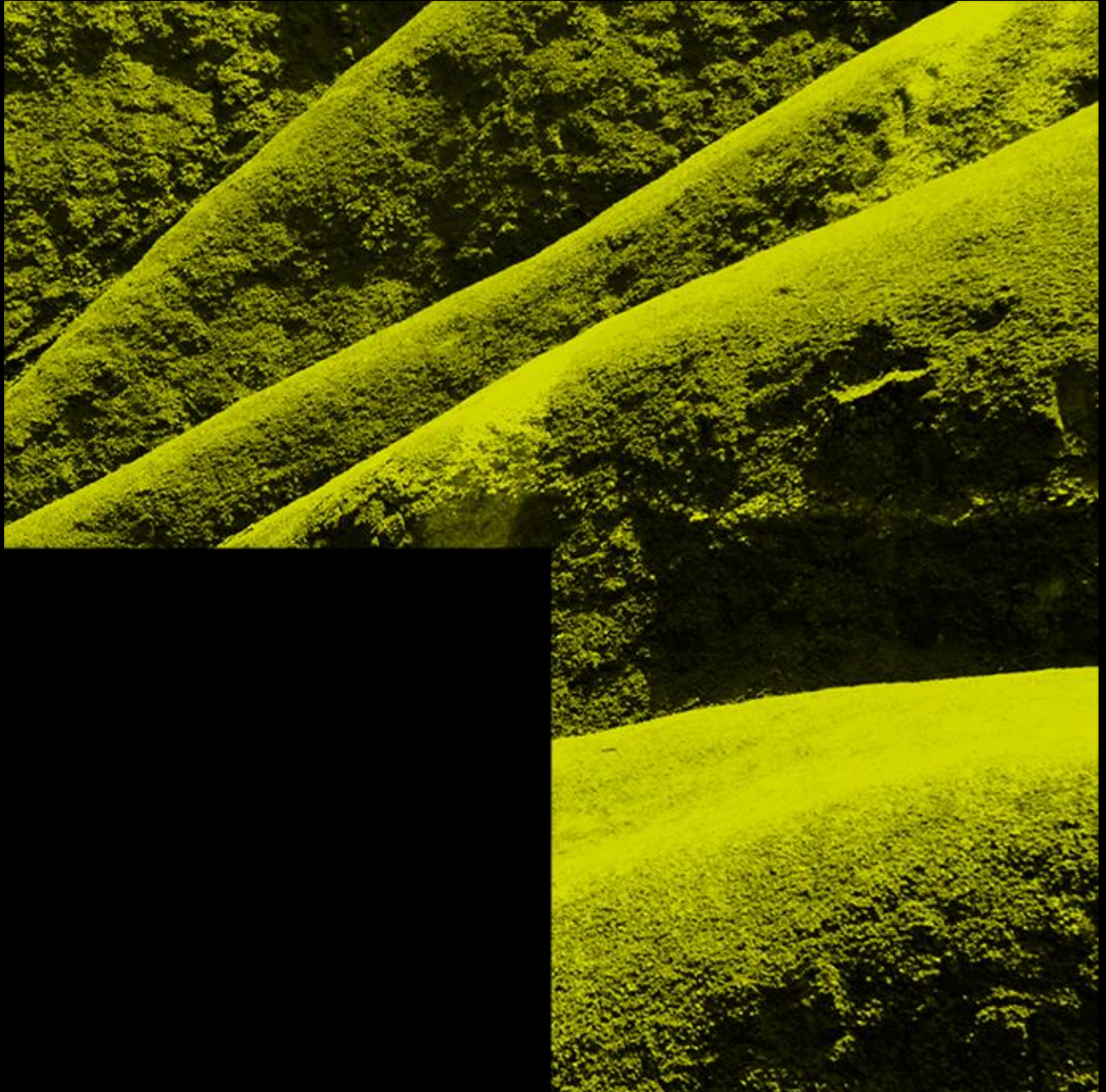


**80 MCLARIN ROAD,
GLENBROOK BEACH -
PROPOSED REZONING**

**Structure Plan
Document**



HD Project 2 Limited



DOCUMENT CONTROL RECORD

CLIENT HD Project 2 Limited
PROJECT 80 McLarin Road, Glenbrook Beach
HG PROJECT NO. A2010091.01
HG DOCUMENT NO. REP001-A2010091.01-SP-JOW
DOCUMENT Private Plan Change Application – Re-zone 80 McLarin Road from Future Urban zone to Mixed Housing Suburban zone

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Figure 1: Indicative location of the structure plan area. Aerial taken from the south.

1.0 FOREWORD

Harrison Grierson Consultants Limited (HG) has prepared the 80 McLarin Road Structure Plan Document (SPD) on behalf of its client HD Project 2 Limited in relation to a proposal to rezone the site for urban residential development. The SPD provides a narrative of the structure planning process undertaken to inform the rezoning of the land and establishes the ‘foundations’ to guide future subdivision and development within the site.

The 80 McLarin Road SPD has evolved through a process of robust research, technical investigation and analysis, and consultation with the local community and key stakeholders and organisations.

The SPD is the result of a dynamic multidisciplinary process based on best-practice planning and urban design principles. It reflects a vision for future development of the land and establishes a framework to guide the future development of the 80 McLarin Road site to provide:

- A range of housing typologies to cater for a variety of household needs and the projected population growth in the area;
- Site layout and housing design that works with the topography and natural characteristics of the site to make the most of the coastal location;
- A well-connected network of open spaces and active transport routes, including cycling and walking; and
- A logical and accessible movement network that supports and compliments the existing Kahawai Point and Glenbrook Beach networks and provides connectivity between and with the coast, public open spaces, commercial services and community facilities.

The 80 McLarin Road SPD is not intended to be a precise blueprint for growth; however, it is anticipated that the future growth of 80 McLarin Road will occur in ‘general accordance’ with the McLarin Road SPD and with a Structure Plan Map that has been prepared having regard to the technical investigations and consultation processes.

The 80 McLarin Road SPD and Structure Plan Map have informed preparation of a concurrent Private Plan Change (PPC) application to rezone the site from Future Urban zone to Residential - Mixed Housing Suburban (MHS) zone. The SPD discusses and tests the rationale behind this proposal to unlock future residential development of the site.

2.0 INTRODUCTION

80 McLarin Road represents 8 hectares of greenfield land zone Future Urban Zone within the Glenbrook Beach residential community. The site lies between the existing beach community and the newly developed Special Housing Area (SHA) at Kahawai Point to the north, being land comprising the Glenbrook 3 Precinct under the Auckland Unitary Plan – Operative in Part (AUP(OP)).

When complete, the Glenbrook 3 Precinct will provide approximately 800 additional homes at Glenbrook Beach. This development, through precinct provisions, will provide a ‘comprehensive and integrated community that responds to its natural and coastal context’ (I453.1 Glenbrook 3, AUP(OP)).

This SPD sets out a vision for the land at 80 McLarin Road based on site location and context, physical site characteristics, technical investigation and assessment, consultation with key stakeholders and community feedback to establish a robust and comprehensive framework for future site development.

2.1 SITE LOCATION

80 McLarin Road is located within the existing residential area of Glenbrook Beach, which lies 7.3km from Glenbrook, 13.9km from Waiuku, 24.1km from Pukekohe and 28.5km from the Drury Southern Motorway Exchange.

The existing Glenbrook Beach settlement lies on the Waiuku River inlet of the Manukau Harbour. This is a tidal river estuary that extends from the Waiuku township and drains into the Manukau Harbour to the north. The coastal edge along the Waiuku River inlet is characterised by low cliffs and gullies with a narrow strip of native and exotic bush.

Glenbrook Beach lies at the end of a collector route that links the rural villages and communities within the Franklin Ward of the Auckland Region. This route enables good access from the Papakura Southern Motorway Interchange to Clarks Beach, Waiuku, Patumahoe and Pukekohe.



Figure 2: Location of the Glenbrook Beach settlement in relation to other townships in the Franklin Ward area

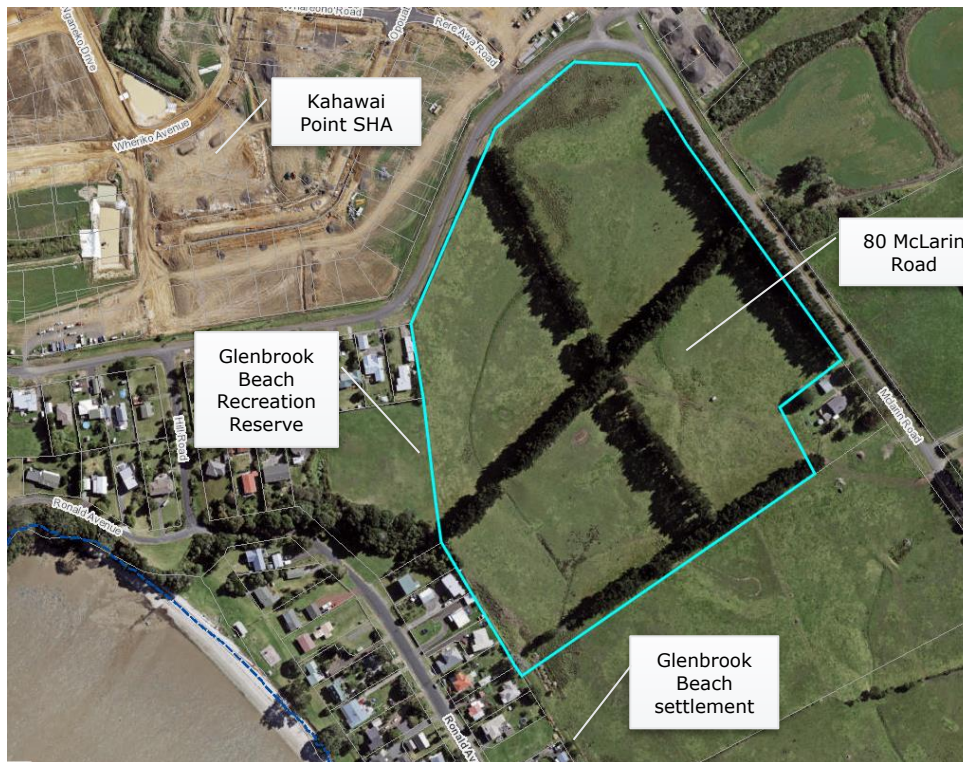


Figure 3: Location of the site in relation to Glenbrook Beach, the existing settlement and Kahawai Point SHA

Glenbrook Beach was identified under the Housing Accords and Special Housing Areas Act 2013 (HASHAA) as an area of future residential growth. The HASHAA and Special Housing Areas were introduced as an interim measure to provide for the continued growth of Auckland during development of a unitary plan for a unified Auckland City. The Glenbrook 3 Precinct at Kahawai Point was established under the HAASHA and incorporated into the AUP(OP) through the hearings process; the land is now under development to create a residential extension to the original coastal settlement.

The land at 80 McLarin Road is currently zoned Future Urban zone under the AUP(OP) to acknowledge its future urban growth potential. The site is located to the east of the original Glenbrook Beach settlement and to the south of the Kahawai Point SHA. The site comprises an elevated plateau in the north with a distinct northwest to southeast ridge in the central portion of the site where land slopes down towards the southwest corner (the low point). A network of watercourses drains the site from the north and east towards the southwest where stormwater discharges to the Manukau Harbour.

The site is in open pasture with north-south and east-west shelter belt trees crossing the site. The site adjoins the Glenbrook Beach Recreation Reserve to the west and a future local centre has been identified opposite the site on the east side of McLarin Road.

3.0 HISTORY OF GLENBROOK BEACH

Glenbrook Beach is a rural/coastal settlement that has significant Māori and European history due to its close location to the urban settlement of Auckland and the food sources and transportation possibilities of the Manukau Harbour.



Figure 4: Historical image of European settlement at Glenbrook Beach (date unknown) - Glenbrook Beach, Hardy Alfred Photographer, *ph-neg-b8173*, sourced from Auckland Museum

3.1 MAORI HISTORY

Māori occupation history, both pre-and post-European arrival, has been centred around the inlets of the Manukau Harbour and their fertile soils, mahinga-kai (food-gathering) environments, and river pathways and toānga waka (portages). The location of the Waiuku River inlet enabled a portage that allowed over-land access to the Waikato River.

In the early 1820's Ngāpuhi from the Bay of Islands had obtained muskets from European traders and travelled south through the Franklin area, with hundreds of people killed and many others driven further into the Waikato. By 1835, Māori in the Franklin area had obtained their own muskets and returned from the Waikato to their ancestral lands.

Many old texts, plans and maps referred to the peninsular where Glenbrook Beach is located as 'Kahawai', with the name 'Glenbrook' only appearing in documents around the early to mid-20th century.

3.2 EUROPEAN HISTORY

European settlement of the Glenbrook area has been primarily associated with agriculture and horticulture practices on the relatively fertile soils the area offers. Minimal recorded European history is apparent the further back research dates, with analysis of historical maps showing that maps pre-dating the 1860's do not have owners recorded to the area.

More recent European history associates with the Glenbrook Steel Mill, built in 1968 and the first mill to successfully create metallic iron from iron sands, which is a major employer for the area and lies to the south of Glenbrook Beach. The Kingseat Hospital, a now closed psychiatric hospital to the east of Glenbrook Beach, provided mental health hospital services to the Auckland area from 1932 to 1999, when provision of such mental care was shifted to community care and rehabilitation units within the Auckland urban area. The hospital and grounds are now home to 'haunted house' and 'paintball' attractions, but the hospital grounds have been rezoned to establish a town with a population of 5,000 people, including the day to day services that are required to meet the needs of the resident population.

3.3 GLENBROOK BEACH TODAY

Glenbrook Beach comprises two distinct residential areas: the original coastal settlement along the beachfront reserve and along the cliff edge to the north of the beach, and a new residential development area to the north of McLarin Road being the Kahawai Point SHA (Glenbrook 3 Precinct). Kahawai Point will significantly extend Glenbrook Beach to the north, adding suburban single-storey housing to the northern side of McLarin Road and extending to the coastal edge.



Figure 5: Ronald Avenue - the original residential core along the beachfront area



Figure 6: McLarin Structure Plan site, looking towards the coast from the highest point on the site adjacent to McLarin Road

Glenbrook Beach is a compact urban area characterised predominantly single-story standalone dwellings. Sites within the original coastal settlement are relatively large (quarter-acre sections) whilst Kahawai Point is more urban in form with sections in the range of 313m²-600m². Two-storey-built form is emerging at Kahawai Point reflecting the anticipated development outcomes for the Glenbrook 3 Precinct.

Land surrounding Glenbrook Beach is dominated by rural activities, including horticulture and pastoral agriculture use. The area is characterised by rolling pasture, shelter belts, individual specimen trees, cropping vegetation and structures, farm dwellings and ancillary buildings and gravel accessways.

Roads within the rural area are characterised by sealed carriageways, gravel edges, relatively deep dirt or grass ditches and grassed berms with letterboxes associated with each property frontage. Within the original residential area, roads are characterised by sealed carriageways with grassed edges and berms with associated letterboxes and landscaped property frontages. Within the newly developed Kahawai Point residential area, roads are characterised by sealed carriageways with kerb and channel, grassed berms and concrete footpaths, with concrete crossings and letterboxes associated with each property frontage.

The site occupying the corner of McLarin Road and the newly formed Orawahi Road (part of the Kahawai Point development) at the northern edge of the proposal site, is designated to be a neighbourhood centre/commercial zone, intended to provide small-scale, local commercial services (e.g., dairy or café to serve the surrounding residential area).



Figure 7, 8, 9, 10 (top left to bottom right): McLarin Road adjacent to new SHA precinct, McLarin Road looking south with site boundary to right, coastal edge of SHA precinct development facing north, Pohutukawa Point open space/pathway within SHA precinct

3.4 GLENBROOK BEACH'S SENSE OF PLACE

The Glenbrook Beach settlement has an identity, strong sense of community and character that needs to be acknowledged and, where possible, enhanced through future urban development at 80 McLarin Road.

The combination of people and environment at Glenbrook Beach creates a sense of place which is essentially characterised by:

- Rural setting and views to rural landscapes
- Coastal setting and harbour views
- Built form and the activities it accommodates

4.0 THE PLANNING FRAMEWORK

4.1 THE STRUCTURE PLANNING PROCESS

The structure planning process seeks to achieve comprehensive and integrated planning for, and management of, growth and development. It is a process, with a plan as an output, that is then used in more detailed planning for an area, and/or changes to a District Plan. It is necessary for a structure planning exercise to consider contemporary and relevant planning and urban design principles and policies. In this regard, it is necessary to give due consideration to the wider context of national, regional and local planning and urban design best practice when developing the vision for 80 McLarin Road.

This section provides a summary of the relevant statutory and non-statutory documents that have informed the McLarin structure planning process:

4.2 RELEVANT PLANNING FRAMEWORK STATUTES/DOCUMENTS

THE RESOURCE MANAGEMENT ACT (1991)

The Resource Management Act (RMA) is described by the Ministry for the Environment (MfE) as:

“New Zealand’s principal legislation for environmental management.”

The purpose of the RMA is to *“promote the sustainable management of natural and physical resources.”*

Sustainable management is defined in the RMA as managing the use, development and protection of natural and physical resources in a way, or at a rate which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while:

- Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
- Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
- Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

In achieving the purpose of the RMA, all persons exercising functions and powers under it shall:

- Recognise and provide for matters of national importance as detailed in Part 2, Section 6 of the RMA;
- Have particular regard to other matters as detailed in Part 2 Section 7 of the RMA; and
- Take into account the principles of the Te Tiriti o Waitangi - Treaty of Waitangi.

AUCKLAND UNITARY PLAN (OPERATIVE IN PART) 2016

The AUP(OP) is described by Auckland Council (the Council) as having three key roles:

- 1 - *“it describes how the people and communities of the Auckland region will manage Auckland’s natural and physical resources while enabling growth and development and protecting the things people and communities value;”*
- 2 - *“it provides the regulatory framework to help make Auckland a quality place to live, attractive to people and businesses and a place where environmental standards are respected and upheld;”* and
- 3 - *“it is a principal statutory planning document for Auckland. Other relevant planning documents include the Auckland Plan, the Auckland Long-Term Plan and the Auckland Regional Land Transport Plan.”*

These key roles are achieved by determining what can be built and where, how to create a higher quality and more compact Auckland, how to provide for rural activities, and how to maintain the marine environment. The AUP(OP) includes a regional policy statement, regional coastal plan, regional plan and district plan. These are combined in a hierarchal policy framework with the regional policy statement at the top, then with regional and district plan provisions giving effect to the regional policy statement. The plan replaces the former Regional Policy Statement and 12 district and regional plans.

The functions of the Council for the purpose of giving effect to the Resource Management Act 1991 as a regional council and as a territorial authority are set out in sections 30 and 31 of the Resource Management Act 1991.

LOCAL GOVERNMENT ACT 2002

The purpose of the Local Government Act 2002 is to provide for democratic and effective local government that recognises the diversity of New Zealand communities. To this end, the Act:

- States the purpose of local government;
- Provides a framework and powers for local authorities to decide what activities they undertake and the manner in which they will undertake them;
- Promotes the accountability of local authorities to their communities; and
- Provides for local authorities to play a broad role in promoting the social, economic, environmental, and cultural well-being of their communities, taking a sustainable development approach.

LOCAL GOVERNMENT (AUCKLAND COUNCIL) ACT 2009

The purpose of the Local Government (Auckland Council) Act 2009 is to establish Auckland Council as a unitary authority for Auckland and set out matters in relation to the council’s structure and functions, duties and powers that differ from what applies to local authorities under the Local Government Act 2002. It also requires Auckland Council to adopt a spatial plan, establishes arrangements for the management of transport and water supply and wastewater services, and sets out requirements relating to substantive council-controlled organisations.

AUCKLAND REGIONAL POLICY STATEMENT 2016

The Auckland Regional Policy Statement (ARPS) is contained within Part B of the AUP(OP).

The ARPS achieves the purpose of the RMA by providing an overview of resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region. The ARPS must give effect to any national policy statement and to the New Zealand Coastal Policy Statement. The regional plan and district plan provisions of the AUP(OP) must give effect to the ARPS.

AUCKLAND PLAN 2050

The Auckland Plan 2050 is a spatial plan that maps out the growth and development of Auckland to 2050. It considers how key challenges of high population growth, shared prosperity and environmental degradation should be addressed. The plan makes specific use of maps through a digital platform to map out current and future demographic and development patterns and associated outcomes.

The plan identifies six outcomes for the growth of Auckland towards 2050:

- Belonging and Participation.
- Māori Identity and Wellbeing.
- Homes and Places.
- Transport and Access.
- Environment and Cultural Heritage.
- Opportunity and Prosperity.

Several Maps link with each Outcome set out within the plan and spatially outline existing data and planned change and development across the entire Auckland region. The maps that relate to the McLaren Structure Plan area are:

- Development Strategy: Rural Areas.
- Development Strategy: Strategic Road network.
- Development Strategy: Water supply.
- Development Strategy: Wastewater improvements.
- Development Strategy: Critical infrastructure.
- Future Urban areas.

These maps outline future growth in urban areas and the associated infrastructure to service this growth. The Glenbrook Beach area is shown to have land, currently zoned Future Urban, as an area of future urban growth, including the Structure Plan area.

FRANKLIN LOCAL BOARD PLAN 2020

The Franklin Local Board Plan 2020 is a blueprint for how the Franklin Local Board makes decisions for the area over a period of 3 years, based on feedback received from various communities and stakeholders of the Franklin ward. The plan supports the overarching Auckland Plan 2050, Auckland Council's 10-year budget (long-term plan) and the Council's annual budget (Annual Plan), and its implementation within the Franklin area.

The plan identifies six key outcomes or aspirations:

- Strengths generate local opportunity and prosperity.
- Improved transport options and fit for purpose roads.
- Fit for purpose places and facilities.
- Kaitiakitanga and protection of our environment.
- Cultural heritage and Māori identity is expressed in our communities.
- A sense of belonging and strong community participation.

The outcome relating to transportation is particularly relevant to the structure plan area and the Glenbrook Beach settlement, which is currently only accessible by private vehicle and has a single road access. Objectives of the outcome of improved transport options outline the need to improve access to public transport options, improve existing roads and design new road infrastructure with safety in mind and enable active transport within and between towns and villages. Improvements in these areas will directly benefit access to the structure plan area through better quality and safer road corridors and better access to public transport options and accessible active transport routes.

WATERCARE ASSET MANAGEMENT PLAN 2021

The Watercare Asset Management Plan 2021 (AMP) is an investment plan that outlines how Watercare Services Ltd (WSL), as an Auckland Council Controlled Organisation, will meet ongoing and future water and wastewater needs of the Auckland area over a twenty-year period. This plan contributes to the council's Long-Term Plan and gives effect to the Auckland Plan outcomes. The main purposes of the AMP are:

- Catering for a growing Auckland.
- Develop a resilient and diverse water system.
- Protect the environment.
- Adapt to climate change impacts and reduce emissions.
- Deliver value for money by running an efficient operation.

The AMP sets out plans for the Waiuku, Clarks Beach and Kingseat wastewater treatment plants and catchments, which the 80 McLarin Road structure plan area falls under. At present the current wastewater infrastructure (treatment plant) for the area operates efficiently, however, the steady growth in population of the area alongside future growth estimates will bring the current system to capacity. Planning and design work is already being undertaken to upgrade the existing Clarks Beach treatment plant to be able to handle the area's wastewater and expected residential growth, ensuring only high-quality treated wastewater is discharged into the Manukau Harbour.

NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

The National Policy Statement on Urban Development 2020 (NPS-UD) is designed to ensure New Zealand's towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities. The NPS-UD also seeks to ensure that there is sufficient development capacity to meet the different needs of people and communities.

The main outcomes sought by the NPS-UD are:

- Enabling planning decisions that improve housing affordability by supporting competitive land and development markets.
- Ensure Regional Policy Statements and District Plans enable more people to live in, and more businesses and community services to be located in urban environments that are near a centre zone, well serviced by existing/planning public transport or if there is high demand for housing or for business land.
- Recognise New Zealand's urban environments, including amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.
- Ensure local authority decisions on urban development are integrated with infrastructure planning, strategic over the medium and long term, and be responsive.
- Enable New Zealand's urban environments to support reductions in greenhouse gas emissions and be resilient to the current and future effects of climate change.

Council's must give effect to the objectives and policies of the NPS-UD in their resource management decisions as "*matters of national significance*" relevant to the sustainable management purpose of the Resource Management Act 1991 (RMA).

Local authorities across New Zealand are currently planning and consulting to give effect to the NPS-UD through their respective District Plans and Regional Policy Statements. The National Policy Statement has directed all councils to remove minimum car parking rules (for minimum requirements of provision of on-site carparking, excluding accessible or mobility car parking) from their planning documents. Further amendments involve encouraging urban development, especially in the creation of a denser, more compact urban form, particularly around existing town centres and rapid transport networks to facilitate the growth of more sustainable and attractive urban form for our urban spaces.

NEW ZEALAND COASTAL POLICY STATEMENT 2010

The New Zealand Coastal Policy Statement 2010 (NZCPS) guides local authorities in their day-to-day management of the coastal environment and is a compulsory National Policy Statement under the RMA. The purpose of the NZCPS is to state policies to achieve the purpose of the Act (RMA) in relation to the coastal environment. The objectives of the policy statement include:

- To safeguard the integrity, form, function, and resilience of the coastal environment and sustain its ecosystems, including marine, intertidal areas, estuaries, dunes and land.
- To preserve the natural character of the coastal environment and protect natural features and landscape values.
- Take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).
- To maintain and enhance the public open space qualities and recreation opportunities of coastal environment.
- To ensure coastal hazard risks take into account climate change.
- To enable people and communities to provide for their social, economic and cultural wellbeing and their health and safety, through subdivision, use and development.
- To ensure the management of the coastal environment recognises and provides for New Zealand's international obligations regarding the coastal environment, including the coastal marine area.

The NZCPS is relevant to future growth of the structure plan area, as it seeks to promote integration of development in a manner that is sensitive to the coastal environment.

NATIONAL POLICY STATEMENT ON FRESHWATER MANAGEMENT 2020

The National Policy Statement for Freshwater Management 2020 (NPS-FM) provides local authorities with updated direction on how they should manage freshwater under the RMA. The objective of the legislation is to ensure that natural and physical resources are managed in a way that prioritises (in this order):

- The health and well-being of water bodies and freshwater ecosystems.
- The health needs of people e.g., drinking water.
- The ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

All policies of the NPS-FM therefore give effect to the concept of Te Mana o te Wai, with Policies 1 through to 9 being particularly relevant to the development of a structure plan. Within these policies, the following concepts are particularly important with respect to the management of stormwater and freshwater resources within the structure plan area:

- a) Tangata whenua are actively involved in freshwater management and Māori freshwater values are identified and provided for (Policy 2).
- b) Freshwater is managed in an integrated way that considers the effects of the use and development on a whole-of-catchment basis (Policy 3).
- c) Freshwater is managed to ensure that the health and wellbeing of degraded waterbodies is improved, and wellbeing of other water bodies and freshwater bodies is maintained or (if communities choose) improved (Policy 5).
- d) The loss of river extent and values is avoided to the extent practicable (Policy 7).
- e) The significant values of outstanding water bodies are protected (Policy 8).

While further loss or degradation of wetlands and streams is to be avoided, the NPS-FM also places emphasis upon improving the health and wellbeing of degraded watercourses.

URBAN DESIGN PROTOCOL 2005

The New Zealand Urban Design Protocol 2005 (NZUDP) provides a platform to make New Zealand towns and cities more successful through quality urban design, which ensures the design of buildings, places, spaces, and networks that make up our towns and cities work for all of us, both now and into the future. This protocol is a voluntary commitment by central and local government, property developers and investors, design professionals and educational institutes among others to undertake specific urban design initiatives. The UDP recognises that:

- Towns and cities are complex systems that require integrated management.
- Quality urban design is an essential component of successful towns and cities.
- Urban design needs to be an integral part of all urban decision making.

The UDP identifies seven essential design qualities that together create quality urban design:

Context: seeing buildings, places and spaces as part of whole towns and cities

Character: reflecting and enhancing the distinctive character, heritage and identity of our urban environment

Choice: ensuring diversity and choice for people

Connections: enhancing how different networks link together for people

Creativity: encouraging innovative and imaginative solutions

Custodianship: ensuring design is environmentally sustainable, safe and healthy

Collaboration: communicating and sharing knowledge across sectors, professions and with communities

PROPOSED PLAN CHANGES TO THE AUP(OP) - PRELIMINARY RESPONSE TO NPS-UD AND MDRS

The National Policy Statement on Urban Development (NPS-UD) and the Medium Density Residential Standards (MDRS) have been introduced by the government to address housing shortfalls and affordability, climate change adaptation and most importantly enabling higher density growth and urban form in our largest and fastest growing cities. These two pieces of legislation must be taken into effect by local authorities across the country, by changing respective planning legislation. Rules specific to Auckland, as New Zealand's largest city, will:

- Require buildings of six storeys or more within walkable distances to the city centre, ten defined metropolitan centres and rapid transit stops.
- Greater building heights and density required within and around neighbourhood, local and town centres across Auckland.
- Allow three homes of up to three storeys to be built on most residential sites without a resource consent across Auckland.
- Enable greater supply of housing.
- Replace design rules for developments, including height-to-boundary ratios and outdoor space provisions.

Consultation on the preliminary response by Auckland Council to the NPS-UD and MDRS, including proposed plan changes to the AUP(OP) and the draft planning maps, was open to the public from the 19 April to the 9 May 2022. Public notification of the plan change will be made by the 18th of August 2022, in line with the Government deadline for local authorities. From September 2022 through to 2024, an Independent Hearings Panel will consider all submissions and hear directly from people who have submitted. This panel will then make recommendations to council on the necessary changes to the AUP(OP).

Accordingly, the proposed planning maps that were shared for public feedback showed that the Coastal Inundation – 1% AEP plus 1m overlay was the only qualifying matter that would affect the site (this ‘qualifying matter’ applies under the existing/ operative AUP(OP) as an overlay affecting the southwest corner of the site).

Ultimately, the proposed changes to the AUP(OP) to incorporate the NPS-UD and the MDRS were not prepared in accordance with Schedule 1 of the RMA and are not a statutory document. Therefore, they have limited weight at this time.

MEDIUM DENSITY RESIDENTIAL STANDARDS – MDRS

The MDRS requirements form part of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (RMA-EHS) which requires Tier 1 territorial authorities (e.g., Auckland Council), to incorporate these standards into their district plans. These standards support development of three homes up to three storeys on each site, without the need for resource consent. Density standards must be implemented within appropriate residential zones of district plans, addressing such standards as:

- Number of residential units per site.
- Building height.
- Height in relation to boundary.
- Setbacks.
- Building coverage.
- Outdoor living space (one per unit).
- Outlook space (per unit).
- Windows to street.
- Landscaped area.

FUTURE CHANGES TO THE RMA

Proposed future changes to the Resource Management Act 1991 will repeal the act and replace it with three new pieces of legislation:

- Natural and Built Environments Act (NBA) will be the main replacement for the RMA, to better protect and restore the environment whilst better enabling development.
- Strategic Planning Act (SPA) requires the development of long-term regional spatial strategies to help coordinate and integrate decisions made under relevant legislation.
- Climate Adaption Act (CAA) addresses complex issues associated with manage retreat of coastal and low-lying communities and adapting to climate-associated events.

Although these pieces of legislation do not have statutory weighting at present, it is important to note that these will be future guidance documents that will affect future development within the Structure Plan area.

DISTRICT PLAN MAPS



Figure 11: 80 McLaren Road Structure Plan Area (outlined in blue) zoned Future Urban zone

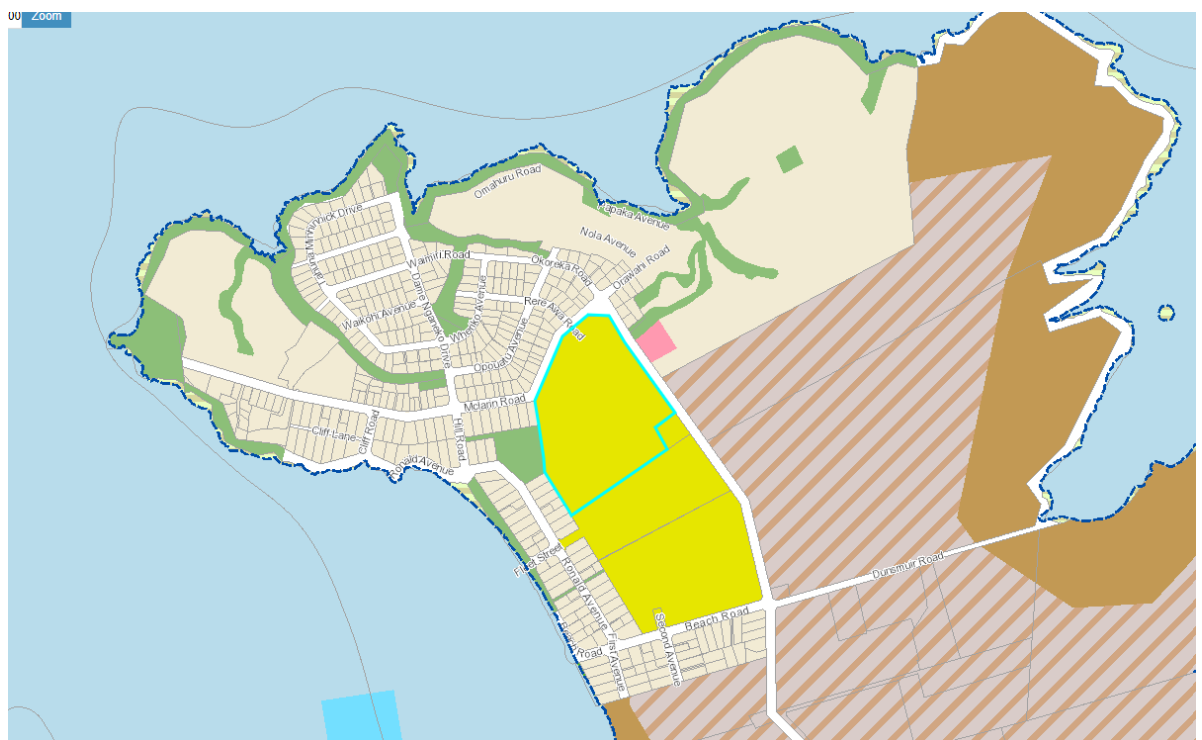


Figure 12: 80 McLaren Road Structure Plan Area (outlined in blue) within the wider Glenbrook Beach area and adjacent Kahawai Point Special Housing Area



Figure 13: Map Legend outlining zoning colours (for use on maps above)

5.0 CONSULTATION

Consultation has been an integral part of the structure planning process and has involved multiple stakeholders from the surrounding Glenbrook Beach area, including local residents and Residents’ Association.

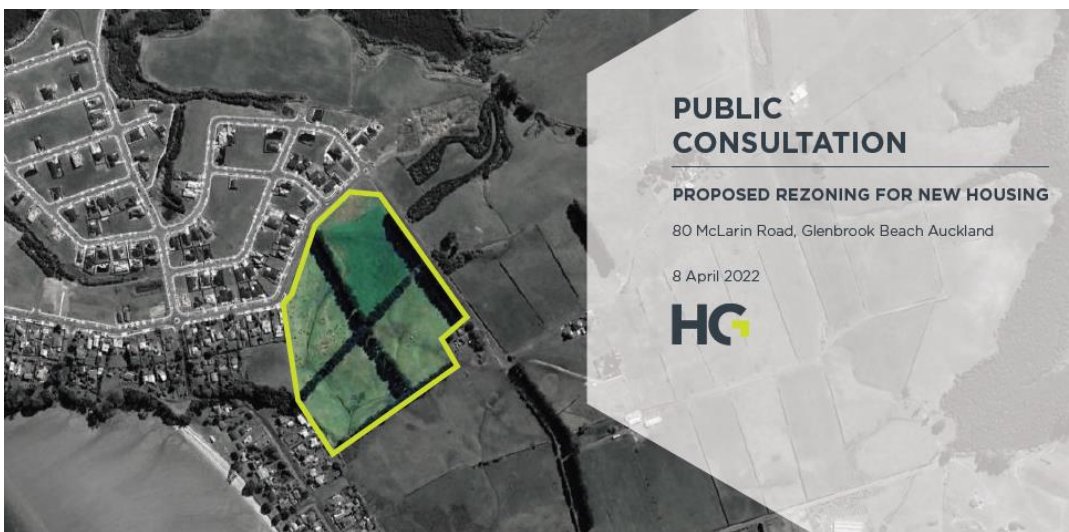


Figure 14: Front cover of Consultation document provided to feedback respondents

The following stakeholders have been identified:

- Glenbrook Beach community and landowners.
- Glenbrook Beach Residents and Ratepayers Association.
- Tangata Whenua - Ngati Te Ata.
- Glenbrook 3 Special Housing Precinct (Kahawai Point) Developers.
- Auckland Council.
- Franklin Local Board.
- Auckland Transport.
- Watercare Services Limited.
- Waka Kotahi (New Zealand Transport Agency).
- Ministry for the Environment.
- Network Utility Providers.

5.1 PUBLIC CONSULTATION

Public consultation has been carried out via a public leaflet drop to the area, encompassing the entire 'urban' residential area of Glenbrook Beach and adjacent rural properties. The leaflets contained a brief scope of the proposal and the intent to collect public feedback to further inform the proposal if a Plan Change was accepted by Council. An email address and phone number to an HG staff member was provided and it was encouraged to contact them to receive further information and a feedback form. Further information included a consultation document that outlined in more detail the proposal and high-level development outcomes for the site, addressing factors such as roading, stormwater, riparian streams/wetlands and housing typologies. Respondents could then fill in the associated feedback form outlining their views on what was presented in the consultation document and how they felt about the proposal for their area. This was then returned by email to the HG staff member who collected responses.

Feedback from the public is summarised below:

SUMMARY OF PUBLIC LEAFLET DROP FEEDBACK

ISSUE 1: VISION FOR MCLARIN ROAD	
FEEDBACK	STRUCTURE PLAN RESPONSE
The existing community feel and character is important and should be preserved and/or enhanced	Noted. The built form and layout of the development needs to integrate well with the existing Glenbrook Beach settlement and the Kahawai Point Special Housing Area. This can be achieved by relying upon the MHS zone provisions and structure plan provisions that are specific to the site and context.
Infrastructure in support of the vision is important	The SPD will ensure subdivision and development will achieve the coordination and delivery of infrastructure, including roading, wastewater, water supply and stormwater services alongside dwelling development.

ISSUE 1: VISION FOR MCLARIN ROAD	
FEEDBACK	STRUCTURE PLAN RESPONSE
Protection of natural riparian and wetland areas for stormwater and wildlife	Subdivision and development will maintain and enhance the freshwater values of any intermittent streams and/or natural wetlands within the site. This will be achieved by protecting riparian margins and native planting.
ISSUE 2: HOUSING TYPES/SIZES	
FEEDBACK	STRUCTURE PLAN RESPONSE
Support a range of housing, with a mixture of high and medium density	Subdivision and development will achieve attractive and well-designed residential developments that support a range of housing densities and typologies across the site.
Single-story housing would be a preference, similar to the current residential area	Development of more than two storeys will be discouraged to maintain the character of the existing residential areas at Glenbrook Beach. Subdivision and development will achieve attractive and well-designed residential developments that integrate well with both the Glenbrook Beach settlement and Kahawai Point Special Housing Area.
Housing with provision of back yard spaces	Subdivision and development will achieve a reasonable standard of onsite amenity, with adequate private outdoor space, to create attractive, safe and healthy environments for future residents, while providing for a range of lot sizes and housing typologies that support lifestyle and housing choice.
Do not want terraced housing or apartment-style buildings	It is important that development integrates well with the Glenbrook Beach settlement and Kahawai Point Special Housing Area built forms, whilst providing greater housing choice through a variety of densities. The more intensive residential typologies will require resource consent. Resource consent applications will be subject to assessment criteria to ensure that the intensity of development is compatible with the existing neighbourhood and street character. Terrace housing and apartments will be two-storeyed in height (unless resource consent is obtained for a taller building).

ISSUE 3: TRAFFIC/OPEN SPACE/ STORMWATER OBJECTIVES	
FEEDBACK	STRUCTURE PLAN RESPONSE
Open spaces, such as parks and community gardens, are needed	Subdivision and development will have good access to, and active interface with, the public realm including parks, riparian margins and roads.
Cycle lane and footpath provision along current rural roads will make these modes of travel safer and more attractive	Noted. Subdivision and development will encourage a choice of transport modes, including walking and cycling, and will provide these connections within and through the site. This will enable occupants and the wider community to have better access to different parts of the settlement.
Provision for future public transport connections	Development of public transport routes to service Glenbrook Beach are expected in the future, however this is a decision made by Auckland Council and Auckland Transport.
Open spaces are important, protection of existing trees would contribute to atmosphere of the area	Noted. The SPD will ensure good access to, and active interface with the public realm including parks, riparian margins, and roads. Native planting will be encouraged in riparian areas to enhance water quality and visual effects.
ISSUE 4: MIXED HOUSING SUBURBAN ZONE	
FEEDBACK	STRUCTURE PLAN RESPONSE
Yes, MHS is the best zone to use	Use of the Mixed Housing Suburban (MHS) zone will enable the provision of a range of housing densities and typologies that increase variety and housing choice. Despite a variety of housing sizes and types offered, these dwellings can be designed to be compatible with the character of Glenbrook Beach.
Single House zone is the best zone, as per current zoning of the existing residential area	Housing choice, through variety in density and typology, will be provided. The SPD will ensure built form of the site will integrate well with the existing Glenbrook Beach settlement and Kahawai Point Special Housing Area. The MHS zone will allow a more efficient use of the 80 McLarin Road site, making the most of the site's topography, proximity to the planned neighbourhood centre and connection between the Glenbrook Beach settlement and the Kahawai Point SHA.
MHS zone will bring greater density that doesn't suit the existing environment	The SPD will achieve integration of the built form with the existing residential area, alongside sufficient provision and access to open space that is in keeping with the rural/coastal nature of the area.

ISSUE 4: MIXED HOUSING SUBURBAN ZONE	
FEEDBACK	STRUCTURE PLAN RESPONSE
	The MHS zone will allow the market to determine what housing typologies will be created, at a density/ intensity that is appropriate for the context.
Use of this zone will result in the loss of the 'rural/beach character' of the community	Development will be in keeping with the current character and rural/coastal setting of the Glenbrook Beach settlement and Kahawai Point Special Housing Area.
GENERAL FEEDBACK/FURTHER COMMENTS	
FEEDBACK	STRUCTURE PLAN RESPONSE
Do not want Kainga Ora (Housing NZ) housing in the area	HD Project Ltd has not approached Kainga Ora (KO) to develop property within the structure plan area. No specific affordable housing requirement/ thresholds will be proposed, as found in the Kahawai Point/ Glenbrook 3 precinct area. There are no requirements to provide affordable housing in the RMA as part of a private plan change request.
Provision of 'Kiwibuild Homes' should be at a low percentage	Provision of Kiwibuild homes within the structure plan area is not expected and will not be provided for/ legislated within the Precinct provisions.
Like the country feel	Noted. Subdivision and development will achieve both integration with the surrounding built form and good access to open spaces e.g., parks, riparian margins, roads that characterise the 'country/rural' feel of the community.
Infrastructure provision is important, existing services are already constrained	The SPD will ensure that subdivision and development will achieve coordination and delivery of infrastructure; including roading, wastewater, water supply and stormwater services, alongside dwelling development.

5.2 FRANKLIN LOCAL BOARD

A meeting was held with representatives of the Franklin Local Board on the 26 April 2022 to discuss the plan change proposal and possible development outcomes for the site. A summary of matters discussed is contained below:

- The Franklin Local Board encouraged HD Project Ltd to facilitate a pedestrian connection through the site to connect the Kahawai Point development to the Glenbrook Beach Esplanade Reserve. (In this regard, the Local Board pointed out significant recent investment in the esplanade reserve).
- The Franklin Local Board identified a desire for future development of the PPC area to 'activate' the Glenbrook Beach Recreation Reserve that is adjacent to the site.

- The Franklin Local Board sought confirmation that an Integrated Traffic Assessment (ITA) would be carried out to consider effects on the local road network, citing concern that Glenbrook Beach is accessed by a single road and there are no public transport services available locally.
- Acknowledging that most movements from the residential development of 80 McLarin Road will be by private car, the Franklin Local Board sought confirmation that the ITA would be weighted accordingly and that there will be adequate parking space for visitors to park either onsite or within the public road corridor.
- The Franklin Local Board encouraged the applicant to engage local iwi Ngati Te Ata and the Glenbrook Residents and Ratepayers Association.

5.3 AUCKLAND COUNCIL PARKS DEPARTMENT

A meeting was held with representatives of the Auckland Council Parks department on the 21 March 2022 to discuss the plan change proposal, possible development outcomes for the site and the provision of open space within the site and connections to existing open spaces in the area.

Items discussed included the width and design of riparian margins for intermittent streams and wetland areas. Their expectations are 20 metre wide riparian margins would be planted with natives, with this land being vested as an esplanade reserve at no cost to council. Future acquisition of land for open green space by council is expected to the south of the site. Connectivity through the site was highlighted as important, with the creation of walkways and/or cycleways. Creating a road frontage along the boundary with the Glenbrook Beach Recreation Reserve was also highlighted as a way to ensure better accessibility and passive surveillance of the reserve.

5.4 AUCKLAND TRANSPORT

A meeting was held with representatives from Auckland Transport on the 3 December 2021 to discuss the proposed development of 80 McLarin Road and the resulting traffic effects from associated residential growth. A representative from Traffic Planning Consultants Ltd, a technical advisor for the proposal, was in attendance to discuss their Integrated Transport Assessment (ITA) report.

Auckland Transport accepted the conclusions of the ITA report and agreed that traffic generated by the residential development resulting from the plan change would have a marginal effect on the function/capacity of the road network. Auckland Transport expressed concerns about the cumulative effects of growth within the Glenbrook Beach area and wider residential centres on the road network but acknowledged it would be unreasonable to ask the applicant to upgrade the wider network. Encouragement was given to the inclusion of active transport modes and better connectivity within the Glenbrook Beach residential area.

Auckland Transport requested that the roundabout intersection indicated in the Glenbrook 3 precinct, south of the Business – Local Centre zoned land on McLarin Road be also shown on the structure plan.

5.5 WATERCARE SERVICES LIMITED

Correspondence with Watercare Services Limited (WSL) has been via email communication. WSL has indicated that the Glenbrook Beach area is subject to a Stormwater Scheme (the Southwest Wastewater project). This will involve a new 'Southwest Wastewater Treatment Plant' that will service both the existing communities and long-term growth of the area and provide a higher level of water treatment than at present. At present, three wastewater treatment plants service Waiuku, Clarks Beach, Glenbrook Beach and Kingseat. However, the area's population growth and associated development will bring these systems to capacity.

A consent order was granted by the Environment Court for the works on the 27 June 2018. Stage 1a of the project is currently in the 'design' phase, with completion targeted (but not confirmed) in 2024. Stage 2 of the project is currently in the 'site selection' process for a new wastewater treatment plant. As of April 2022, public feedback gathered from a consultation process is being gathered and used to inform options for the project.

Communication between HG and WSL is ongoing, to communicate updates relating to the Southwest Wastewater project and the private plan change request for 80 McLarin Road.

5.6 IWI CONSULTATION

Local mana whenua for the Glenbrook Beach area were identified, with council records identifying six iwi as having interest in the project and/or site.

Upon reaching out for comment, Ngati te Ata were the only mana whenua that expressed an interest. Ngati te Ata subsequently prepared a Cultural Impact Assessment report (refer **Appendix 9**). This report is discussed in section 7 below.

6.0 DEFINING THE MCLARIN STRUCTURE PLAN AREA

The Structure Plan Area comprises land at 80 McLarin Road, which occupies a roughly square corner land parcel located between the original residential core of Glenbrook Beach to the south-west and the newly developing Glenbrook 3 Precinct (Kahawai Point SHA) subdivision to the north. The site is 7.98 hectares in size and slopes downward to the west towards Glenbrook Beach, with the highest point of the site adjacent to McLarin Road in the northeast.

6.1 PHYSICAL CONSTRAINTS

Western Boundary

To the west of 80 McLarin Road is the edge of the original Glenbrook Beach settlement and Glenbrook Beach Recreation Reserve. Due to the existing rear location of the park, accessed through a short side road, site frontage and active pedestrian connection is limited. To better increase visibility and access to the site, there is an opportunity to develop 80 McLarin Road in a manner that will increase surveillance and activation of the Glenbrook Beach Recreation Reserve.

The western boundary is also defined by the rear boundaries of existing 'coastal settlement' style residential properties that comprise mainly single storey dwellings on spacious lots.

Southern Boundary

The existing farmland to the south is also zoned Future Urban to allow for future urban development. Accordingly, development of 80 McLarin Road will need to safeguard future road and pedestrian connections to the land to the south of the Structure Plan Area.

Eastern Boundary

The eastern boundary of the Structure Plan Area is formed by McLarin Road. On the opposite side of McLarin Road is rural-zoned farmland. The site therefore represents the future urban edge of the Glenbrook Beach residential area.

At the northern-most extent of the eastern boundary is the Glenbrook 3 Precinct and Kahawai Point SHA. On the east side of McLarin Road land is zoned for a local commercial centre to serve the day-to-day needs of the growing residential area.

The proportion of McLarin Road that is east of the structure plan area is rural in form with no provision of footpaths, roadside parking, streetlights, or kerb and channel. The proposed future development of the site will bring this section of the road up to an urban standard to provide for residential use and transportation both within and to the Glenbrook Beach area, along-with a future road connection into the site in the form of a roundabout intersection south of the Business – Local Centre zoned land (the future local commercial centre for the Glenbrook Beach community).

Northern Boundary

The northern boundary of the Structure Plan Area is bounded by McLarin Road and is opposite the newly developed Glenbrook 3 Precinct (Kahawai Point SHA). The northern side of this section of McLarin Road has largely been brought up to urban standard, with the provision of footpaths, kerb and channel, streetlights, and roadside parking alongside the development of the Kahawai Point subdivision. The road reserve immediately adjacent to 80 McLarin Road will need to be brought up to an 'urban' standard, to service the road and its users and to provide an interface with the future development of residential properties along with provision for future intersections/road connections into the site.

7.0 OPPORTUNITIES, CONSTRAINTS AND RECOMMENDATIONS

Detailed Technical Reports have been prepared to address the opportunities and constraints to future development within the site. Technical reports in the following topic areas have been prepared by both external consultancies/organisations and HG to inform the assessment of opportunities and constraints at 80 McLarin Road:

- Archaeology.
- Ecology.
- Environmental/Contamination.
- Geotechnical.
- Transportation.
- Stormwater.
- Civil Engineering/Infrastructure.
- Economics.
- Cultural/Heritage.
- Urban Design.

7.1 TECHNICAL REPORTS

ARCHAEOLOGICAL ASSESSMENT

An archaeological assessment was prepared by CFG Heritage Ltd (**Appendix 1**)

Investigations included both the Māori and European history of the site. Pre-European Māori occupation of the structure plan area was considered highly likely, and while no evidence has been found for the site specifically, approximately 34 archaeological sites have been identified within 2km of the site. The rich fishing grounds of the Waiuku River inlet and Manukau Harbour catchments would have provided significant food sources, alongside fertile volcanic soils for crop production. While European history of the wider area is significant, maps from the 1860's do not have owners recorded to the land.

Overall, the archaeological assessment identified no recorded archaeological or heritage constraints within the Structure Plan area. The report concluded that it is possible that there may be grave sites uncovered during the bulk earthworks phase, but the risk of damaging archaeological features and related precautions can be addressed through the Heritage New Zealand authority process. Ngati te Ata supports the recommendations made in the CFG Heritage Archaeological Assessment (Ngati te Ata Waiohua, 2021).

ECOLOGICAL ASSESSMENTS

An Ecological Assessment report and Wetland Assessment report were prepared by PDP Ltd (**Appendix 2**).

Analysis included the ecological values of watercourses, wetlands and confirmed the classification of such watercourses. Historical and current land use of the structure plan area was identified as pastoral with grazed grasses, with grass and limited vegetation observed via aerial photos since the 1940's. Other than the exotic Pine shelter belts within the site, there is a very small area of remaining broadleaved forest, specifically Pohutukawa and Puriri trees, in the southwest of the site.



Figure 15: 80 McLarin Road Structure Plan site looking southeast across site

Multiple overland flow paths, wetland areas and an intermittent stream were identified, with a drainage pattern flowing northeast to southwest. Site analysis showed watercourses are of low ecological value due to high degradation levels from historical agricultural use. Geology of the land consists of alternating sandstone and mudstone with variable volcanic content dominating the site's northern portion and pumiceous mud, sand and gravel within the southern portion, with these soils considered 'well-drained.'

An updated assessment on the intermittent stream and wetland environments within the site was carried out and is also attached in **Appendix 2**. PDP found that areas within the northern corner of the site met the 'natural inland wetland' definition under the NPS-FM (2020) (National Policy Statement on Freshwater Management), considered 'induced wetlands' from unintentional human disturbance e.g., agricultural activities. As such, any future site development must avoid impacts on these areas. It is recommended that overland flow paths be retained and directed into restored/enhanced intermittent stream and natural wetland environments, through riparian buffers and native planting, to sustain and protect the hydrology and health of streams and wetlands in the long term.

PRELIMINARY SITE INVESTIGATION

A Preliminary Site Investigation (PSI) report was prepared by ENGEO Ltd (**Appendix 3**).

The PSI evaluated and identified conditions indicative of hazardous substances and associated potential risks. Due to the rural location of the structure plan area and surrounding agricultural or horticultural land uses, the risk of potential spray drift from past pesticide use from neighbouring sites was identified. Contaminants could migrate offsite via overland flow paths and

ephemeral streams. A burn pit was identified in the eastern area of the site. Agrichemicals have likely been applied to the land to support grazing land use, the primary land use for the site's known history.

The overall conclusion was that it is unlikely that contaminant levels in the topsoil are above the residential Tier 1 limit human health criteria (Ministry for the Environment).

PRELIMINARY GEOTECHNICAL ASSESSMENT REPORT

A Preliminary Geotechnical Assessment Report was prepared by Lander Geotechnical Consultants Ltd (**Appendix 4**).

The geotechnical assessment concluded that overall, ground, soil, and topography conditions were suitable for low to medium density residential development.

Potential hazards identified for the structure plan area included coastal erosion, slope instability, liquefaction, tsunami and earthquake risks, however these were all considered 'low risk' for the site. Volcanic risk is present; however, this is considered to apply in general across the Auckland region and is not restricted to the structure plan area.

Softer ground in the lower-lying southern portion of the area and the consolidation sediment of deposits induced by applied surcharges from future development may present geotechnical constraints, which will require further investigation and design work.

All of the identified geotechnical hazards within the structure plan area can be addressed with appropriate/ best practice engineering methods at resource consent and building consent stage. Instability is unlikely to be an issue in terms of minimum safety levels, however, land modifications for future development that alter gradients may require reassessment of slope stability.

INTEGRATED TRANSPORT ASSESSMENT REPORT

An Integrated Transport Assessment (ITA) report was prepared by Traffic Planning Consultants (TPC) Limited (**Appendix 5**).

The ITA examined the characteristics of the transport environment and the potential effects that traffic generated by future development could have on the safe and efficient functioning of the road network. McLarin Road and Glenbrook Beach Road are the main 'feeder' routes which enable access from the wider Auckland region, which means these roads will receive the full impact of future urban growth within Glenbrook Beach. The proposed residential development within the structure plan area has the potential to generate approximately 1000 vehicle movements per day.

Localised upgrades of this "feeder route" to Glenbrook-Waiuku Road has occurred to accommodate traffic generated by the Kahawai Point development. This included bringing roads up to urban standards (e.g., kerb and channel, and footpaths), and lowering speed limits. Analysis shows that key intersections that provide access to the area will function well and with adequate capacity with additional traffic.

The Glenbrook Beach area is not served by public transport; however, it is expected with future growth that services will cater to the residential population. Footpath connectivity is provided on the norther side of McLarin Road as part of the Glenbrook 3 precinct/ Kahawai Point development, and it is expected future development of the structure plan area will include provision of footpaths.

No dedicated cyclist facilities are provided, with cyclists required to share the road or 'blue-green fingers' pathways within the Kahawai Point development. It is also considered that relatively low traffic volume and traffic speed is conducive to cycling for local trips within the Glenbrook Beach area.

Overall, the TPC Report concludes that traffic generated from future development of the structure plan area can be accommodated on the current road network with only minor localised improvements required along the McLarin Road frontage.



Figure 16: McLarin Road at north corner of site, facing west with both existing residential area and Glenbrook 3 precinct in view

STORMWATER MANAGEMENT PLAN REPORT

A Stormwater Management Plan (SMP) report was prepared by HG and is found in **Appendix 6**.

The SMP assessed existing information about the site, including ecological, cultural and natural hazards data, and presented the results of a ‘rain-on-grid’ hydraulic modelling exercise which identifies adverse flood impacts from potential development. The plan and associated modelling demonstrate that stormwater within the site will be managed in accordance with the relevant standards and requirements of the AUP(OP) and the Network Discharge Consent (NDC) for the Auckland region.

The SMP considers measures to manage effects on freshwater resources and the ultimate coastal receiving environment, which includes a Significant Ecological Area (SEA).

Based on the SMP, the regionwide provisions of the AUP(OP) are considered sufficient for stormwater management of the structure plan area. The recommendations of the SMP align with the provisions of E10 of the AUP(OP) for the Stormwater Management Flow – Area 1 (SMAF-1) overlay.

CIVIL ENGINEERING REPORT

HG has prepared a Civil Engineering Report which is in **Appendix 7**. This report provides a high-level overview of the engineering opportunities and constraints to future site development in relation to site topography and geotechnical characteristics; earthworks; site hydrology and stormwater management; wastewater; water; and public utility services.

The primary focus of the report is on infrastructure and how future urban subdivision and development will be serviced. The existing Glenbrook Beach settlement and Kahawai Point Special Housing Area are fully serviced by wastewater, stormwater, potable water and power, specifically:

- **Wastewater** – Currently, properties are connected to a local reticulated network that is then pumped across the Waiuku Estuary of the Manukau Harbour, connecting with the reticulated network for Waiuku Beach and Clarks Beach to the north. Wastewater is then treated within wastewater ponds in Clarks Beach before being discharged into the Manukau Harbour. Wastewater is managed by Watercare Services Ltd (WSL).
- **Stormwater** – Stormwater for the Glenbrook Beach settlement is discharged directly to the Manukau Harbour via outfalls along Glenbrook Beach. Stormwater within the Kahawai Point Special Housing Area is managed by use of tree pits and vegetated swales that treat runoff from roads and other permeable surfaces before discharge into streams that connect into Manukau Harbour. Streams within the precinct have had their riparian margins fenced and planted with native vegetation to protect and enhance water quality in these environments. Stormwater within the 80 McLarin Road site is currently collected

via overland flow paths and directed into a stormwater treatment pond at the bottom of the site. This is then discharged into Manukau Harbour via an outlet on Glenbrook Beach.

- **Potable Water** – An existing watermain along McLarin Road to the north and a second watermain along Ronald Avenue to the west form a water supply network connecting the Glenbrook Beach community to the wider Auckland water network. A large number of properties within the established coastal settlement continue to harvest rainwater for drinking purposes.
- **Power** – 80 McLarin Road is currently serviced by overhead power lines. Counties Energy (the local service provider to the region) is expected to confirm network connection will be available along McLarin Road.

Whilst the existing settlement and current planned growth of the Kahawai Point Special Housing Area is catered for with current wastewater infrastructure capacity, there is no available capacity in the network for future connections. This means the subject site cannot be serviced by the existing wastewater network. WSL has applied for resource consent for the Southwest Wastewater Servicing project that aims to increase wastewater capacity for the wider region, and as such this development. WSL has advised that the consent is to be operational by June 2026.

ECONOMICS ASSESSMENT REPORT

An Economics Assessment report was prepared by M.E Consulting and is found in **Appendix 8**.

The EA focus was to provide a market assessment that enabled understanding of residential supply and demand within the current environment at Glenbrook Beach. This translated to an assessment of the amount of supportable commercial land likely to be required at the adjacent neighbourhood centre and if any further commercial land would be required. Additionally, an estimated profile of the likely occupation of the between 55 and 100 dwelling development was used to assess any likely impact on local schools.

The main household types within the Franklin Ward are couples with no children (31%), two parent families with up to two children (28%) and single persons (18%), with this pattern unlikely to change in future years. Based on the current housing supply in the area and what is planned, the EA suggests there is little demand for higher density ‘terraced housing’ in the area. However, Glenbrook Beach is becoming more ‘town-like’ in its settlement pattern, which indicates there may be a willingness to trade less private space for proximity to the coast. For this reason, standalone dwellings on smaller lots and duplexes are in demand in the area. To ensure higher density housing types ‘overcome the demand preference in this location for standalone dwellings’, any high-density residential developments must provide high levels of amenity.

There are 24 schools in total between Karaka and Waiuku areas. These schools have experienced an 18% growth in roll numbers between 2010 and 2020. Glenbrook School has shown one of the highest levels of change, with a 43% growth over the past decade. The proposed site development would yield approximately 83-146 children, which Glenbrook School would need to accommodate as the closest schooling provider. The school may need to ensure additional space is provided for this growth.

The report identified the wider Franklin ward catchment, including Waiuku, Pukekohe, Paerata, Karaka and Kingseat settlements/townships, for retail and employment demand. There are currently 17,160 households within the catchment area, and this is projected to increase to 32,140 by 2043. The closest local centre is Waiuku, with provision of some large format retail stores and local shops. Pukekohe is located 25km away and offers a larger township that operates as a sub-regional centre for the southernmost part of Auckland. These two areas will capture a sizable proportion of retail spend by households in the development. The proposed neighbourhood centre for Glenbrook Beach will capture the immediate demand for the proposed new development and wider Glenbrook Beach. However, it likely will not draw spending from the wider Franklin catchment due to its location, small size and/or offering and location of larger retail centres elsewhere.

CULTURAL IMPACT ASSESSMENT

A Cultural Impact Assessment (CIA) report was prepared by Ngati te Ata Waiohua (**Appendix 9**). The report is referenced within the Stormwater Management Plan prepared by HG (**Appendix 6**).

This CIA report identified mana whenua values for the site related to stormwater management, which included:

- Relationship to wai (water) and the mauri (lifeforce) and orange (livelihood) of wetlands, streams and the Taihiki Awa and Manukau Harbour.
- Avoid harm to fish, particularly Kahawai which the area is traditionally renowned for.
- Avoid harm to shellfish and thus adverse impact upon mahinga mataitai (customary shellfish gathering sites) in the Taihiki Awa and Manukau Harbour.
- Avoid harm to wildlife populations, native vegetation, drinking water supplies and erosion/destabilisation of mana whenua sites of significance.

To ensure these mana whenua values are respected, the CIA seeks the use of Water Sensitive Design principles and treatment devices e.g., planted vegetated swales, wetlands and permeable pavements to manage and treat stormwater on-site before release into the Manukau Harbour. Ongoing consultation with mana whenua and the local community is encouraged to ensure successful project implementation.

URBAN DESIGN ASSESSMENT REPORT

The Urban Design Assessment, prepared by Harrison Grierson, is attached at **Appendix 10**. The report provides an assessment of the proposed re-zoning of the 80 McLarin Road site having regard to identified opportunities and constraints informed by the various technical investigations and reports undertaken (and summarised above), the consultation process and by urban design assessment of site characteristics and context. As such, the Urban Design Assessment report tests the outcomes from the structure planning process and bridges the gap between the structure planning and plan change processes. It identified robust urban design principles around which the proposed plan change provisions are based.

OPPORTUNITIES AND CONSTRAINTS

The Urban Design Assessment report identifies a number of opportunities and constraints to future site development for urban residential purposes. These reflect the physical characteristics of the site, the immediate site context, and the wider context of the surrounding area.

Figure 17 below provides a visual summary of the identified opportunities and constraints for the site and which are then listed for clarity purposes.

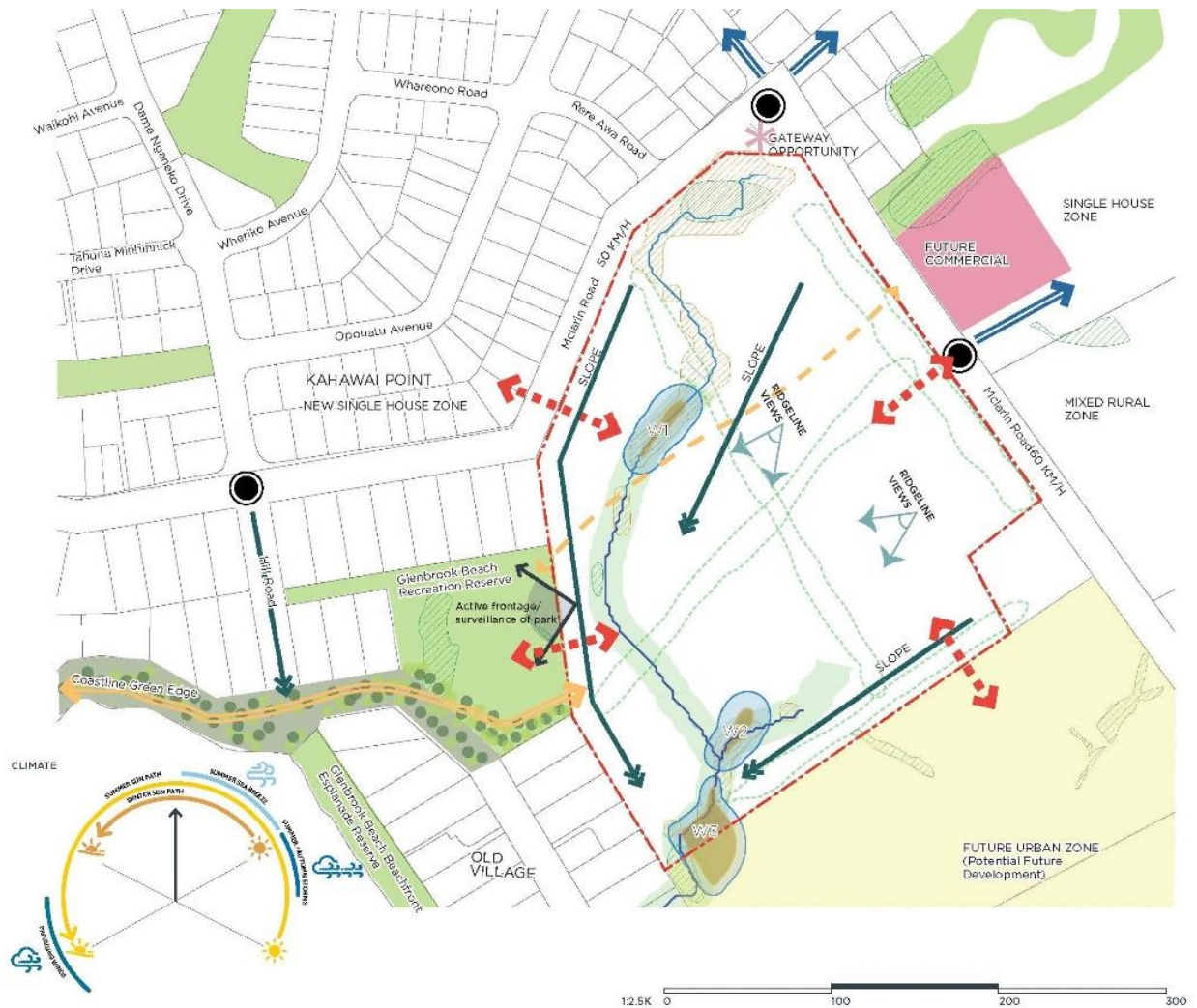


Figure 17: Site features, including environmental values, topography, possible transport connections and view lines (figure taken from Urban Design Assessment report).

OPPORTUNITIES

Figure 17 identifies the following opportunities:

- High-quality residential development that extends the existing urban development area and provides further housing choices for the community.
- Strong place/identity derived from the surrounding context and ecology.
- Enhancement of neighbourhood accessibility and connectivity, cycling and walkability.
- Restoration and enhancement of the natural environmental features of the site.
- Integration and enhancement of stormwater management.
- Creation of connections to open space/reserves and the Glenbrook Beach waterfront.
- Proximity to the future local centre.

A full list of identified opportunities is provided in section 3.2.1 of the Urban Design Assessment report.

CONSTRAINTS

Figures 17 and 18 (below) identify the following constraints:

- Onsite defined streams, wetlands and riparian margins.

- Site topography, especially the steeper slopes beyond a 1:10 gradient (refer Figure 18 below).

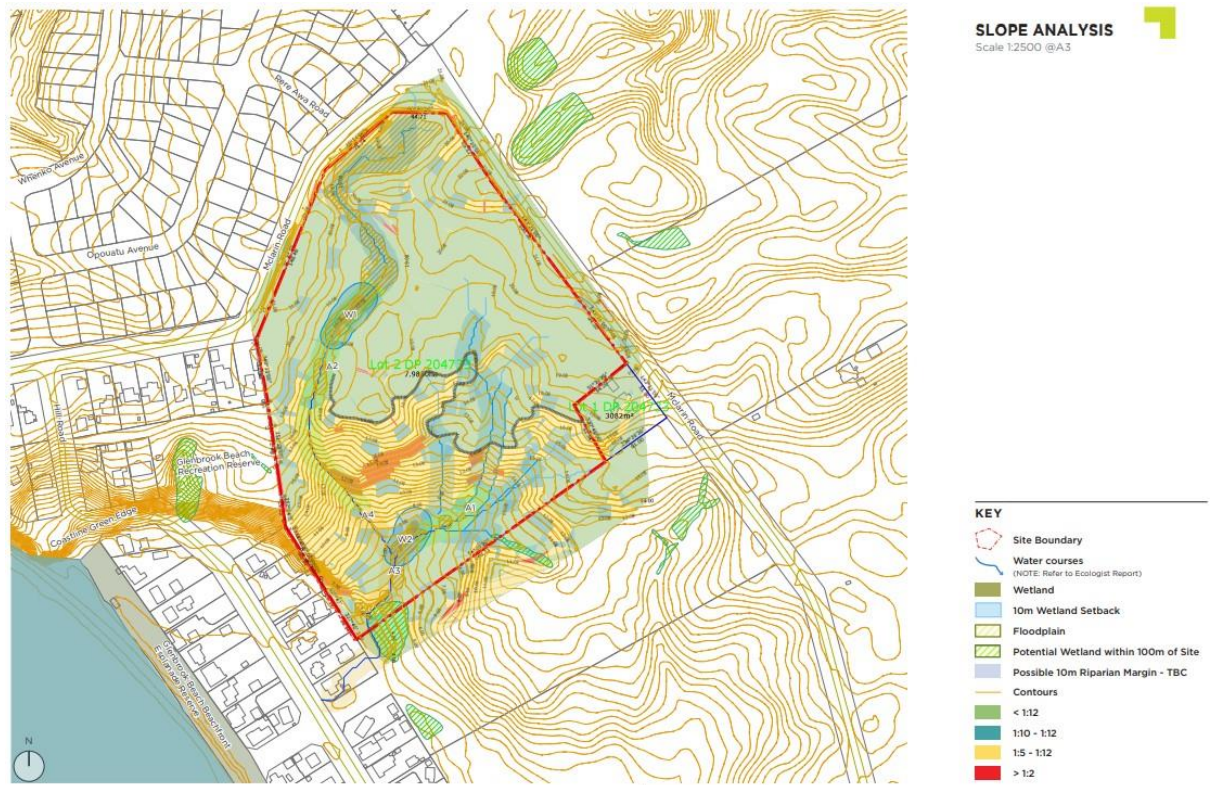


Figure 18: Site topography and slope analysis (figure taken from Urban Design Assessment report)

- Possible no-build zones generated by steep topography and wetland environments.
- Management of overland flow paths and possible flooding, especially lower portion of the site.
- Currently no public transport provision to the area, with only one connector road servicing the area.
- Further residential development may require public infrastructure to be upgraded, including water, wastewater, stormwater, transportation, and electricity.

A full list of identified constraints is provided in section 3.2.2 of the Urban Design Assessment report.

Having regard to the identified opportunities and constraints, the Urban Design Assessment report describes the context of the site, the interface between the site and the surrounding area, and the need for integration and connectivity both within the site and the surrounding area as follows:

- **Context:** Built form comprises traditional coastal residential development of standalone houses to the west and the Kahawai Point Special Housing Area to the north which enables smaller lot sizes but predominantly single storey standalone houses with limited diversity in dwelling types. The opportunity to create an active interface with the Glenbrook Recreation Reserve will allow greater connectivity and access to open space. The proximity to the future neighbourhood centre on McLarin Road enables good access to local services e.g., café/dairy and enables greater development density close to these future services.
- **Interface:** The interface to the north of the site with McLarin Road comprises suburban style housing within the Kahawai Point SHA and the associated upgrade of McLarin Road to a more urban form. To the west is the Glenbrook Beach Recreation Reserve which presents the opportunity for an active interface that enables access and passive surveillance of the park space. To the south, land is zoned Future Urban but is currently

rural in character and being used for pastoral grazing. To the east is McLarin Road, the main accessway into the area, with adjacent rural land used for pastoral grazing and a future neighbourhood centre to provide commercial services to the immediate area.

- **Integration and Connectivity:** It is important that the treatments/design of each different interface will enable integration with the context of the site and its rural/coastal character. Alongside this, the provision of roads and pathways within the site need to have legible connections to the existing road and pathway network. The provision of a pedestrian and cycle connection through the site will enable better active transport connections within the site and within the wider Glenbrook Beach area.

The report concludes that, despite a few constraints to the site, residential subdivision and development can complement the existing coastal settlement, Kahawai Point and the rural surrounds. A specific urban design response is recommended to address issues relating to the site context, integration and connectivity and interfaces. Adopting the Single House zone is unlikely to promote the provision of a wide range of housing typologies at Glenbrook Beach. The Mixed Housing Suburban zone is recommended to achieve a greater variety of housing that will provide choice for older generations, single people, couples as well as families within the local community.

8.0 THE MCLARIN VISION

The vision for McLarin Road is informed by the planning framework, the consultation process, and an appreciation of the site's unique opportunities and constraints. The Vision Statement, outlined below, for the site describes the intended outcomes for future development of the site.

8.1 VISION STATEMENT

The vision for McLarin Road is:

“To create a new residential community at Glenbrook Beach that compliments the existing village, provides high quality mixed housing opportunities for all ages and household types, and seamlessly integrates the natural environment of the site with future development.”

Future urban residential subdivision and development at 80 McLarin Road should:

- Be of a high-quality and offer greater housing choice to the Glenbrook Beach community;
- Create connections through the site and to public open spaces, enhancing neighbourhood accessibility, cycling and walkability;
- Create a strong sense of place and identity that reflects landscape character and the freshwater values of the site; and
- Respect and enhance the natural environment by protecting stream and wetland environments within the site and ensure best-practice stormwater management.

8.2 KEY DEVELOPMENT PRINCIPLES

Several key development principles that will influence development of the site have been identified as follows:

Principle 1: Enable a wider range of housing typologies and lot sizes that will cater to the full life-cycle population of Glenbrook

Housing choice at Glenbrook Beach is currently limited to family homes, single-story on relatively large sections, due to the area being zoned Residential – Single House zone. The use of the Mixed Housing Suburban zone will enable the development of a greater range of housing typologies and sizes e.g., detached, duplex and terraced housing typologies, than what is currently provided.

Principle 2: To integrate roading within the site with the established roading network around the site, to support traffic safety for all road users and provide connectivity to and through the site

Location of new roading within the site will enable logical connections within the site for future development, create active frontage and passive surveillance of the Glenbrook Beach Recreation Reserve adjacent to the site, and enable future connections to Future Urban zoned land to the south of the site which in-time is expected to be developed. Location of road connections (roundabouts) to the existing roading networks, specifically McLarin Road, will support traffic safety and flow for the area and into the site. Bringing existing rural roads adjacent to the site up to urban standard will provide footpaths and a possible cycleway for better active transport movement within Glenbrook Beach.

Principle 3: Establish a pedestrian and cycle route through the site, to enable active frontage to the Glenbrook Beach Recreation Reserve, connect to the beach, future local centre and existing Kahawai Point SHA

Creating a pedestrian and cycleway route through the site which enables better active transport connectivity within the site and connecting to open space reserves, the future local neighbourhood centre zone, the existing Glenbrook residential area and the developing Kahawai Point SHA residential area.

Principle 4: Protect and enhance the values and functions of natural ecosystems, including the hydrology of existing intermittent streams and wetlands, by mirroring natural systems and processes for stormwater management

The intermittent stream and wetland environments of the site will be protected and enhanced, through riparian margins and native plantings, to protect and enhance values and functions of natural ecosystems and mirror natural systems for stormwater management. The provision of open space for stormwater management will leverage public amenity space and natural open space outlooks for the site.

9.0 STRUCTURE PLAN MAP

This Structure Plan Document has been prepared to provide a focussed summary of the relevant planning policy framework and statutes; the technical investigations and reports undertaken for the site/Structure Plan Area; and consultation undertaken with stakeholders and the Glenbrook Beach community.

The information contained in this Structure Plan Document, and the appendices to the document, has informed the preparation of Structure Plan Map that can in turn inform the preparation of proposed provisions for a new precinct – the Glenbrook 4 Precinct – for 80 McLarin Road, including a set of precinct provisions and a Precinct Plan to be inserted in to the AUP(OP).

As such, the Structure Plan Map provides a framework for growth at 80 McLarin Road that is consistent with all technical investigations and reports, and relevant district and regional objectives, policies and desired outcomes. It is also cognisant of the feedback received from the consultation process. The Structure Plan Map for 80 McLarin Road is shown in Figure 19 below.

The Structure Plan Map is discussed in detail in the Urban Design Assessment report at **Appendix 10**. This report provides a critical link between the structure planning work undertaken and a proposed private plan change request for 80 McLarin Road that will be lodged concurrent with this Structure Plan Document and Structure Plan Map. The latter informs preparation of the former and assessment of the private plan change request will be provided under s.32 of the RMA and by way of a robust and comprehensive Assessment of Environmental Effects report.

80 MCLARIN ROAD STRUCTURE PLAN

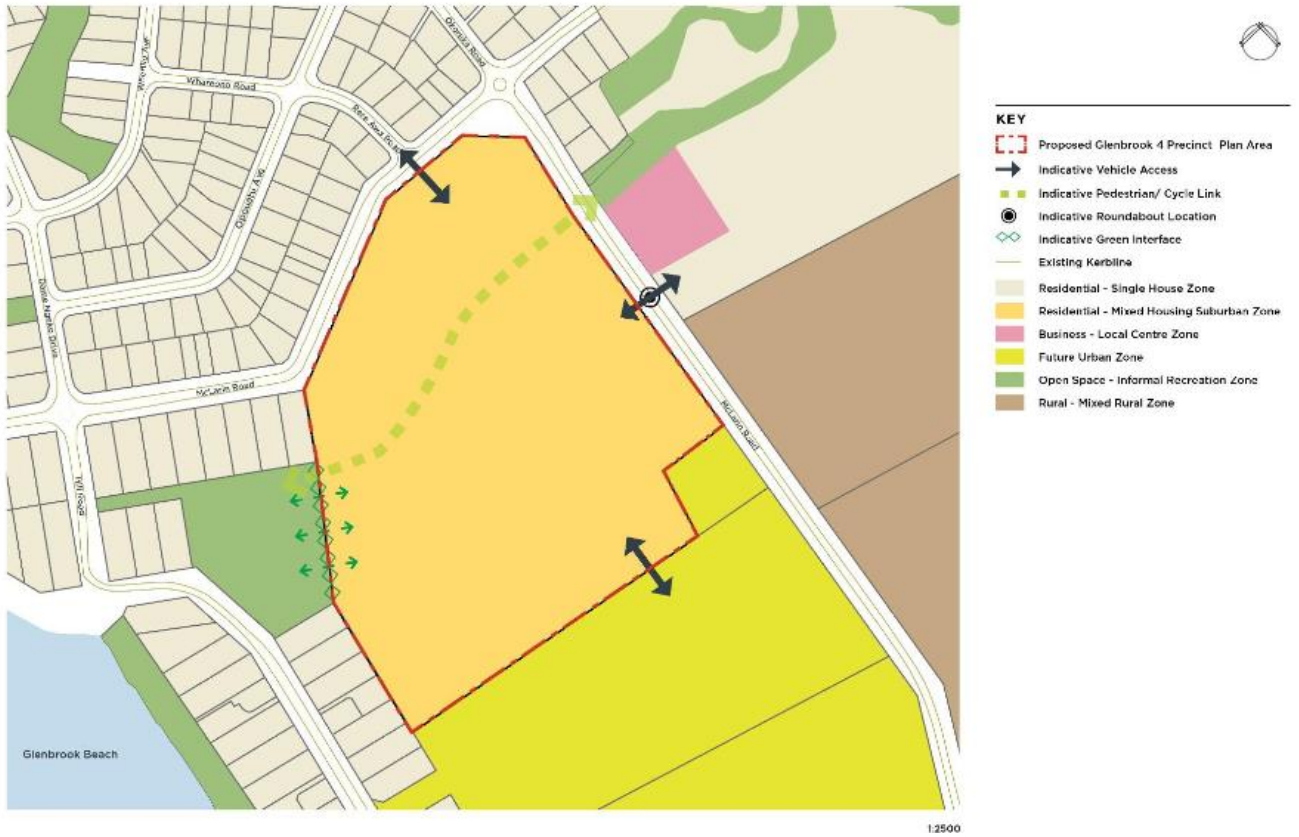


Figure 19: 80 McLaren Road Structure Plan Map