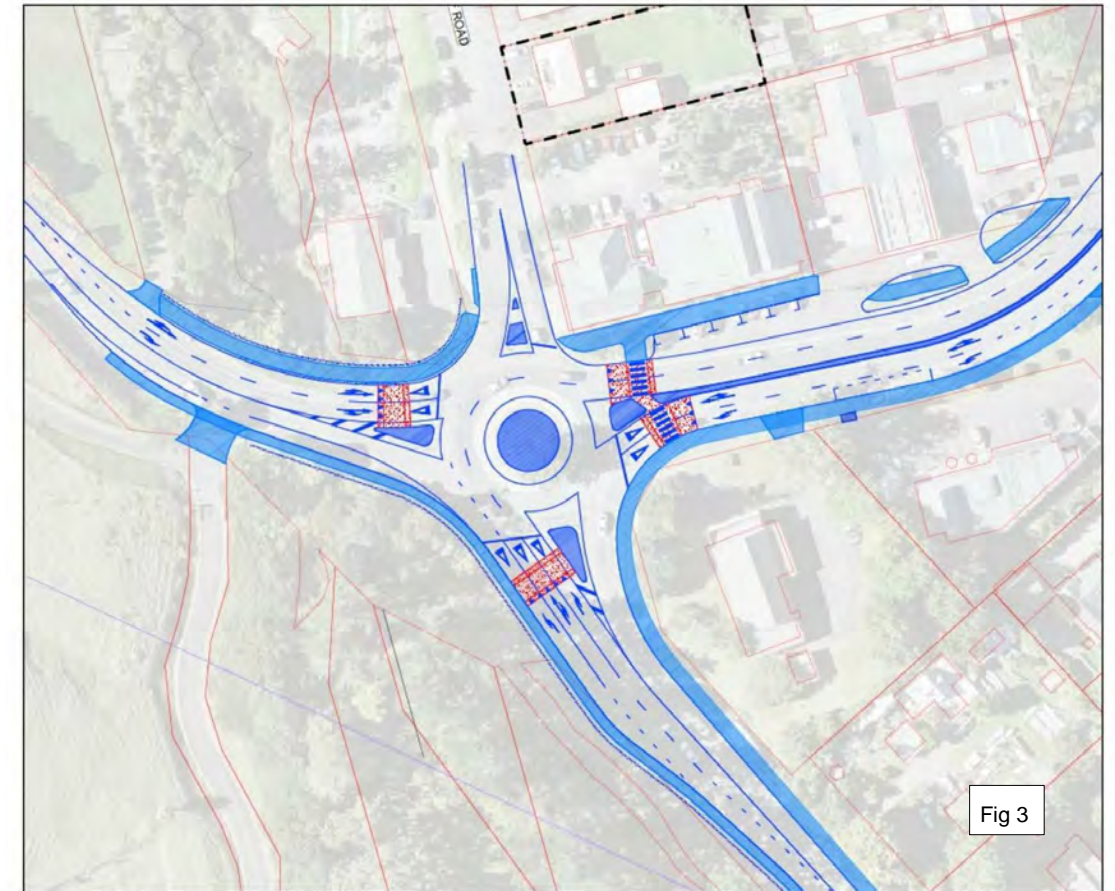


Figure 29: Proposed Upgrade to Whitford Maraetai Road / Whitford Road roundabout

NOTE

1. Overlay shown on Fig 2 has been scaled from Fig 3 within 2%
2. The overlay clearly shows a likely to be contested reduction in the current levels of convenience around the retail spaces.

1 Overlay
1 : 1000

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	Draft Construction Drawings	Lot:	Proposed Road	PG	TH	9 March 2023
			Drawn Scale: 1 : 1000	Reduced Scale:	CAD Filename:	Sheet No: 2
				Project No.	Page 8 of 11	

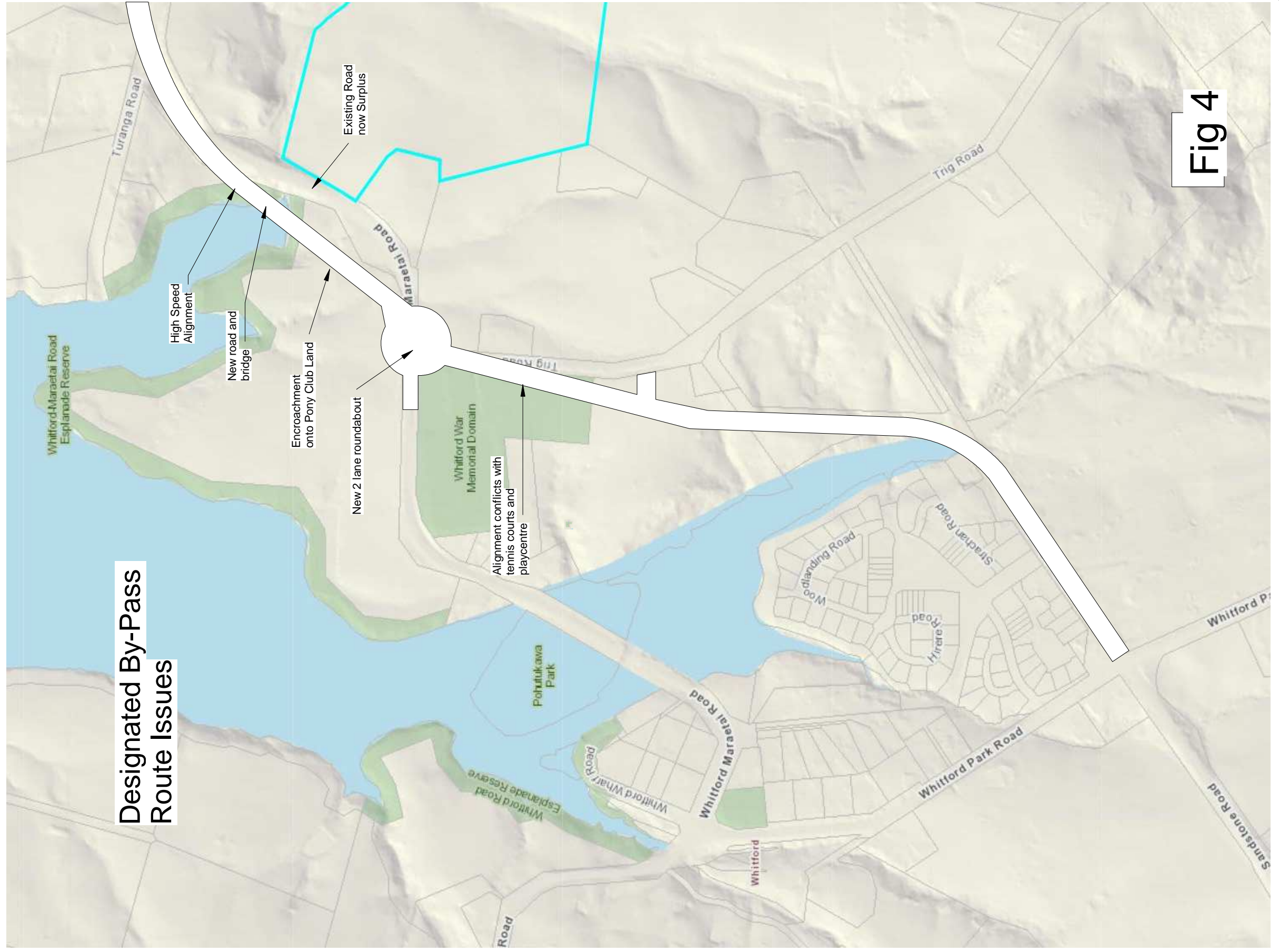
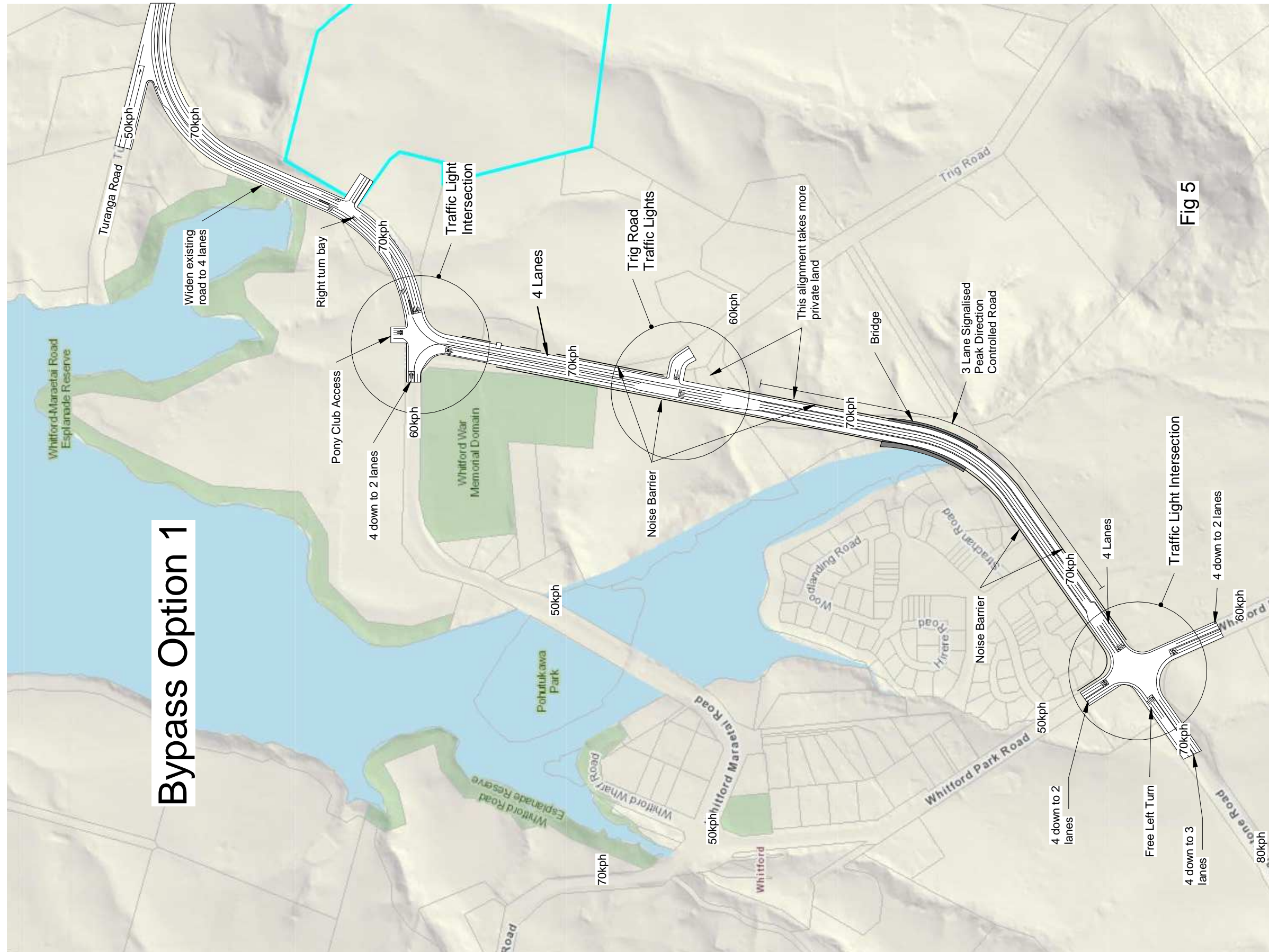


Fig 4

Designated By-Pass Route Issues

1
Bypass
1 : 5000

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	Draft Construction Drawings	Lot:	Bypass	PG	TH	9 March 2023
			Drawn Scale: 1 : 5000	Reduced Scale:	CAD Filename:	Sheet No: 3
				Project No.	Page 9 of 11	



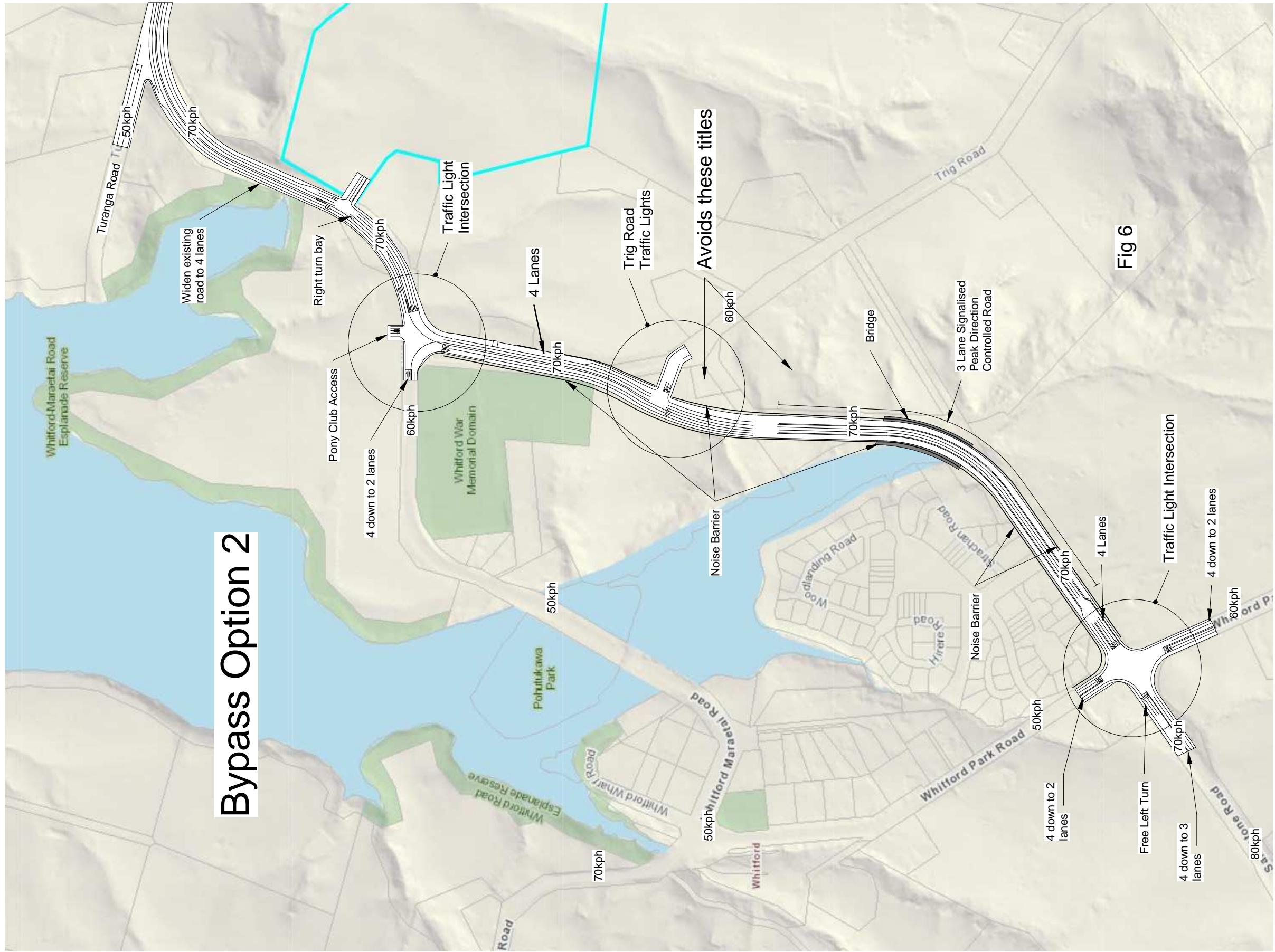
Bypass Option 1

Fig 5

Bypass Option 1

1 : 5000

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<p>Granger Associates Est. 1995 87a Whitford Maraetai Road, Whitford Auckland, NZ 2571</p>			<p>Drawn Scale: 1 : 5000</p> <p>Reduced Scale:</p>	<p>CAD Filename:</p> <p>Project No.</p>	<p>Sheet No: 4</p>	<p>Revision:</p> <p>Page 10 of 11</p>



Bypass Option 2

Bypass Option 2

1 : 5000

1

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	Drawn By: PG	Checked By: TH	Date: 9 March 2023										
	CAD Filename:		Sheet No: Revision:										
Project No.		5 Page 11 of 11											

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Stephen Gerald Fowler
Date: Thursday, 9 March 2023 8:30:49 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Stephen Gerald Fowler

Organisation name:

Agent's full name: Stephen G Fowler

Email address: steve@fowlers.nz

Contact phone number:

Postal address:

Po Box 54244 The Marina

Auckland 2144

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Property address: Beachlands South Development

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

This is a huge development comprising over 2900 dwellings and an addition of 10,000 residents to the area. There will be significant impacts on transport, infrastructure and environment. The existing communities of Beachlands and Maraetai will be severely impacted. | 305.1

Roading: the proposed roading improvements proposed are grossly inadequate, we have a single road into the area which is dangerous and over capacity, by adding up to 10,000 people and the resulting vehicular traffic this road will be at severe grid lock. | 305.2

If the development does proceed it should be a requirement that all roading improvements are completed prior to commencement of construction. | 305.3

The developer seems to rely on the Pine Harbour ferry as being a possible transport "node" and resolve a lot of their additional commuter numbers, it should be noted that only 6% of current residents commute by ferry and that very few people work in the city. Most residents commute by car to Penrose and South Auckland, there are also a large percentage of transient construction workers in the area. | 305.4

Has any consideration been given to construction traffic, given there will be 3000 dwellings | 305.5

estimate there will be in excess of 100,000 heavy truck movements and up to 500 construction workers on site during construction.

305.5

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Paul Benson
Date: Thursday, 9 March 2023 8:45:47 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Paul Benson

Organisation name:

Agent's full name:

Email address: howick80@gmail.com

Contact phone number:

Postal address:

2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

The reclassification of the Beachlands area from rural to urban.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Beachlands and surrounding areas have insufficient infrastructure in place for transportation, water supply and electricity supply to justify the reclassification to an urban area and such a significant, immediate expansion on the existing population.

The current traffic conditions during am and pm peak hour times on already inadequate roading conditions result in traffic jams several kilometres long. The additional traffic generated from this proposed development, based on the average car ownership rates for Auckland, would most definitely result in a substantial worsening of this situation, all of which will be placed squarely on Auckland Council. In conjunction with the developers lack of funds to pay for any upgrades to the roads between Beachlands and Botany and the Governments plans to reduce road maintenance budgets, the likelihood of a roading upgrade, or even the on-going maintenance of existing roads, is nil. Other methods of travel are also inadequate and would require funds to upgrade that will not be provided by the developers. The Pine Harbour Marina car park is already full during weekdays and

306.1

would not be able to handle additional cars. Additional ferries would also be required to handle the proposed increased population, again to be paid for by Auckland Transport not by the creators of the demand, the developers. All of this extra traffic from a remote rural area would also certainly go against the emissions reductions that the council are obliged to achieve. A more sensible idea, and a general model that is followed globally, is urban sprawl, not development of outlying rural areas with false hope of infrastructure upgrades.

If precedence is to be entered into as the developers have stated as justification for the need of a large number of 5-7 level apartment buildings along the coast, as well as a large hotel which has no precedence outside of the Auckland City Centre, the council must also look at the precedence the council set in 2019 when a similar but smaller development was proposed on the same land by Housing New Zealand. The council rejected this development even when the developers intended to pay for all of the infrastructure upgrades needed to support their plans, including upgrading all roads to 4 lanes. If the council is able to reject a smaller development with plans and a budget from the developer to upgrade infrastructure, the council would surely not be able to approve a larger proposal that does not budget for infrastructure upgrades, but instead would expect the council to pay for said upgrades that, based on information available, it cannot afford.

The electricity supply to Beachlands is also woefully substandard. In the first 2 months of 2023 alone, there have been 6 separate power cuts with only 1 related to the recent cyclone. The reclassification of Beachlands to an urban area is a mockery of the definition of an urban area with this existing infrastructure. The area from Whitford to Beachlands is serviced on a single line and to knock out power it takes just a car accident, or in recent examples, a slight wind and a wayward tree branch. Again, this is not addressed by the developers and would fall back to other entities to fund this development.

306.2

When addressing the water situation in Beachlands, an urban area should not be relying on rain water collection or limited bore water for fresh water, particularly to service the sheer number of residents that would move to the area, and also for wastewater to be treated locally and then dumped into the ground or into the local coastline, which also makes a mockery of the proposals outline to help the environment. The general plan from the developers is to bulldoze the local natural environment, concrete it, throw in high rises, drain local bore water supply, dump poo in the ground and then tell us they've improved the environment. Surely this does not fit with the councils environmental stance that you have decided to charge us more for on our rates?

306.3

The development of Beachlands and the growth of such a great community is not something people are against, but what defies logic and general common sense is to proceed with a proposal of an overdeveloped apartment cluster using false promises of a secondary school to curry favour with residents, an unnecessary industrial area as an entry way "welcome" into the predominantly residential area of Beachlands, developers with no plan or care to provide the infrastructure required to satisfy the population increase being introduced by their proposal that would impact not only Beachlands but all surrounding areas, and the substantial infrastructure costs that would fall back to Auckland Council and Auckland Transport to provide should this proposal proceed.

306.4

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Mrs Simone J Beesley

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

16 Cherrie Road, Beachlands, Auckland 2018

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

307

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

The proposed stormwater management device options (Table 14 Pg 63) are unrealistic and untested in the existing Beachlands urban environment. Further I am not aware of any living roofs in the wider area of Whitford or Maraetai. Existing wetlands, wet ponds, dry ponds and swales are poorly maintained and suffer from a combination of neglect and deferred maintenance.

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation 307.1

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

Stormwater management is essential to maintain the quality of water in our catchments and the receiving environment.

Calculations based on the potential uptake of unsuitable stormwater management devices need to be revised to reflect a more realistic future scenario. Suitable devices need to be constructed in accordance with best practice guidelines and operation and maintenance must be strictly adhered to.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

09/03/2023

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Rina Tagore
Date: Thursday, 9 March 2023 9:30:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rina Tagore

Organisation name:

Agent's full name:

Email address: rina@tagores.com

Contact phone number:

Postal address:
60 Weatherly Drive
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Plan Change 88

Property address: PC 88 (Private): Beachlands South

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Accepting and allowing more housing development in the wider Beachlands area is a regressive move.

Regressive because the area due to its geographical location, once considered the 'RUB' (Rural Urban Boundary) is not equipped with essential infrastructure to support housing growth.

The changes brought through the Auckland Unitary Plan have placed immense demand on the land per se.

It is a misnomer in my view that the proposed private plan change will result in matching up service needs - be it public transport, roading infrastructure, let alone open space and community infrastructure including schools.

The challenges on waste management, storm water systems will not be able to meet the consequences of more housing. Auckland as a whole is way behind in meeting the aspirational

308.1

targets set out in its Climate Action Plan and such private plan changes, if accepted are backward steps.

Invariably there are huge gaps in promises and assurances made by development proposals on paper and what happens in reality. Examples are simple things like making footpaths or planting on berms or open spaces. Public transport is a huge challenge in the city per se. Increased frequency of bus services to and from Beachlands is very recent. Ferry services are struggling as there are now more users (which could well be due to fuel costs and the interim subsidy on public transport). The commuter needs would be unimaginable if this plan change is accepted. Despite the growth in Beachlands in recent years, the public transport connectivity remains poor - the bus route is not linked to that of the Ferry. For reasons best known to Auckland Transport and the developers - the bus route does not connect to Pine Harbour Ferry terminal. This is minor change which could not be sorted, so it would be safe to assume that there are many idealistic promises in the plan change proposal but reality will be experienced differently by residents all around when rubber hits the road.

308.2

The pressure on parks services is another example. Such private plan changes can surely not be accepted without looking at the bigger picture of the wider catchment? The closest is Omana regional park - implications for rubbish, maintenance, coastal slips. The recent floods followed by the impact of Cyclonic weather conditions (Cyclone Gabrielle more specifically) are stark evidence of risks taken because of planning which is not thought-through, planning that feeds a kind of instant-gratification with disregard to impacts on land and people. Plan Change 88 is certainly not contributing to quality high quality city planning, what one should expect in this day and age, when city planning should have learnt from mistakes of the past. Then there is community services such as through Te Puru - can these service the growth? Let alone the pressures on the Whitford Maraetai road. That is, the physical pressure on the road, congestion, pollution, impact on quality of living and city life.

308.3

I fully understand that housing is in short supply - however that is tied to a whole lot of other factors and this Plan Change is not about resolving those.

Appreciate the opportunity to give views of a local resident. I do not support growth by stealth and request serious consideration is given to the bigger picture. Decisions should not be driven by immediate short term gains, that are notional on paper and hugely detrimental in the long run.

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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From: [Krystle Taylor](#)
To: [Unitary Plan](#)
Date: Thursday, 9 March 2023 9:31:00 pm

To whom it may concern,

I am writing this email as my submission to oppose the planned development at Formosa, Beachlands.

To support a development this size we need better infrastructure. There is still only a one lane road to support the traffic we already have.

309.1

Krystle La Belle

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Gina Scaggiante

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

59 Intrepid Crescent, Beachlands, 2018

Telephone: 21662568 Fax/Email: ginascaggiante7@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number PC 88 (Private)

Plan Change/Variation Name Beachlands South

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s) Rezoning of 307Ha South of Beachlands Village in the area of Formosa Golf Course from Rural to future Urban Residential etc

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Please see my reasons in document attached

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

Please see my comments in document attached

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

Gina

9/03/23

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could / could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

I have huge doubts that this mass housing development proposed on Ferosa will benefit the existing community or even the new residents that will reside in this new development.

There are a number of areas of concern:

Roading – there is only one lane in and one lane out. The Developer says that more people will use the ferry. Will there be enough ferries to cater for the huge increase in people in the area? The Ferry at present only goes into the city – what happens if you work in East Tamaki, Mangere?

Will there be enough buses to cater for the overflow. Already the school buses are a danger with Kids standing right to the front of the bus.....will AT be able to supply more buses to cater for the increased number of Kids who can't travel by ferry?

310.1

Also what about the Tradesman that need their cars for their jobs and the People and Kids that go to school inland and not on the ferry route.

The roads already cannot cater for the number of people travelling. It is always damaged with potholes etc. And if there is an accident you have to go all the way around Clevedon. What happens if there is an emergency?

If the development is not declined Council will need to provide increased roading (more lanes) definitely before any development takes place

Water/Wastewater Management – the proposed development is to use Bore Water. Has there been any investigation on whether the bore water will be sufficient for 3000+ dwellings? And multi level buildings as well?

In addition we have heard that Watercare do not have the money to develop the required infrastructure for water, sewerage, drainage.

310.2

If proposed plan is not declined: Watercare to supply sufficient evidence that they will be able to manage this development. Council Water supply to Beachlands/Maraetai (Waterline) before development.

Medical and Emergency Facilities – There is a doctors room and fire station. Plus one ambulance funded by a local. The closest hospital is Middlemore...this means more people travelling on the roads.

310.3

In addition as mentioned before if there is an accident and the road is closed – any emergency could be life threatening.

If proposed plan is not declined: Council to build emergency facilities before housing development

Schools - Apparently the Developer says that potentially more schools will be built. Is there a commitment from the Ministry of Education? If not then it goes back to AT supplying school buses!

310.4

Gina

Signature of Submitter

9/03/2023

Date

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Daniel Ian Beesley
Date: Thursday, 9 March 2023 9:45:51 pm
Attachments: [230309 Plan change 88 DB.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Daniel Ian Beesley

Organisation name:

Agent's full name:

Email address: kiwibeasley@gmail.com

Contact phone number:

Postal address:
16 Cherrie Road
Beachland
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Appendix 11 ITA

Property address: Roothing

Map or maps: All roading

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
See attached

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: Revise the ITA. See attached.

Submission date: 9 March 2023

Supporting documents
230309 Plan change 88 DB.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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Beachland Plan change 88
Dan Beesley
9/3/23

I have reviewed the ITA completed by Stantec V4 and make the following points:

1. The modelling methodology uses a two tiered approach of micro modelling and excel based modelling. Compatibility between the model and spreadsheet does not take into account factors such as driver behaviour or irregular traffic flow. Inaccuracies are compounded as the data moves between Sidra and excel. Resulting in low confidence of any output. While this modelling approach maybe used on smaller, simpler jobs, it is less appropriate on a larger scheme such as Beachlands PC88.

The modelling should be redone using both dynamic micro and macro traffic modelling to provide for a more accurate result and overall confidence in planned mitigation.

2. The assessment of background traffic and trip distribution is weak as it has been interpolated from coarse data. It should have been subject to sensitivity testing. Overall, the variability of data, results in an overall low level of accuracy of results.
3. The ITA does not refer to future changes to the transport network such as the Eastern Busway or consider the opportunity of how to coordinate and integrate with it. Given the record level of infrastructure investment that is occurring adjacent to Beachlands, the traffic opportunities should be investigated and reviewed.
4. The ITA does not identify how the proposed infrastructure upgrades would affect community issues such as school buses and opportunities to improve journey times for school students commuting to college.
5. The results from table 21 show the Whitford road/Whitford Maraetai Road RAB with a level of service of E. Then with upgrades made to the RAB the level of service improves to a level of service A in 2024.

While it is not entirely clear as to the specific updates that were applied to the 2024 upgrade, what likely hasn't been considered are the changes shown in the ITA drawings that will reduce the RAB's efficiency such as the solid centre median, raised tables, pedestrian crossing and the impact of additional traffic movements required to access the cafes, stores and petrol station.

Additionally the benefits that are used in the 2024 model are already partially in place. For example the width of Whitford Park Road at the RAB is approx 9.0m and you regularly have up to two cars pulling up to the yield line. So there are diminished benefits resulting in the 2024 Level of Service A to be incorrect.

Given the GPS highlighting inclusive access and health and safety, why does only one leg of the four legged roundabout have pedestrian crossing facilities? It is extremely unlikely that the proposal shown in Fig 29 would even be allowed to be

311.1

built as it has been shown and it contradicts Auckland Transport's own policies for multi-modal access. As such the Level of Service improved as stated in the report will never be realised. Rendering the conclusion of the report stating that accessibility being enhanced, incorrect.

6. There is no reference to the ITA being peer reviewed. Surprising given the technical nature of the analysis and the significant decisions that are being made on the basis of the ITA.
7. It is not clear from the ITA that the Auckland Forecasting Center have reviewed the traffic model or the approach to the modelling. This should be lead through Auckland Transport.

The ITA is based on assumptions that are unachievable in the real world. The traffic modelling is inaccurate and has not been peer reviewed or endorsed by the Auckland Forecasting Centre.

For the authors of the ITA to claim that the Beachlands South Precinct will enhance accessibility of the Plan Change area by various transport modes: public transport, walking and cycling, and private vehicles based on the modelling that has been undertaken is unproven. As the changes to infrastructure that are required to achieve the improvements have not been assessed by the approving party and contradict government and local authority policy.

Additionally the modelling that has been undertaken in an inherently inaccurate manner without any approval or acceptance of the modelling methodology or peer review of result.

Key opportunities to coordinate with other projects such as Eastern Busway has not been discussed in the ITA. The ITA should broaden its approach to understand transport opportunities within east Auckland and the proposed development.

End.

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Brendan Feather

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

99A Second View Avenue, Beachlands, Auckland 2018

Telephone: Fax/Email:

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

Plan Change/Variation Name

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or
Property Address

Or
Map

Or
Other (specify)

PC88 - Private Plan Change Request - Conditions on plan change for character of the area, infrastructure requirements, public transport and parking for homes
PC88 - Private Plan Change Request - Conditions on plan change for character of the area, infrastructure requirements, public transport and parking for homes

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Outlined in detail in the attached file - "pc88 - Submission from Brendan Feather.pdf"

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

Amendments outlined in detail in the attached file - "pc88 - Submission from Brendan Feather.pdf"

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

BM Feather
Signature of Submitter
(or person authorised to sign on behalf of submitter)

09/03/2023
Date

Notes to person making submission:

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If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Dear Auckland Council,

I am writing in response to the consultation on the Beachlands South Plan change in consideration of the Formosa property development.

This development will bring many benefits to the community:

- It will provide space in the area for a desperately needed secondary school to service Beachlands, Maraetai, Clevedon and Hunua
- It will increase the population, placing more focus on Beachlands and allowing political segregation from the Franklin district (Beachlands is currently used as a cash cow by the local board **to fund Pukekohe's needs**)
- It will increase opportunities for small and large businesses in the area
- If done correctly it will allow a better lifestyle for all (providing new facilities, better restaurants and entertainment etc.)

However, if not done correctly this development could also damage the local community and not achieve any of the above objectives (as was the case for one past development in Beachlands outlined in the appendix), converting Beachlands into an undesirable and overcrowded area.

I recommend that the following conditions be placed on the development. The rationale for each are outlined in the sections that follow this page.

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| <p><u>Character</u></p> <ul style="list-style-type: none">• The architecture and colours of the area are consistent with a coastal theme and colours (blues, greens, teals and sand are used extensively)• Buildings meet a specified aesthetic standard, consistent with a coastal environment• The area include sports facilities, a pool and a community hall / fitness area | 312.1

 312.2 |
| <p><u>Roads and Cycleways</u></p> <ul style="list-style-type: none">• Roads are wide enough for the 739 bus route to be seamlessly extended• Cycleways connecting the rest of the Pohutukawa coast are put in place | 312.3 |
| <p><u>Parking for Homes</u></p> <ul style="list-style-type: none">• A minimum of two off-street parking places per home or unit (regardless of density) are created | |
| <p><u>Ferry Service</u></p> <ul style="list-style-type: none">• The developer contribution is sufficient for Sealink and AT to action the purchase of new / expanded boats for the ferry service• Additional land is set aside for ferry parking• The developer contribution covers the purchase of a row of berths from Pine Harbour Marina to facilitate an expanded ferry service• The developer provides infrastructure solutions and implementation to improve access for the old and new communities to the ferry. | 312.4 |

Rationale for Requirements

Character

The new development should capture Beachlands' character and the values of the people who live in the area. A description of this character from a long-time resident is as follows:

Beachlands is a coastal area that is predominantly made up of low density detached housing with most houses being on 700m² to 1,000m² sections. The old baches have been renovated being replaced by luxury lifestyle houses decorated in colours of the coastal environment (see images below) and the new areas consist mainly of four-bedroom family homes.

People move to Beachlands to enjoy the open space, swim in the sea after work, enjoy the local sports scene, join community groups and enjoy the beautiful blue and green colours, big gardens and friendly people of the coast.





Images of houses in Beachlands above are sourced from Google Maps Streetview function.

To maintain and compliment the character of the area rather than degrade it (see appendix to this submission for an example in which degradation occurred), I would like to recommend the following are captured in the new development:

- Colours and Architecture
 - Aesthetically pleasing buildings / homes
 - Colours that match the coast (blues, greens, whites, sand)
- Sports and Recreation
 - Spaces for sports (e.g. a big field, a sports hall etc)
 - A public pool - This would aid young people to be confident in the water in an area that is near the water and currently has no such facility.
 - Cycling areas that connect through seamlessly with the existing areas
 - Community spaces for gatherings (e.g. a hall)

Infrastructure

I recommend the following infrastructure considerations are implemented for the new area in order for it to blend seamlessly with the current community and have a well-connected efficient transport network in the area.

- Cycleways – Should allow residents to travel by bike direct from the new area to Maraetai beach (this is already possible from Old Beachlands) without having to cross busy roads, stop and dismount or otherwise put themselves in danger.
- Bus routes – Roads should be wide enough and have sufficient corners to allow buses through, allowing the 739 route that currently goes through Beachlands and Maraetai to travel through the new area.
- Parking for buildings – People in Beachlands will drive cars (see the lessons learned from the Pine Harbour terraced housing development in the appendix where this was ignored). There should be sufficient off-street parking (2 parks per household or unit), including for high density housing so that cars are not parked on the berm / on the road causing traffic blockages and hazards.

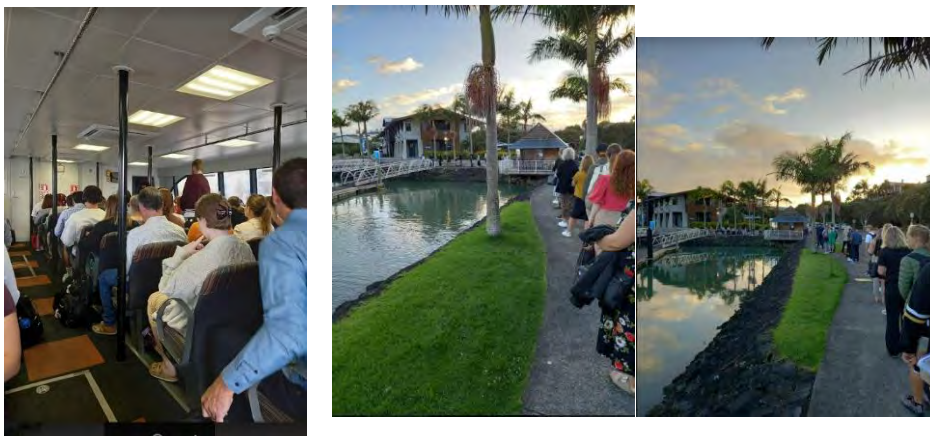
This has also been an issue on Jack Lachlan Drive with people being openly aggressive to others “parked in their spot on the road” (see image below)



Ferry Service

Without mitigation, the population increase from the new area will cause the ferries to become overloaded and inefficient. Three issues will arise if this remains unmitigated:

1. The service will not have capacity to take all passengers - see below images where a Monday 90 person ferry is completely full and the queues associated with a Monday and Tuesday service respectively.



2. The Pine Harbour Marina will not have physical space for additional / larger boats to park or traverse the marina. See below image of the clearance available for a vessel to move and a picture of the incoming ferry. This is barely sufficient for the small jet boat type ferries we already have.



3. The car park will overflow causing people to park in the streets and illegally on berms and other inappropriate places, causing disruption and public nuisance. The ferry parking is close to capacity already – see below image of the car park at 730am on a Monday morning, with three peak hour sailings to follow (up to 270 people with between 135 and 270 cars).

The commute from people’s homes is too great to walk and too dangerous to cycle / scooter. Although AT previously discussed a “ferry feeder service”, the bus goes nowhere near the ferry terminal.

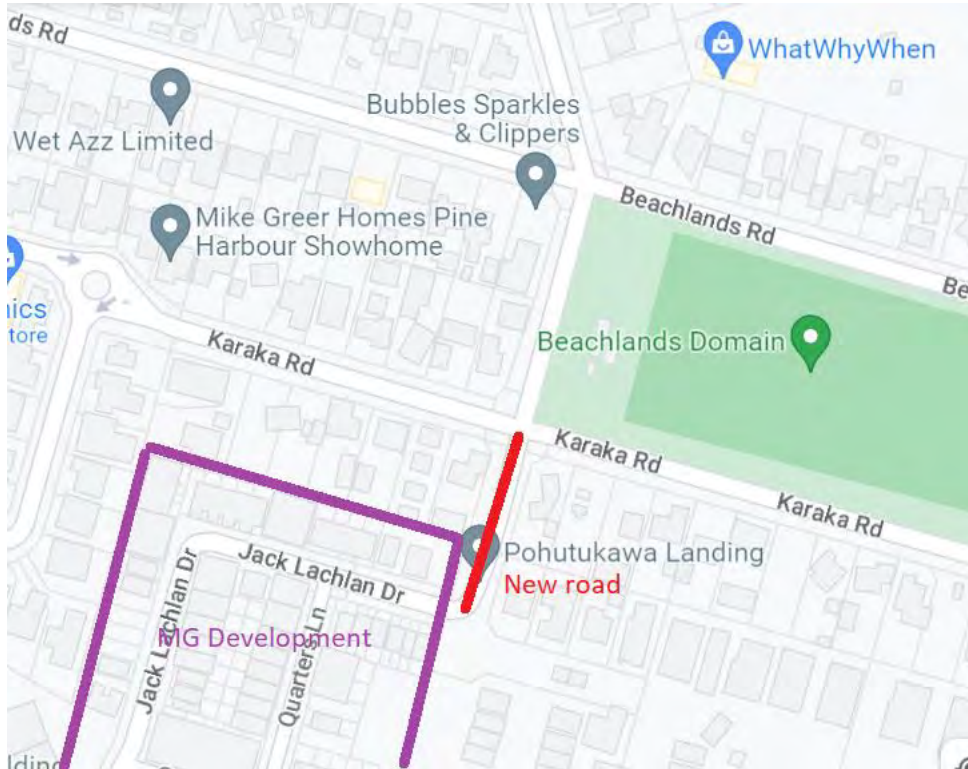


I recommend that the developer:

- Purchases, from the Pine Harbour Marina, the innermost line of private boat docking (the floating dock closest to the Pine Harbour restaurants) and dedicates this to AT for ferry use to allow the improved ferry service space to traverse the water.
- Provides a contribution sufficient to initiate the necessary purchases of additional vessels (whether these costs are shared with Sealink, AT etc, the donation should be great enough to cause the required action) to service the greater number of commuters.
- Provides sufficient infrastructure so that access to the ferry is not degraded for those currently using it. This may include additional car parking on their land closest to the ferry, providing a ferry shuttle that travels around Beachlands or lobbying AT to put in a sufficient bus service.

Appendix – Lessons Learned from the Pine Harbour Terraced Housing Development

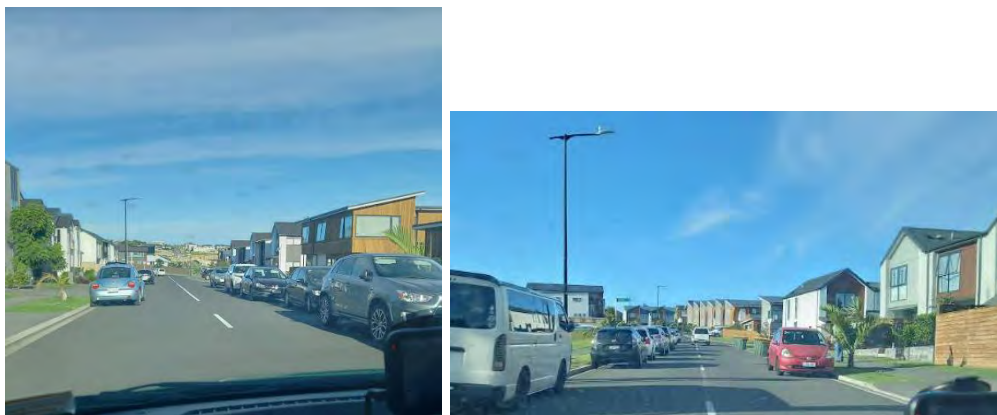
The terraced housing to the northeast of Pine Harbour at the end of Jack Lachlan drive has become a blemish on the area.



The following problems exist:

- Insufficient off-street parking – It was assumed one park per high density unit would be sufficient. This was incorrect and the streets are now overloaded with cars and people are parking on the berm (see images below). This is unpleasant for residents and a safety hazard for the community.





- Roads unacceptably narrow – Five years ago, Auckland Transport increased the frequency of the 739 bus service running through Beachlands saying they wanted to trial a “ferry feeder service”.

<https://at.govt.nz/projects-roadworks/new-public-transport-network/beachlands-maraetai-service-changes/>

This bus has not gone anywhere near the ferry since then and thanks to this development, it is not physically possible for it to reach the ferry as the roads are too narrow (see images above)

- Visually unpleasant – This development is aesthetically distasteful. Cheap brown paints inconsistent with the housing in the area, houses so cramped no one knows where they are without a map and no parking, pushing cars out onto the street make this development a regrettable mistake.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Brendan Feather
Date: Thursday, 9 March 2023 10:15:49 pm
Attachments: [pc88 - Submission from Brendan Feather.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Brendan Feather

Organisation name:

Agent's full name:

Email address: bmfeather@gmail.com

Contact phone number:

Postal address:
99a Second View Avenue
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:
PC88 - Private Plan Change Request - Conditions on plan change for character of the area, infrastructure requirements, public transport and parking for homes

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:
Outlined in detail in the attached file - "pc88 - Submission from Brendan Feather.pdf"

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Outlined in detail in the attached file - "pc88 - Submission from Brendan Feather.pdf"

Submission date: 9 March 2023

Supporting documents
[pc88 - Submission from Brendan Feather.pdf](#)

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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Dear Auckland Council,

I am writing in response to the consultation on the Beachlands South Plan change in consideration of the Formosa property development.

This development will bring many benefits to the community:

- It will provide space in the area for a desperately needed secondary school to service Beachlands, Maraetai, Clevedon and Hunua
- It will increase the population, placing more focus on Beachlands and allowing political segregation from the Franklin district (Beachlands is currently used as a cash cow by the local board **to fund Pukekohe's needs**)
- It will increase opportunities for small and large businesses in the area
- If done correctly it will allow a better lifestyle for all (providing new facilities, better restaurants and entertainment etc.)

However, if not done correctly this development could also damage the local community and not achieve any of the above objectives (as was the case for one past development in Beachlands outlined in the appendix), converting Beachlands into an undesirable and overcrowded area.

I recommend that the following conditions be placed on the development. The rationale for each are outlined in the sections that follow this page.

Character

- The architecture and colours of the area are consistent with a coastal theme and colours (blues, greens, teals and sand are used extensively)
- Buildings meet a specified aesthetic standard, consistent with a coastal environment
- The area include sports facilities, a pool and a community hall / fitness area

Roads and Cycleways

- Roads are wide enough for the 739 bus route to be seamlessly extended
- Cycleways connecting the rest of the Pohutukawa coast are put in place

Parking for Homes

- A minimum of two off-street parking places per home or unit (regardless of density) are created

Ferry Service

- The developer contribution is sufficient for Sealink and AT to action the purchase of new / expanded boats for the ferry service
- Additional land is set aside for ferry parking
- The developer contribution covers the purchase of a row of berths from Pine Harbour Marina to facilitate an expanded ferry service
- The developer provides infrastructure solutions and implementation to improve access for the old and new communities to the ferry.

Rationale for Requirements

Character

The new development should capture Beachlands' character and the values of the people who live in the area. A description of this character from a long-time resident is as follows:

Beachlands is a coastal area that is predominantly made up of low density detached housing with most houses being on 700m² to 1,000m² sections. The old baches have been renovated being replaced by luxury lifestyle houses decorated in colours of the coastal environment (see images below) and the new areas consist mainly of four-bedroom family homes.

People move to Beachlands to enjoy the open space, swim in the sea after work, enjoy the local sports scene, join community groups and enjoy the beautiful blue and green colours, big gardens and friendly people of the coast.





Images of houses in Beachlands above are sourced from Google Maps Streetview function.

To maintain and compliment the character of the area rather than degrade it (see appendix to this submission for an example in which degradation occurred), I would like to recommend the following are captured in the new development:

- Colours and Architecture
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 - Colours that match the coast (blues, greens, whites, sand)
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 - Spaces for sports (e.g. a big field, a sports hall etc)
 - A public pool - This would aid young people to be confident in the water in an area that is near the water and currently has no such facility.
 - Cycling areas that connect through seamlessly with the existing areas
 - Community spaces for gatherings (e.g. a hall)

Infrastructure

I recommend the following infrastructure considerations are implemented for the new area in order for it to blend seamlessly with the current community and have a well-connected efficient transport network in the area.

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- Bus routes – Roads should be wide enough and have sufficient corners to allow buses through, allowing the 739 route that currently goes through Beachlands and Maraetai to travel through the new area.
- Parking for buildings – People in Beachlands will drive cars (see the lessons learned from the Pine Harbour terraced housing development in the appendix where this was ignored). There should be sufficient off-street parking (2 parks per household or unit), including for high density housing so that cars are not parked on the berm / on the road causing traffic blockages and hazards.

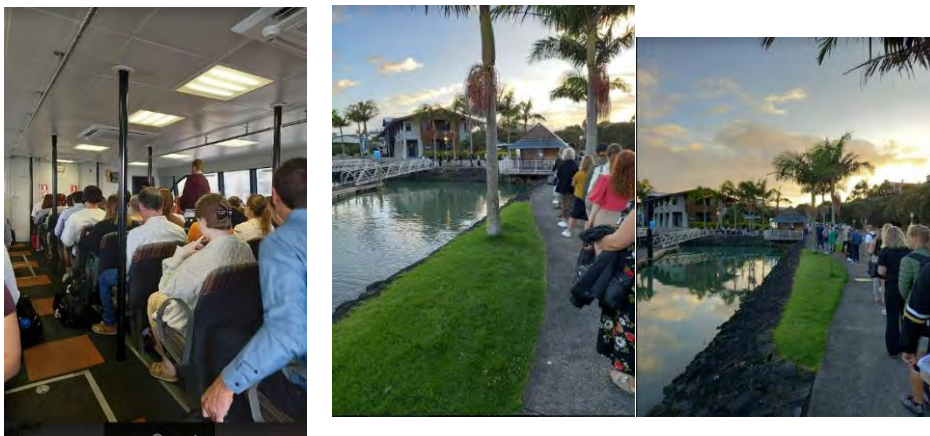
This has also been an issue on Jack Lachlan Drive with people being openly aggressive to others “parked in their spot on the road” (see image below)



Ferry Service

Without mitigation, the population increase from the new area will cause the ferries to become overloaded and inefficient. Three issues will arise if this remains unmitigated:

1. The service will not have capacity to take all passengers - see below images where a Monday 90 person ferry is completely full and the queues associated with a Monday and Tuesday service respectively.



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3. The car park will overflow causing people to park in the streets and illegally on berms and other inappropriate places, causing disruption and public nuisance. The ferry parking is close to capacity already – see below image of the car park at 730am on a Monday morning, with three peak hour sailings to follow (up to 270 people with between 135 and 270 cars).

The commute from people’s homes is too great to walk and too dangerous to cycle / scooter. Although AT previously discussed a “ferry feeder service”, the bus goes nowhere near the ferry terminal.

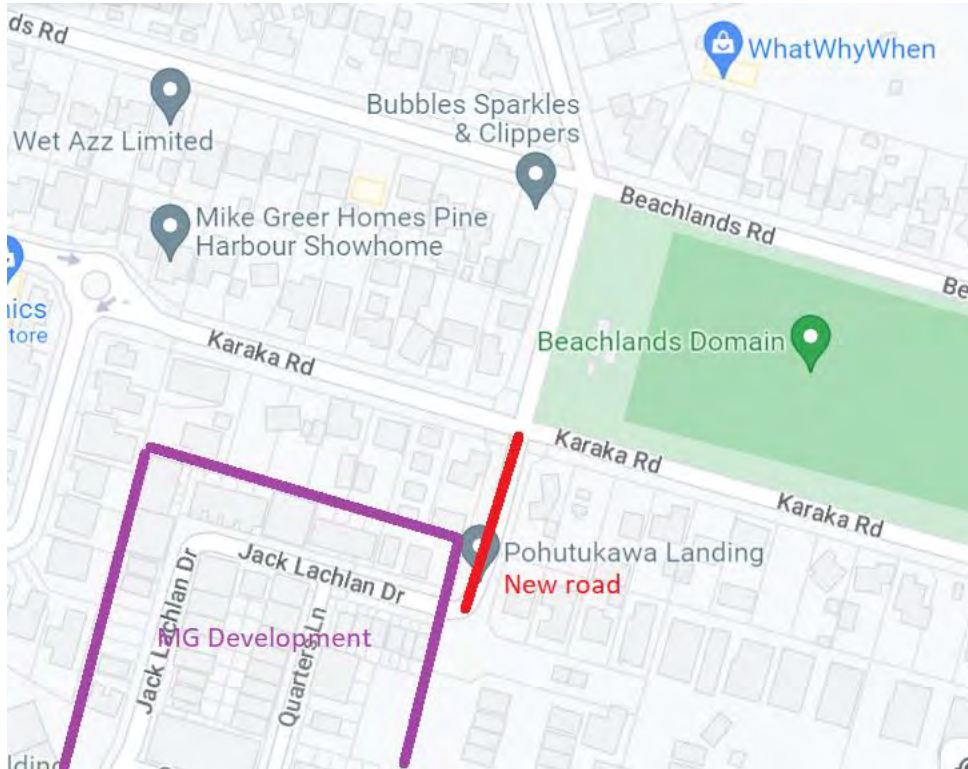


I recommend that the developer:

- Purchases, from the Pine Harbour Marina, the innermost line of private boat docking (the floating dock closest to the Pine Harbour restaurants) and dedicates this to AT for ferry use to allow the improved ferry service space to traverse the water.
- Provides a contribution sufficient to initiate the necessary purchases of additional vessels (whether these costs are shared with Sealink, AT etc, the donation should be great enough to cause the required action) to service the greater number of commuters.
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Appendix – Lessons Learned from the Pine Harbour Terraced Housing Development

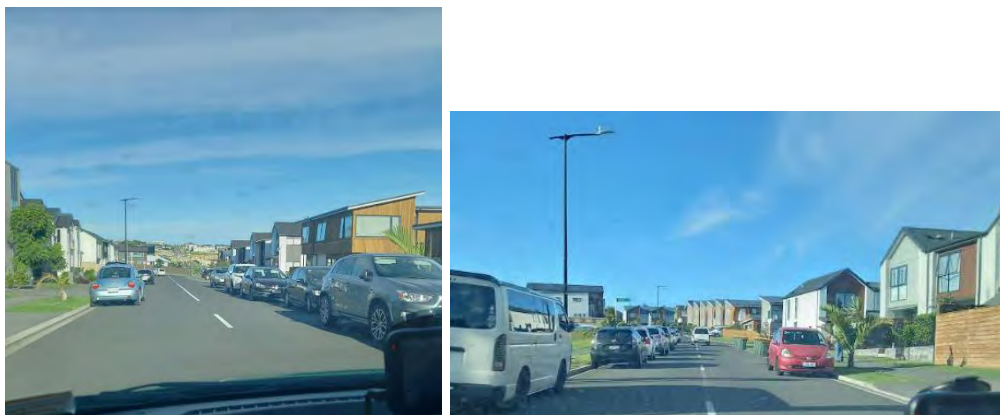
The terraced housing to the northeast of Pine Harbour at the end of Jack Lachlan drive has become a blemish on the area.



The following problems exist:

- Insufficient off-street parking – It was assumed one park per high density unit would be sufficient. This was incorrect and the streets are now overloaded with cars and people are parking on the berm (see images below). This is unpleasant for residents and a safety hazard for the community.





- Roads unacceptably narrow – Five years ago, Auckland Transport increased the frequency of the 739 bus service running through Beachlands saying they wanted to trial a “ferry feeder service”.

<https://at.govt.nz/projects-roadworks/new-public-transport-network/beachlands-maraetai-service-changes/>

This bus has not gone anywhere near the ferry since then and thanks to this development, it is not physically possible for it to reach the ferry as the roads are too narrow (see images above)

- Visually unpleasant – This development is aesthetically distasteful. Cheap brown paints inconsistent with the housing in the area, houses so cramped no one knows where they are without a map and no parking, pushing cars out onto the street make this development a regrettable mistake.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - ROBERTA WILLIAMS
Date: Thursday, 9 March 2023 10:00:53 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: ROBERTA WILLIAMS

Organisation name:

Agent's full name:

Email address: bertawilliams@hotmail.com

Contact phone number:

Postal address:

2 Karo Road
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Roading Infrastructure

Property address: 2 Karo Road, Beachlands

Map or maps:

Other provisions:

High density housing

Transport - Ferry

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I believe that before any future residential or commercial building is undertaken, the current road (Whitford-Maraetai Road) requires upgrading. Currently it is already struggling with the traffic flow between Beachlands and Sommerville Road at peak times. I know that there are some allowances in the existing Plan to improve traffic flow at the Whitford round-about by making the round-about into two lanes but with single lane traffic feeding into and from the round-about this will do little to improve the overall traffic flow on Whitford-Maraetai Road. Rooding infrastructure needs to be upgraded prior to any building developments taking place in Beachlands.

313.1

Beachlands is basically a rural community with low density housing and this is the reason many people have chosen to live in Beachlands. I oppose the amount of high density housing that the plan proposes. I appreciate some level of high density housing is to be expected, but residential

313.2

buildings of more than 3 storeys in height are going to be out of character in Beachlands.

The current ferry service will also need upgrading to be able to handle all the extra people using this service. There is allowance for the increase in ferry sizes and increased timetable sailings but is there any allowance for increased parking spaces or a ferry terminal with some seating and covered walkways to the ferries. These 3 issues need to be included in the plan.

313.3

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: As noted above.

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Have your say on Auckland Council's annual budget 2023 and 2024.](#)



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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Vivien Bartley
Date: Thursday, 9 March 2023 10:15:48 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Vivien Bartley

Organisation name:

Agent's full name:

Email address: witchyviv@xtra.co.nz

Contact phone number:

Postal address:

Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

Lack of infrastructure, of roads, sewage, public transport, amenities to sustain the development of housing that is planned.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

Lack of infrastructure, of roads, sewage, public transport, amenities to sustain the development of housing that is planned.

314.1

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Michael Park
Date: Thursday, 9 March 2023 10:31:59 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michael Park

Organisation name:

Agent's full name:

Email address: sparkybarnfind@gmail.com

Contact phone number: 0212157437

Postal address:

Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

There is a huge lack of infrastructure to support the Beachlands South project.

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The total lack of infrastructure to support such a project, lack of sewage, roads, public transport, amenities such as a super market to handle the future vase growth in the area.

315.1

I or we seek the following decision by council: Decline the plan change

Submission date: 9 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Michelle Maree McKeown
Date: Friday, 10 March 2023 7:15:55 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Michelle Maree McKeown

Organisation name:

Agent's full name:

Email address: michellemm@hotmail.co.nz

Contact phone number:

Postal address:
9 Second View Avenue
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
The entirety of the plan

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

This submission is absolutely ridiculous. Beachlands was never meant to house the amount that is now, let alone over another 3000+ houses. And although you 'say' that it will be good for the area, you are only going to implement more problems like congestion, parking problems, inexcusable road states etc. While changing what Beachlands is/ was known for, and you should have done more research to know that the locals are opposed to such a plan, and love our little slice of paradise which is away from the bigger hustle and bustle of Auckland. You are all about viewing it as a money making opportunity, rather than seeing the bigger picture and realising that's the last thing that the area needs. This needs to stop before it's too late and you finally come to your senses that it was the worst decision to make. Please go and find another area that can house that many people without ruining ours lovely neighbourhood.

316.1

I or we seek the following decision by council: Decline the plan change

Submission date: 10 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Emma Peters

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

9 Keshvara rd, Beachlands

Telephone:

Fax/Email:

emma@emmakp.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 88 (Private)

Plan Change/Variation Name

Beachlands South

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Rezoning of 307Ha South of Beachlands Village in the area of Formosa Golf Course from Rural to future Urban Residential etc

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

(continue on a separate sheet if necessary)

I seek the following decision by Council: 317.1

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Submitter
(or person authorised to sign on behalf of submitter)

03/10/2023

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Andrea Martin
Date: Friday, 10 March 2023 9:00:58 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Andrea Martin

Organisation name:

Agent's full name: Andrea Martin

Email address: andrea_martin@xtra.co.nz

Contact phone number: 0211543493

Postal address:
73 Liberty Crescent
Beachlands
Auckland 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
Rezoning of 307Ha south of Beachlands Village in the area of Formosa Golf Course from rural to future urban residential

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The infrastructure for the roading is not suitable for this development. There are already over 17,000 trips on the road between Beachlands and Whitford DAILY. This is a single lane road. After the recent climate change related cyclone in Auckland, surely the council needs to be looking at also building on a flood plain, no significant changes in the Storm Water, tapping into local bores as there are no mains water.

I am not opposed to change, however, I am opposed to things not being thought through correctly at the detriment of the people currently living in the area as well as the overall environment impact.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

318.1

Details of amendments: Undertake the major infrastrure needs on the roads, real consideration for building on a flood plain and the water infrastructure

Submission date: 10 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - Robert Bruce
Date: Friday, 10 March 2023 9:00:58 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert Bruce
 Organisation name: Whitford Study Working Group
 Agent's full name:
 Email address: robbiebruce@gmail.com
 Contact phone number: 02108500279
 Postal address:
 P.o.Box Whitford
 Whitford
 Aucklsnd 2417

Submission details

This is a submission to:

Plan change number: Plan Change 88
 Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
 Whitford Precinct plan 1424 as part of the Auckland Unitary Plan
 Property address: Beachlands Maratai Road Plan Change 88
 Map or maps:
 Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- This is a private plan change application that has already been objected to vigorously by the community. It failed in the environment court court of appeal and the High Court. It was declined as an application to the fast track housing accord. It is completely non complying as an urban development in a rural area in S Plan Change that is world leading environmental and ecologically based. It was recognised as having significant outcomes on the coastal environment. There are highly protected bird species on the Formosa Golf Club this would mean a disruption to their habitat. 319.1
- The traffic would be totally gridlocked with the increase of some 6000 traffic units per day. It's already a major problem in the area. 319.2
- To claim that a school would be beneficial is a poor argument when there is ample land out there to build a school if required. It's not an argument for poorly conceived development in a leading edge rural plan change. 319.3
- It's S breach of the coastal management plan in terms of urban visual pollution from the sea. 319.4

I or we seek the following decision by council: Decline the plan change

Submission date: 10 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 88 - TONY COXHEAD
Date: Friday, 10 March 2023 9:30:56 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: TONY COXHEAD

Organisation name:

Agent's full name: N/A

Email address: tonycoxhead@xtra.co.nz

Contact phone number:

Postal address:
13 INTREPID CRES
BEACHLANDS
AUCKLAND 2018

Submission details

This is a submission to:

Plan change number: Plan Change 88

Plan change name: PC 88 (Private): Beachlands South

My submission relates to

Rule or rules:
REZONING OF 307Ha SOUTH OF BEACHLANDS VILLAGE IN THE AREA OF FORMOSA GOLF

COURSE FROM RURAL TO FUTURE URBAN RESIDENTIAL

Property address: JACK LACHLAN DRIVE BEACHLANDS

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

- 1. ROADING - Major roading improvements and intersections will be required to cope with the increased traffic between Howick - Whitford - Beachlands - Maraetai. 320.1
- 2. MEDICAL FACILITIES - Additional medical facilities are required as the existing facilities are already overloaded with the now population of Beachlands. 320.2
- 3. PUBLIC TRANSPORT - Bus services and Ferry Services incl Marina Car Park all need to be improved to cope with the increase in population. 320.3

4. WATER and SEWERAGE - A Water Supply and Sewerage System would need to be upgraded to cope with the additional population and design and installation be approved by Auckland Council.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: To amend the Plan Change to allow for a much lesser area but conditional on improvements to the reasons outlined above.

Submission date: 10 March 2023

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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