

**BEFORE THE ENVIRONMENT COURT
AT AUCKLAND**

**I MUA I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

IN THE MATTER of the Resource Management Act 1991 (the **RMA**)

AND

IN THE MATTER of an appeal under clause 14(1) of the First Schedule to
the RMA

BETWEEN **AUCKLAND TRANSPORT**

Appellant

AND **AUCKLAND COUNCIL**

Respondent

**NOTICE OF APPEAL BY AUCKLAND TRANSPORT AGAINST DECISION ON
PROPOSED PRIVATE PLAN CHANGE 88 (BEACHLANDS SOUTH) TO THE
AUCKLAND UNITARY PLAN – OPERATIVE IN PART**

Dated: 27 May 2024

Matthew Allan
Partner
allan@brookfields.co.nz
Telephone No. 09 379 9350
P O Box 240
DX CP24134
AUCKLAND

BROOKFIELDS
LAWYERS

To: The Registrar
Environment Court
AUCKLAND

Copy to: Auckland Council (as Respondent)

1. Auckland Transport (**Appellant**) appeals the decision of the Respondent, the Auckland Council, dated 2 April 2024 (reissued with a correction on 23 April 2024) on Private Plan Change 88 (**PPC 88**) by Beachlands South Limited Partnership (**Applicant**) to the Auckland Unitary Plan – Operative in Part (**AUP**) to rezone approximately 307 hectares of land south of the Beachlands township from Rural – Countryside Living Zone (**CLZ**) to a combination of some live residential, business and open space zones, some Future Urban Zoning (**FUZ**), together with a new precinct and SMAF-1 Control (**Decision**).
2. The Appellant made a submission and a further submission on PPC 88. The Appellant presented a joint case with Auckland Council in its non-regulatory capacity as a submitter (**ACS**) on PPC 88.
3. The Appellant is not a trade competitor for the purposes of section 308C of the RMA.
4. The Appellant received notice of the Decision on 12 April 2024, and notice of the reissued Decision on 23 April 2024.
5. The Decision was made by a panel of Independent Hearing Commissioners (**Panel**) appointed by the Respondent.
6. Broadly, PPC 88 has two components:
 - (a) The proposed live urban zoning of the northern portion of the land (159.54 hectares) to various zones, subject to a new Beachlands South Precinct (the “**Live Zoning Component**”); and
 - (b) The proposed rezoning of the southern portion of the land (147.58 hectares) to FUZ, again subject to a new Beachlands South Precinct (the “**FUZ Component**”).
7. The Appellant appeals:
 - (a) The Decision and provisions relating to the Live Zoning Component of PPC 88. The proposed live zoning is not opposed on the strict

proviso that the issues and concerns raised in this notice of appeal are addressed satisfactorily;¹ and

- (b) The Decision and provisions relating to the FUZ Component of PPC 88. The proposed FUZ is opposed for the reasons outlined in this notice of appeal.
8. The reasons for appeal and detailed relief sought by the Appellant are summarised below.

GENERAL REASONS FOR APPEAL AND FOR RELIEF SOUGHT

9. The general reasons for this appeal are that the Decision and the proposed provisions of PPC 88 in their present form:
- (a) Fail to promote the sustainable management of natural and physical resources, and are otherwise inconsistent with Part 2 of the RMA;
 - (b) Will not manage or enable the efficient and integrated use, development and protection of natural and physical resources;
 - (c) Do not satisfy the requirements of sections 32 and 32AA of the RMA;
 - (d) Will not give effect to higher order planning instruments in accordance with section 75 of the RMA;
 - (e) Will not assist the Respondent to achieve its statutory functions under the RMA, including (without limitation) its function under section 30(1)(gb) relating to the strategic integration of infrastructure with land use, contrary to section 72 of the RMA; and
 - (f) Will not avoid, remedy or mitigate adverse effects on the environment.
10. In addition, and without limiting the generality of the above, the Appellant raises the following additional reasons and grounds of appeal.

¹ The Appellant's position (as expressed in paragraph 7(a)) is **strictly** on the basis and assumption that the concerns and issues raised in this appeal are appropriately addressed. If not, the Appellant reserves the right to oppose the live zoning.

FURTHER REASONS FOR APPEAL AND FOR RELIEF SOUGHT

PPC 88 is unplanned / unanticipated growth

11. PPC 88 would result in 4,500 (or more) further dwellings to the south of Beachlands, with some 3,000 (or more) in the area of proposed live zoning. New village centre and employment sub-precincts are also proposed.
12. This represents significant unanticipated growth, and a significant expansion of Beachlands (nearly a doubling of the existing township). If PPC 88 is allowed, it would approximately double the existing amount of traffic demand on the existing transport network.²
13. Unlike other areas subject to recent plan changes (for example Drury, a priority growth area), Beachlands and the land subject to PPC 88 is not identified as a growth area, let alone a priority growth area for Auckland, in any Council plan:
 - (a) It is not zoned for urbanisation in the AUP. The Beachlands / Whitford area has been the subject of detailed planning over many years, which has resulted in the operative zoning (CLZ) and bespoke precinct provisions in the AUP (I441 Whitford Precinct, I403 Beachlands 1 Precinct and I404 Beachlands 2 Precincts);
 - (b) It is not identified as a growth area for urbanisation in any other Council plan, including the Auckland Plan and the Council's Future Development Strategy 2023 – 2053; and
 - (c) Further, there is no need for PPC 88 to support Auckland's growth; policy 2 of the National Policy Statement on Urban Development (**NPS-UD**) is satisfied with or without PPC 88.
14. Proposals for significant unanticipated growth such as PPC 88 have significant implications for the Council and infrastructure providers such as the Appellant. Such proposals, including in this instance PPC 88, present particular challenges and risks in terms of:
 - (a) Ensuring adequate integration between land use / growth and infrastructure; and

² PPC 88 Integrated Transport Assessment, page iii.

- (b) The ability of the Council and infrastructure providers to take a regional approach to infrastructure planning and investment required to support growth. This may require the reallocation of Council infrastructure funding, which in turn impacts on the delivery of other planned infrastructure.

PPC 88 in its present form does not adequately address existing transport network constraints

15. The existing transport network has a number of key constraints, which PPC 88 in its present form does not adequately address, and which represent relevant context for other concerns raised in this notice of appeal. For example:

- (a) The existing rural road network surrounding Beachlands is near capacity and has a range of deficiencies (e.g. sub-standard geometry, narrow shoulders, road-side hazards, and a lack of barriers). These issues, paired with the traffic volumes proposed by PPC 88, limit the ability of the network to cater safely for the significant additional traffic and increased risk associated with a proposal such as PPC 88.
- (b) Similarly, while there is an existing ferry service at Pine Harbour providing a link to the Auckland CBD, that service accommodates a small portion of external trips and is currently nearing capacity. Auckland Transport is actively working on a business case to determine the upgrades required to ferry services, berthing arrangements and land side infrastructure. This business case is yet to be completed or approved. There remain several risks and matters to be resolved to enable the expansion of ferry capacity at Pine Harbour, as proposed by PPC 88, such as:
 - i. Decisions about the optimal size and number of vessels required to achieve the required capacity, which will necessitate the commissioning of new vessels;
 - ii. Quantification of the costs associated with providing additional patronage and how those costs will be met / funded;
 - iii. Ownership and commercial arrangements that need to be negotiated and agreed.

- (c) In addition, it is costly to provide an efficient bus service to Beachlands due to the long rural section of the route, the fragmentation of journeys, and sections of dead running.³ The existing bus service accommodates a very small portion of external trips.

PPC 88 relies on overly optimistic assumptions as to travel patterns

16. PPC 88 depends on significant assumptions as to changes in travel patterns, mode share / shift, and external trips. For example, the Applicant assumes:
- (a) Ferry mode share would increase from the current 6% to 13%;
 - (b) Bus mode share would increase from the current 1% to 4%; and
 - (c) Changes in work behaviours since the COVID pandemic (e.g. in terms of work from home habits) may be permanent.
17. The Appellant regards the assumptions underpinning the ITA as overly optimistic. If the assumptions are incorrect this may have a number of practical planning and effects consequences, which need to be accounted for in precinct provisions if PPC 88 is approved. For example (without limitation), there may be materially higher traffic flows on the network, and more significant effects on the external road network which would require significant additional upgrades to Whitford–Maraetai Road beyond those that have been specified within standard IXXX.6.3 outlining the transport infrastructure required to enable development or subdivision.
18. The Precinct provisions do not adequately address the risks if the assumptions underpinning the required transport infrastructure specified within standard IXXX.6.3 do not eventuate.

PPC 88 relies on a suite of significant unfunded transport upgrades

19. PPC 88 depends on a suite of significant transport upgrades⁴ required to support the urbanisation of the proposed Live Zoning Component and to address potential traffic / transport effects.

³ When a bus repositions to the start of the next trip or back to depot while being out of service (i.e. without carrying passengers).

⁴ Refer to Table IXXX.6.3.1 in the proposed precinct provisions.

20. The upgrades were identified as necessary (and not simply desirable) in the Applicant's Integrated Transport Assessment (ITA) and related modelling and evidence to the Panel.⁵
21. As addressed further below, the Appellant has concerns in relation to:
- (a) Whether PPC 88 as presently proposed will provide a well-functioning urban environment with the required level of "good accessibility".⁶
 - (b) The adequacy of the upgrades identified by the Applicant to safely accommodate additional traffic from PPC 88 on the Whitford-Maeratai Road.
 - (c) In relation to any required upgrades:
 - i. The financing and funding of those upgrades;
 - ii. Whether PPC 88 provides adequate integration between growth / urban development and the provision / funding of all required upgrades;
 - iii. Whether there is sufficient confidence, based on the proposed PPC 88 precinct provisions, that the required upgrades will be delivered when needed.

PPC 88 will not provide a well-functioning urban environment with "good accessibility"

22. Policy 1 of the NPS-UD requires, as part of a well-functioning urban environment, that there be "**good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport**" (emphasis added).⁷
23. The RPS⁸ similarly seeks that a well-functioning urban environment enables good accessibility for all people including by public or active transport (RPS B2.2.1 (d)), and a range of transport options including walking and cycling (RPS B2.6.2(1)(g)).

⁵ For example, ITA, Executive Summary, page iv. The Applicant added projects to the ITA list of required upgrades through its evidence.

⁶ Policy 1(c) of the NPS-UD.

⁷ Ibid.

⁸ As amended by Plan Change 80.

24. PPC 88 as presently proposed does not adequately give effect to these provisions of the NPS-UD and RPS. For example:
- (a) It is unclear whether PPC 88's significant unplanned growth can provide the required standard of good accessibility by way of public transport.
 - (b) The Appellant repeats paragraphs 15(b) and (c) above in this regard.
 - (c) In addition, it is noted that the proposed area of FUZ is not located in close proximity to the ferry service at Pine Harbour.

PPC 88's presently proposed transport upgrades are inadequate

25. RPS objective B2.6.1(2) and policy B2.6.2(b) require the expansion of existing rural and coastal towns and villages to be undertaken in a manner that (among other things) incorporates adequate provision for infrastructure.
26. The Appellant is concerned that the transport infrastructure upgrades presently identified in Table IXXX.6.3.1 of the PPC 88 provisions are inadequate to:
- (c) address capacity and safety concerns;
 - (d) ensure that PPC 88's transport effects will be acceptable; and
 - (e) give effect to objective B2.6.1(2) and policy B2.6.2(b).
27. The Appellant has identified the need for various Whitford-Maraetai Road corridor safety improvements to be undertaken, such as shoulder widening, barrier installation, and intersection upgrades, to support the levels of additional growth proposed. The Appellant does not agree with the assessment in the Decision that the increases in traffic arising from PPC 88 will not add significantly to safety issues, particularly outside peak periods of traffic and at existing intersections. The Appellant's concerns in this regard and the relief sought are addressed in further detail from paragraph 52 below.
28. The Appellant also does not support the proposed double laning of the current Whitford roundabout. This is because of its impact on the transport connectivity of the Whitford Village for active modes and pedestrians undertaking local trips, and fact that it is only required as an interim measure and would be redundant once the Whitford Bypass is in place. The Appellant therefore seeks the removal of the Whitford roundabout from the transport

infrastructure requirements in standard IXXX.6.3 and a bringing forward of the requirement to construct the bypass from development phase (e), if PPC 88 is approved. The Appellant's concerns in this regard and the relief sought are addressed in further detail at paragraph 55 below.

As presently proposed PPC 88 does not adequately integrate urban growth with the planning and funding of infrastructure

29. The central importance of the planning and funding of infrastructure to zoning decisions is well-established:
- (a) In case law, with the courts stating that it is bad resource management practice and contrary to the purpose of the RMA to zone land for development where the necessary infrastructure to allow the activity to occur without adverse effects on the environment does not exist and there is no commitment to provide it;⁹ and
 - (b) In the strategic objectives and policies in the National Policy Statement on Urban Development 2020 (**NPS-UD**) and the Regional Policy Statement (**RPS**) component of the AUP, which expressly require an integrated approach and are directed at ensuring decision-making on growth and urbanisation is carefully co-ordinated with transport infrastructure and funding decisions.
30. Further to (b) above, both the NPS-UD and RPS underline the importance of ensuring integration of growth / urban development with the provision of infrastructure, and also place funding of infrastructure at the heart of decision making about urban growth. For example:
- (a) Objective 6(a) of the NPS-UD requires local authority decisions on urban development that affect urban environments to be *“integrated with infrastructure planning and funding decisions”*.
 - (b) Policy B3.3.2(5) of the RPS is to: *“Improve the integration of land use and transport by: ... (a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth”*. This policy reflects the RPS's clear expectation that development and growth in greenfield areas, such as PPC 88, *“must be integrated and co-*

⁹ *Foreworld Developments Ltd v Napier City Council*, W08/2005, at [15].

*ordinated with the provision of infrastructure and the extension of networks”.*¹⁰

31. Such provisions in the NPS-UD and RPS apply equally to proposals that seek to rely on the ‘responsiveness’ provisions in the NPS-UD.¹¹
32. Because PPC 88 is unplanned growth, none of the required transport infrastructure upgrades are identified in Council’s plans. No provision is made for the funding of those projects in the Council’s Long-term Plan (**LTP**), the Appellant’s Regional Land Transport Plan (**RLTP**), or in the Council’s and Government’s Auckland Transport Alignment Project (**ATAP**).
33. As matters stand, there is insufficient detail and a high level of uncertainty as to the Applicant’s ability to finance and fund the required infrastructure when needed, based on the Applicant’s draft funding plan (which only assessed \$75m in funding using a “CIP/IFF model”), two letters from Crown Infrastructure Partners (**CIP**), and an alternative proposal for possible use of the NZ SuperFund’s ‘SuperBuild’ model. For example:
 - (a) In its most recent letter dated 3 October 2023, CIP confirm that a range of key matters are outstanding, including “agreement on what infrastructure will be funded”.
 - (b) Similarly, the draft funding plan is subject to a number of caveats (e.g. it is stated to be “indicative only” and the funding model “may require significant further recalculation”).
34. There is insufficient evidence to support the finding in the Decision¹² that there is sufficient certainty in terms of the financing and funding for the required infrastructure upgrades (e.g. using a potential levy under the Infrastructure Funding and Financing Act 2020).¹³
35. In addition, despite PPC 88 being promoted on the basis that the *“identified transport infrastructure upgrades required to accommodate the extent of development in the live zoned area will be funded [by the Applicant] and at no cost to the Council”*,¹⁴ the Appellant is concerned that the Applicant’s draft funding plan is, on its face, insufficient to meet the costs of the required

¹⁰ Section B3.5 of the AUP.

¹¹ E.g. policy 8 of the NPS-UD.

¹² Decision, at [217] and [223] – [226].

¹³ E.g. Decision, paragraph 217.

¹⁴ PPC 88 Section 32 Report, page 136.

upgrades, such that there will be a substantial demand on the public purse arising from this private development proposal. By way of example:

- (a) The Applicant's list of upgrades includes the Whitford Bypass. There is no public funding allocated for that project in the next 10 years. However, no provision is made for the project in the Applicant's draft funding plan (which was not updated to reflect the additional infrastructure requirements which are included within the Decision provisions); and
 - (b) The Applicant's cost estimates in its (2022) draft funding plan are un-escalated and likely to be subject to considerable cost escalation over time.
36. The inadequacy of the Applicant's draft funding plan is particularly concerning in circumstances where the land at issue is not planned for growth, and there is no Council funding for infrastructure upgrades in the LTP, RLTP or ATAP. The Council and the Appellant are not able to finance and fund any shortfall. Further, there is a risk that PPC 88 will put pressure on Council and the Appellant to spend or divert scarce funding that is allocated elsewhere in planned growth areas.
37. If the required transport infrastructure upgrades are not funded, constructed and operational at the right times (noting again that the existing network is at capacity), significant and unacceptable adverse effects on the transport network will arise. Similarly, if the improvements to the current public transport system, including increases in ferry capacity, relied on by PPC 88 cannot be achieved, this will add further pressure to an already congested road network.¹⁵
38. As matters stand, PPC 88 and the proposed precinct provisions will not:
- (a) avoid or mitigate the adverse traffic effects on the transport network that would arise from the activities, subdivision and development enabled by PPC 88;
 - (b) support the urbanisation of the PPC 88 area by adequately providing for the integration of land use with transport infrastructure planning and funding; or

¹⁵ PPC 88 Integrated Transport Assessment, page 37.

- (c) give effect to the higher order provisions of the RPS component of the AUP and NPS-UD.¹⁶

39. There are related concerns that the provisions of PPC 88 at present are unworkable, inappropriate in section 32 terms, and insufficiently robust to adequately secure the key transport infrastructure upgrades required to support urbanisation.

Specific concerns relating to specific precinct provisions

40. Without limiting the generality of the overarching concerns with PPC 88 outlined above, several specific concerns emerge regarding the proposed provisions for the Beachlands South Precinct. While the Appellant does not oppose the Live Zoning Component, as noted, this is strictly on the basis that these concerns are to be addressed by changes to the precinct provisions as sought below.

41. The Appellant's concerns include:

- (a) The activity status of applications for resource consent:
 - i. that do not comply with transport infrastructure upgrade requirements (see paragraph 42 onwards below); and
 - ii. for subdivision and development above 2,700 dwellings / lots (see paragraph 47 onwards);
- (b) The policy framework for assessing such applications (see paragraph 49 onwards);
- (c) The "Staging of Subdivision and Development with Transport Upgrades" rules and table (see paragraph 52 onwards);
- (d) The matters of discretion and assessment criteria (see paragraph 57 onwards);
- (e) The special information requirements (see paragraph 58 onwards);
- (f) The precinct plans (see paragraph 62 onwards); and

¹⁶ This concern relates not only to Objective 6(a) of the NPS-UD and Policy B3.3.2(5) of the RPS, already cited above, but also other objectives and policies in Chapters B2 and B3 of the AUP, including (without limitation) Policy B2.4.2(6) and Objective B3.2.1(5).

- (g) Other matters concerning the precinct's proposed transport provisions (see paragraph 63 onwards).

Activity status for non-compliance with Standard IXXX.6.3 (transport triggers)

42. The Decision concludes¹⁷ that discretionary activity status is appropriate for development and subdivision not complying with the transport triggers standard, IXXX.6.3.
43. The Panel's finding is inconsistent with the approach taken by the Environment Court in *Lomai Properties Ltd v Auckland Council* on Private Plan Change 61 in Drury, which applied non-complying activity status for non-compliance with similar transport infrastructure upgrade provisions, with the Environment Court stating:¹⁸

Non-complying activity status is appropriate for the reasons outlined by Mr Lala in his affidavit, namely due to:

(a) the potential significant adverse traffic effects on the existing and future transport network if the required transport infrastructure upgrades are not implemented and coordinated with growth and provided at the time specified in PC61;

(b) the fact that it is not anticipated that any activity, subdivision and development can or should occur without the required transport infrastructure upgrades; and

(c) the need for greater scrutiny for the above reasons.

44. For an unanticipated growth area such as Beachlands / PPC 88 with the transport network constraints outlined above, it is of vital importance that all required transport infrastructure upgrades are implemented and operational to support urbanisation. As such, any application that does not comply with, or which seeks to depart from, the transport upgrade requirements in Standard IX.6.3 (referred to in this appeal as a "**Departure Application**") warrants very careful scrutiny and detailed evidence to justify any such departure. As the High Court has held, "*[i]f an application requires greater scrutiny, a more onerous activity status should apply*".¹⁹
45. Non-complying activity status is the most appropriate activity status for any Departure Application having regard to the following further matters:

¹⁷ Paragraphs 258 of the Decision.

¹⁸ *Lomai Properties Ltd v Auckland Council* [2022] NZEnvC 095, at [17].

¹⁹ *Auckland Council v Cabra Rural Developments Ltd* [2019] NZHC 1892, at [165].

- (a) Non-complying activity status is justified in terms of A1.7.5 of the AUP. The High Court has held that the activity statuses in section A1.7 of the AUP reflect the hierarchy of activities in the RMA.²⁰ The Supreme Court recently specifically endorsed the AUP's description of non-complying activities in A1.7.5, characterising it as a useful explanation.²¹ Section A1.7.5 provides:

A1.7.5. Non-complying activity

...

Activities are classed as non-complying where greater scrutiny is required for some reason. This may include:

- where they are not anticipated to occur; or
- where they are likely to have significant adverse effects on the existing environment; or
- where the existing environment is regarded as delicate or vulnerable; or
- otherwise where they are considered less likely to be appropriate.

- (b) It is not anticipated that any subdivision and development can or should occur without the required supporting transport infrastructure upgrades being constructed and operational.²²
- (c) Subdivision and development occurring without the required transport infrastructure upgrades would have potentially significant adverse traffic effects on the transport network²³, and would not assist in achieving a well-functioning urban environment or quality urban form.
- (d) None of the transport infrastructure upgrades required to support urbanisation of this area are identified in Council growth plans or funded in the LTP, RLTP, or ATAP.
- (e) The Council and the Appellant are not in a position to finance and fund any required transport infrastructure upgrades not provided by developers and the applicant is reliant on as yet uncommitted funding through third parties.

²⁰ *Auckland Council v Cabra Rural Developments Ltd* [2019] NZHC 1892, at [157].

²¹ *Royal Forest and Bird Protection Society of New Zealand Inc v New Zealand Transport Agency* [2024] NZSC 26, at [15].

²² Similar to the position stated by the Environment Court in its decision on Private Plan Change 61 in *Drury, Lomai Properties Ltd v Auckland Council* [2022] NZEnvC 095, at [17].

²³ Again, similar to the position stated by the Court in the *Lomai* decision, at [17].

- (f) Non-complying activity status (supported by a robust objective and policy framework) appropriately reflects the need for greater scrutiny of any Departure Application, and the need for detailed evidence to justify any departure.
46. In terms of the analysis of this issue in the Decision:
- (a) The discussion in the Decision is very brief, occupying only four paragraphs.
- (b) The Decision did not engage with the Environment Court and High Court authority cited to the Panel and referred to above (*Lomai* and *Cabra*). That authority is not only specific to the AUP, but in the case of *Lomai* is concerned with similar precinct provisions securing important transport infrastructure upgrades.
- (c) Except for a passing reference,²⁴ the Decision also did not engage with Section A1.7.5 of the AUP concerning non-complying activities (which, as noted, the Supreme Court has recently endorsed).
- (d) The Decision's finding is inconsistent with its confirmation of non-complying activity status for development and subdivision that does not comply with the water supply and wastewater standards.²⁵ Non-complying activity status is equally appropriate for development and subdivision not complying with transport upgrade requirements.

Activity status for subdivision and development above 2,700 dwellings or residential lots (IXXX.6.3(4))

47. The Decision also concludes²⁶ that discretionary activity status is appropriate for subdivision and development above 2,700 dwellings or residential lots.
48. It is appropriate for subdivision and development above the 2,700 threshold to be the subject of non-complying activity status, with the insertion of an associated objective and policy framework for that threshold, for the following reasons:
- (a) The apparent expert consensus at the Council hearing that the four-laning of Whitford-Maraetai Road – a significant unfunded transport project not included within the PPC 88 provisions – would likely be

²⁴ Paragraph 255 of the Decision.

²⁵ Table IXXX.4.1(A4) and (A17).

²⁶ Paragraph 258 of the Decision.

required above 2,700 dwellings or residential lots (or potentially sooner).

- (b) More than 2,700 dwellings could potentially be constructed within the live-zoned area. A figure of 3,000 was referenced in the Applicant's evidence. The figure could be substantially higher if, for instance, the golf course overlay area (which is proposed to have an underlying zoning of Mixed Housing Urban) or area earmarked for a secondary school is developed as housing.
- (c) Given this possibility, and the consequence that a significant unfunded transport upgrade would then potentially be necessitated (the four-laning project), non-complying activity status for development or subdivision about the 2,700 threshold is appropriate to signal the need for greater scrutiny.²⁷

Policy approach to non-compliance with Standard IX.6.3

- 49. As noted, the proposed policy framework is overly flexible and too uncertain. For example, Policy (11) provides broadly for 'alternative integrated transport infrastructure solutions'.
- 50. This policy approach is opposed by the Appellant for the following reasons:
 - (a) It undermines the purpose and robustness of the infrastructure upgrade requirements in the precinct, which the Applicant identifies as necessary and relies on as a basis for justifying PPC 88's significant unplanned growth.
 - (b) For the reasons identified above as supporting non-complying activity status, including the potential for significant adverse traffic effects on the transport network to arise if any subdivision and development occurs without the necessary transport infrastructure upgrades being constructed and operational at the required times.
 - (c) A more robust policy framework is essential, for example by including a policy that seeks to avoid activities, development and / or subdivision that do not comply with Standard IXXX.6.3 and prior to

²⁷ It is however not essential that rule IXXX.6.3(4) refers to the four laning of Whitford-Maraetai Road expressly.

the required transport network infrastructure upgrades identified in Table IXXX.6.3.1 being implemented and operational.

- (d) Such a policy approach (based on the use of the term 'avoid') is the most appropriate way to achieve the purpose of the RMA and ensure that transport network upgrades are integrated / coordinated with subdivision and development. It is also consistent with the approach approved by the Environment Court in *Lomai*.²⁸

51. There was also no scope or jurisdiction to include Policy 11 as worded in the Decision. Policy 11 was proposed by the Applicant in reliance on one of the Appellant's submission points,²⁹ which in fact supported a more stringent form of wording, rather than a more flexible wording (and did not seek wording allowing for alternative transport solutions).

Provisions in Standard IXXX.6.3 including transport upgrade requirements

52. The upgrades and accompanying thresholds proposed by the Applicant and set out in Table IXXX.6.3.1 of PPC 88 are insufficient and / or inappropriate to:
- (a) avoid or mitigate the adverse traffic effects on the transport network that would arise from the subdivision and development enabled by PPC 88;
 - (b) support the urbanisation of the PPC 88 area and resulting change in land use and ensure appropriate integration of land use and infrastructure;
 - (c) give effect to the higher order provisions of the RPS component of the AUP and NPS-UD; and
 - (d) achieve a well-functioning urban environment in terms of Policy 1 of the NPS-UD.
53. Amendments to Table IXXX.6.3.1 (and consequential changes to other provisions in the precinct, such as the precinct plans) are required to avoid or mitigate the adverse traffic safety effects that would arise from the

²⁸ *Lomai Properties Ltd v Auckland Council* [2022] NZEnvC 095, at [18].

²⁹ Auckland Transport submission point 344.17.

subdivision and development enabled by PPC 88, and achieve the other outcomes listed at (b) to (d) immediately above.

54. Specifically, various additional safety improvements to Whitford-Maraetai Road are required (such as shoulder widening, barrier installation and intersection upgrades³⁰) to address safety deficiencies in the corridor. These safety improvements, which can be implemented on a progressive / staged basis,³¹ are necessary to address the material increase in safety and crash risk associated with PPC 88's significant increases in traffic volumes. Amendments to the precinct provisions are required to incorporate upgrade requirements relating to these safety improvements.
55. The proposed interim upgrade to the Whitford roundabout is identified in Table IXXX.6.3.1(a) as an early required project. The Whitford roundabout upgrade is not the optimum transport solution and is problematic in several respects. For example:
- (a) Based on modelling, even when widened to two lanes, the roundabout is still likely to be a key bottleneck;
 - (b) The roundabout and its approaches will exceed capacity resulting in significant delays;
 - (c) The existing roundabout is located in a constrained environment. The proposed upgrade would effectively turn Whitford-Maraetai Road into a four-lane road within the Whitford Village. This in turn presents a range of practical issues and design challenges (e.g. the need for retaining walls, space for stormwater treatment, and potential issues in terms of safety, severance, parking and pedestrian accessibility).
 - (d) The roundabout upgrade is only an interim measure and is not required once the Whitford Bypass, which diverts traffic from the roundabout, is in place.

Amendments are required to address the above concerns. Amendments may, without limitation, include changes to bring forward the timing of the Whitford bypass in Table IXXX.6.3.1, an unfunded project which is presently included as a later project in Table IXXX.6.3.1 (item (e)).

³⁰ The specific improvements were identified in the traffic engineering evidence of Mark Laing at the first instance hearing.

³¹ Reflecting PPC 88's incremental increase in exposure to safety risk.

56. The following further amendments to IXXX.6.3 are required to address the issues raised at paragraph 52 above:
- (a) Amendments to ensure that the purposes of standard IXXX.6.3 are clearly and accurately stated, those purposes being to:
 - i. avoid or mitigate actual and potential adverse effects (and not just “manage” effects); and
 - ii. achieve integration of subdivision and development with transport infrastructure in accordance with the relevant precinct policies;
 - (b) Amendments to ensure consistent use of language (noting the inconsistent references in the proposed standard to land use, activities and subdivision);
 - (c) An amendment to IXXX.6.3(4) for the reasons noted at paragraph 47 onwards above.

Matters of discretion and assessment criteria (IXXX.8.1 and IXXX.8.2)

57. The matters of discretion and assessment criteria are inadequate and should be amended in several respects:
- (a) There is a lack of alignment between the matters of discretion in IXXX.8.1(3) and the related assessment criteria in IXXX.8.2(2), which should be addressed through appropriate amendments;
 - (b) The Appellant proposed that additional upgrades be included in Table IXXX.6.3.1 to address required safety improvements along the Whitford-Maraetai Road corridor (including mid-block sections). The Decision did not include those upgrades in the precinct. In the absence of such upgrades being incorporated into the list of transport infrastructure upgrades in the table, as the Appellant has sought (see paragraph 56 above), it is appropriate (as a minimum) for a matter of discretion and assessment criteria to be incorporated into the precinct to enable consideration of the following (or similar):

Any works required within the existing road reserve on Whitford-Maraetai Road to ensure the roads are of a suitable condition to maintain safe traffic movements, including any shoulder widening, localised widening or intersection safety works, having regard to

the additional traffic on those roads generated by the Beachlands South Precinct.

- (c) A similar criterion to the above was approved by the Environment Court in Drury East.³² It is reasonable and appropriate that the need for interim safety upgrades be assessed. PPC 88 proposes to add significant additional traffic to a rural roading network that is at capacity and has a number of deficiencies.
- (d) To include a matter of discretion relating to the imposition of consent conditions of the kind referred to in rule IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (e) There is a lack of a matter for discretion and an assessment criterion which explicitly require the results of the monitoring undertaken in accordance with the special information requirements to be able to be considered in decision making. Merely by way of example, it is appropriate for a matter of discretion and assessment criteria to be incorporated into the precinct to enable consideration of the following (or similar):

The extent to which monitoring confirms the forecast mode share splits, assumed trip generation, development mix and safety monitoring in clause I.10.(7)(b) – (g) are achieved and where they are not achieved measures to minimise adverse effects on the safety and effectiveness of the transport network.

Special Information Requirements – IXXX.9

IXXX.9(4) (Integrated Transport Assessment)

- 58. The PPC 88 provisions include at IXXX.9(4) a special information requirement for an integrated transport assessment in certain circumstances.
- 59. A number of concerns arise in relation to these provisions:
 - (a) The circumstances in which an ITA will be required are unclear due to drafting errors in the first paragraph and require clarification.
 - (b) In circumstances where an ITA is required due to rule E27.6.1 (Trip Generation), rather than because of an infringement of IXXX.6.3 it is unclear what the relationship is between the proposed special information requirements, and the matters of discretion and criteria for

³² See I450.8.2(1)(l), Drury Centre Precinct, and I451.8.2(1)(v), Drury East Precinct.

E27.6.1. Amendments are required to address this issue. As drafted, there is the potential for there to be no ITAs or monitoring if development is progressed in individual increments of a scale below the E27.6.1 thresholds.

- (c) There appears to be a potential lack of alignment between the first paragraph and the circumstances when an ITA will be required, and several of the special information requirements, which were intended to be based on assessments being undertaken for every 500 dwellings / lots. Amendments are required to address this issue.
- (d) The drafting of IXXX.9(4)(e) relating to safety monitoring should be amended to include explicit reference to monitoring of intersections and to remove reference to the attribution of incidents to vehicle movements from the precinct. The Appellant considers that this is practically difficult to assess in relation to an individual incident and any incidents are an indication of increased risk which may need to be addressed before adding further traffic to the road.

New special information requirement – monitoring of dwellings and superlot yields

- 60. Table IXXX.6.3.1 and the related rules rely on monitoring of land use and subdivision consents (with section 224(c)) enabling dwellings. To further assist Council and the Appellant to anticipate and determine the likely timing of thresholds being exceeded and transport infrastructure upgrades being required, additional special information requirements should be included in IXXX.9 to require:
 - (a) details to be provided of the total number of potential dwellings enabled under resource consent applications, including in the case of subdivision applications the maximum potential number of dwellings that could be enabled; and
 - (b) any subdivision applications involving superlots to provide details of anticipated dwelling numbers / indicative yield.

61. Such monitoring requirements were sought in the Appellant's submission and are appropriate and consistent with similar provisions included in the Drury East Precincts.³³

Precinct Plans

62. The precinct plans do not adequately depict the existing and future transport network and are deficient in several respects. Specifically, the precinct plans do not depict:
- (a) A key intersection notation at the new collector road intersection with Whitford-Maraetai Road;
 - (b) All the required transport network upgrades as proposed by the Appellant to avoid or mitigate the adverse traffic effects of any development and/or subdivision enabled by PPC 88.

Other matters concerning the precinct provisions

63. In addition to the matters pleaded above, the precinct provisions as they relate to the transport network and required transport infrastructure upgrades are inadequate in several other respects.
64. The Appellant seeks further amendments to the provisions of IXXX.1 Precinct Description to address the above matters, in a manner consistent with the provisions recently approved by the Environment Court for the PPC 61 provisions.³⁴ Specifically, the Appellant seeks amendments to IX.1 Precinct Description to refer to the avoidance or mitigation (rather than 'management') of adverse effects on the transport network.
65. The Appellant seeks the insertion of a new Stormwater Management policy (23AA) to provide policy support for assessment criteria relating to efficiency and effectiveness of stormwater infrastructure, to the following (or similar) effect:

(23AA) Require the design of infrastructure and devices (including communal devices) to be efficient and effective, with consideration given to whole lifecycle costs, ease of access and operation, and integration with the built and natural environment

³³ See e.g. I451.9(5), Drury East Precinct.

³⁴ *Lomai Properties Ltd v Auckland Council* [2022] NZEnvC 095, at [18].

The proposed Future Urban Zoning has not been adequately assessed or justified

66. The FUZ Component of PPC 88 is opposed for the following further reasons, even if the Live Zoning Component of PPC 88 is approved by the Court.
67. The proposed FUZ represents a significant additional area of future urban land (almost 150 ha) with potentially 1,500 (or more) additional dwellings.
68. While, if the FUZ is approved, a Schedule 1 process would be required to 'live zone' the land, the Appellant notes that:
- (a) Approving the FUZ establishes a fairly high expectation that land will be live zoned (noting that Policy B2.2.2(3) is to "***enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines***").
 - (b) It is an essential characteristic of any land zoned Future Urban that it must be capable of being urbanised. This requires an assessment of (among other matters) the extrinsic capacity of the land to be efficiently provided with infrastructure.
 - (c) B2.6 of the AUP, which applies to proposals to expand rural and coastal towns and villages, sets a clear expectation that adequate provision be made for infrastructure.³⁵
 - (d) Similarly, Policy B2.2.2(7) of the RPS, which applies when considering changes from FUZ to a live zone, requires urban growth to integrate with the provision of infrastructure.
 - (e) It should also be demonstrated that any proposed FUZ is capable of giving effect to other relevant RPS objectives and policies in Chapters B2 and B3. referenced at paragraphs 30 and 38(c) above.
69. In this instance, it has not been demonstrated that:
- (a) The FUZ is capable of being urbanised, that it can be efficiently provided with infrastructure, and that FUZ is the optimum planning outcome for the land. In this regard, all experts agreed that development of the FUZ land would need to be supported by 4 laning

³⁵ Objective B2.6.1(2) and Policy B2.6.2(1)(b).

of the Whitford-Maraetai Road, which experts and the Panel concluded had the potential to induce additional traffic; or

- (b) The FUZ Component of PPC 88 gives effect to higher order objectives and policies in the NPS-UD (see paragraph 22 above in relation to Policy 1) and in Chapters B2 and B3 of the RPS (such as those referenced at paragraph 68 above).

70. The Applicant has undertaken a very limited assessment of the FUZ. For example, in relation to the critical issue of transport, the PPC 88 ITA includes three brief paragraphs on the FUZ, stating:³⁶

As this land is predominantly rural and has not previously been identified for urbanisation, bulk infrastructure (such as roading) must be investigated for the future potential development that could be enabled by the FUZ.

71. In light of the transport network constraints outlined at paragraph 15 above, and noting the absence of any Council funding for upgrades that may be required in the Beachlands / Whitford area to support urbanisation, this represents an inadequate level of assessment to support such a significant area of FUZ.

72. The Decision itself provides insufficient analysis of the FUZ Component of PPC 88:

- (a) The reasons for approving the FUZ are very brief.³⁷
- (b) The Decision does not provide any detailed assessment of the benefits and costs of the proposed rezoning compared to the benefits and costs of the operative CLZ zoning (and operative precinct).
- (c) In the Decision, the Panel explains that it preferred the FUZ in part because it would avoid the fragmentation of land into 5 ha lots under the CSL zone. However, this presumes that the land should be urbanised, which has not been established). The Panel's concern is also minimised by the Applicant's ownership of a large portion of the FUZ land.

³⁶ PPC 88 ITA, section 7.1.2, page 35.

³⁷ Paragraphs 245 to 253 of the Decision.

- (d) The Panel found³⁸ that the southern boundary of the proposed FUZ is a defensible urban boundary. However, the Panel did not adequately assess other potential suitable boundaries.

RELIEF SOUGHT

73. The Appellant seeks the following relief:

- (a) That the Live Zoning Component of PPC 88 is approved only if:
- i. the issues identified in this notice of appeal are addressed; and
 - ii. the amendments to the PPC 88 precinct provisions and plans identified in this notice of appeal are made; and
- (b) That the FUZ Component of PPC 88 is declined with the land remaining subject to the operative zoning and precinct, subject to any amendments required to address the new rural urban interface between it and any live zoned area;
- (c) Any alternative relief of like effect;
- (d) Any consequential or incidental amendments necessary to achieve the relief sought; and
- (e) If the Court is minded to approve PPC 88, the correction of any errors in the precinct text and plans (e.g. cross-referencing errors etc).

74. The following documents are **attached** to this notice of appeal:

- (a) A copy of the Appellant's submission on PPC 88 (**Annexure A**);
- (b) A copy of the Appellant's further submission on PPC 88 (**Annexure B**);
- (c) A copy of the PPC 88 decision (**Annexure C**); and
- (d) A list of names and addresses of persons to be served with this notice of appeal (**Annexure D**).

³⁸ Paragraph 251 of the Decision.

75. The Appellant agrees to participate in mediation or other alternative dispute resolution of the proceedings.

DATED the 27th day of May 2024



Matthew Allan / Rowan Ashton

Counsel for the Appellant

Address for service:

The address for service of the Appellant is the offices of Brookfields Lawyers, 9th Floor, Tower One, 205 Queen Street, P O Box 240, Auckland 1140, DX CP24134, Attention: Matthew Allan / Rowan Ashton, email: allan@brookfields.co.nz / ashton@brookfields.co.nz.

Advice to recipients of copy of notice of appeal:

How to become party to proceedings

You may be a party to the appeal if you made a submission or a further submission on the matter of this appeal.

To become a party to the appeal, you must, -

- within 15 working days after the period for lodging a notice of appeal ends, lodge a notice of your wish to be a party to the proceedings (in form 33) with the Environment Court and serve copies of your notice on the relevant local authority and the appellant; and
- within 20 working days after the period for lodging a notice of appeal ends, serve copies of your notice on all other parties.

Your right to be a party to the proceedings in the Court may be limited by the trade competition provisions in section 274(1) and Part 11A of the Act.

You may apply to the Environment Court under section 281 of the Act for a waiver of the above timing or service requirements (see form 38).

How to obtain copies of documents relating to appeal

The copy of this notice served on you does not attach a copy of the appellant's submission, further submission or the relevant decision. These documents may be obtained, on request, from the appellant.

Advice

If you have any questions about this notice, contact the Environment Court, Auckland Registry.

ANNEXURE A

A copy of the Appellant's submission on PPC 88



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

10 March 2023

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142
Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Re: Proposed Private Plan Change 88 – Beachlands South

Please find attached Auckland Transport's submission on the Proposed Private Plan Change 88.

If you have any queries in relation to this submission, please contact Chris Freke, Principal Planner - Land Use Policy and Planning South at Chris.Freke@at.govt.nz, or on 0274 661119.

Yours sincerely

A handwritten signature in black ink, appearing to read "Chris Freke".

Chris Freke
Principal Planner - Land Use Policy and Planning South

cc:
Unio Environmental Ltd
Private Bag 92518
Auckland 1141
Attention: Vijay Lala/ Nick Roberts
Email: vijay.lala@tattico.co.nz

Encl: Auckland Transport's submission on Proposed Private Plan Change 88 – Beachlands South





**FORM 5 – SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 88
BEACHLANDS SOUTH UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE
MANAGEMENT ACT 1991**

To Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 88 from Beachlands South Limited Partnership to rezone approximately 307 hectares of land south of the Beachlands township. This includes the properties at 110 Jack Lachlan Drive; and 620, 680, 682, 702, 712, 722, 732, 740, 746, 758 and 770 Whitford-Maraetai Road, Beachlands.

Specifically, this plan change aims to:

- rezone the northern portion of the land (159.54 hectares) from Rural – Countryside Living zone to a mixture of Future Urban, Residential – Mixed Housing Urban, Business - Local Centre, Business – Light Industry; Business – Mixed Use; and Open Space zones;
- rezone the southern portion (147.58 hectares) from Rural – Countryside Living zone to Future Urban Zone, requiring a future plan change to zone the land for development;
- introduce a new precinct (with six sub-precincts), aiming to guide residential, commercial, recreational and educational development and to replace the existing Whitford precinct (and sub-precinct) provisions; and
- extend the Stormwater Management Area Flow 1 control over the plan change area.

From Auckland Transport
Private Bag 92250
Auckland 1142



1.0 Introduction

1.1 Beachlands South Limited Partnership (**the applicant** or **BSLP**) has lodged a proposed private plan change (**PPC 88** or **the plan change**) to the Auckland Unitary Plan: Operative in Part (**AUPOP**) to rezone approximately 307 hectares of land in Beachlands from Rural – Countryside Living to a mix of business, residential, open space and Future Urban zones.

1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to 'contribute to an effective, efficient and safe Auckland land transport system in the public interest'¹. In fulfilling this role, Auckland Transport is responsible for:

- a. The planning and funding of most public transport, including bus, train and ferry services;
- b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle);
- c. Operating the roading network; and
- d. Developing and enhancing the local road, public transport, walking and cycling networks.

1.3 Auckland Transport could not gain an advantage in trade competition through this submission.

2.0 Auckland Transport's submission is:

2.1 The key overarching considerations and concerns for Auckland Transport are described as follows:

Auckland Plan 2050

2.2 The Auckland Plan 2050 (**Auckland Plan**) is a 30-year plan for the Auckland region outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals. The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009. The section 32 report² for PPC 88 characterises the statement in the Auckland Plan³ concerning 6% of dwelling growth occurring in rural areas as a "goal". The Auckland Plan simply states that 6% of dwelling growth is anticipated in rural areas (as part of a quality compact approach to

¹ Local Government (Auckland Council) Act 2009, section 39.

² Section 32 report, pages 3 and 25.

³ Auckland Plan, page 217.



accommodating growth) and envisages limited residential development in rural zones being focused in the existing countryside living zone.⁴

- 2.3 Transport outcomes identified in the Auckland Plan to enable this growth include providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges, making walking, cycling and public transport preferred choices for many more Aucklanders and better integration of land use and transport.⁵ The high-level direction contained in the Auckland Plan identifies future urban form outcomes and informs the strategic transport priorities to support growth.
- 2.4 The PPC 88 area is not identified as an existing or future urban area in the Auckland Plan. Rather, it is identified as a rural area outside the Rural Urban Boundary.

Managing Auckland-wide growth and rezoning

- 2.5 The high-level spatial pattern of future regional development is represented in the Auckland Plan including the Future Urban Zone in the AUPOP and further defined through sub-regional level planning such as Structure Plans, to then be enabled through appropriate plan change processes. Whilst the applicant has prepared a Structure Plan, the PPC 88 area is not identified for growth via a Future Urban Zone within the AUPOP and is therefore not included in any long term planning process or plan by Auckland Transport or Auckland Council for transport infrastructure.
- 2.6 Growth across the region, including incremental growth enabled through the AUPOP as well as large scale greenfield growth, places pressure on the available and limited transport resources that are required to support the movement of additional people, goods and services. The funding and planning processes for the Regional Land Transport Plan (**RLTP**) and Regional Public Transport Plan (**RPTP**) take into consideration the Auckland Plan, Future Urban Land Supply Strategy (**FULSS**) and AUPOP to signal timing and location of new or intensified urban areas.
- 2.7 In this regard, the alignment of the AUPOP enabled growth and plan changes with the provision of transport infrastructure and services is contingent on having a high level of certainty around the funding and delivery of the required infrastructure and services. Without this certainty, Auckland Transport is concerned that there will continue to be significant transport network deficiencies in the provision and co-ordination of transport responses to the dispersed growth enabled across the region, and potentially significant adverse effects on the transport network.

⁴ Auckland Plan, page 208.

⁵ Auckland Plan, Transport and Access, Focus Areas 2, 4 and 5.



Sequencing of growth and alignment with the provision of transport infrastructure and services

- 2.8 Guidance on the sequencing and timing of future urban land identified in the Auckland Plan (i.e. “unzoned” greenfield areas of development) is discussed in the Future Urban Land Supply Strategy 2017 (**FULSS**), and subsequently incorporated into the updated Auckland Plan in 2018. This document sets out the anticipated timeframes for “development ready” areas over a 30-year period. The FULSS helps to inform infrastructure asset planning and funding priorities, and in turn supporting development capacity to ideally be provided in a coordinated and cost-efficient way via the release of “development ready” land. The analysis undertaken for the FULSS provided for a broad determination of bulk infrastructure requirements, acknowledging the need for more detailed planning through structure planning and bulk infrastructure planning and delivery/construction processes. These planning and delivery processes need to be considered in order to have land ready for development. PPC 88 is unanticipated within this forward planning process.
- 2.9 The urbanisation of land proposed through plan changes (such as PPC 88) which is unexpected means that it precedes planning and delivery of infrastructure and services and requires careful consideration of transport needs. This includes the requirement for applicants/developers to mitigate the transport effects associated with their developments and to provide transport infrastructure needed to service their developments. In the case of significant expansions of existing rural and coastal towns and villages, this is reflected in the requirement for “structure planning and plan change processes in accordance with the Appendix 1 Structure plan guidelines”.⁶ In particular, Appendix 1 Section 1.4.6. *Transport networks* sets out matters to be addressed which include integration of land use and development⁷, support for multi-modal and interconnected access⁸, and identifying and managing effects of transport on land uses⁹. The applicant has produced a Structure Plan, however for the reasons which will be elucidated further within this submission, the transport assessment within the Structure Plan is not considered to adequately address Section 1.4.6 (e.g. (3) *Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points*). Addressing the effects arising from subdivision and development is dependent on funding to support the planning, design, consenting and construction of transport infrastructure, services and improvements. There is a need to assess and clearly define the responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms including the role of applicants/developers, and in consideration of the financially constrained environment that Auckland Council and Auckland Transport are operating within.

⁶ AUPOP, B2.6.2 Policy (3).

⁷ AUPOP, Appendix 1 1.4.6 (1).

⁸ AUPOP, Appendix 1 1.4.6 (3).

⁹ AUPOP, Appendix 1 1.4.6 (4).



- 2.10 Further to this and for clarity, as the growth that would be enabled by PPC 88 is unanticipated there is no current identified funding for delivery of any transport network infrastructure or upgrades in the RLTP. The RLTP sets out the 10-year programme of transport infrastructure investment required to support planned and enabled growth in the Auckland region and is aligned with the Council's priority areas and spend proposed within the Council's 10 Year Budget 2021-2031.
- 2.11 The applicant has identified¹⁰ that *the transport upgrades required to address the effects resulting from the PPC are expected to be fully funded by BSLP whom are currently in discussions with Crown Infrastructure Partners to develop an Infrastructure Funding Agreement.*
- 2.12 While this appears promising, the extent of required transport network improvements and services to ensure integration of land use and transport infrastructure and mitigate the proposal's transport effects has not been agreed between the applicant and Auckland Transport. As matters presently stand:
- 2.12.1 The funding required is not certain (funding of these improvements is a fundamental issue and a solution is not yet adequately assessed or identified in all cases); and
- 2.12.2 The applicant's proposed suite of network improvements is insufficient to mitigate PPC 88's adverse effects, as addressed in more detail in **Attachment 1** and **Attachment 2** (noting that the spatial extent of effects is not fully considered and there is no confidence that the proposed ferry improvements can be implemented).
- 2.13 The plan change proposal will lead to a substantial expansion of the Beachlands area and requires the provision (including funding and delivery) of transport infrastructure and services to the area to meet the network demands from the development. The need to coordinate urban development with infrastructure planning and funding decisions and reduce greenhouse gas emissions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**) which are quoted below (with emphasis in bold):
- Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*
- (a) *the area is in or near a centre zone or other area with many employment opportunities*
- (b) ***the area is well-serviced by existing or planned public transport***

¹⁰ Beachlands South Precinct Private Plan Change Request, Section 32 Assessment Report 31 March 2022, page 75.



(c) *there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

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

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

Objective 8: New Zealand's urban environments:

(a) *support reductions in greenhouse gas emissions; and [...]*

- 2.14 While Auckland Transport is mindful of the Environment Court's findings on the relevant NPS-UD objectives and policies for a private plan change such as PPC 88,¹¹ the Regional Policy Statement (**RPS**) objectives and policies in the AUPOP place similarly clear emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B2.2.2(7)(c), B2.4.2(6) and B3.3.2(5)(a) (e.g. Policy B3.3.2(5)(a) is to: *"Improve the integration of land use and transport by ... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth.* In addition, Objective B2.6.1(2), which specifically applies to coastal towns and villages, requires that *"Rural and coastal towns and villages have adequate infrastructure"*.
- 2.15 Supporting implementation of NPS-UD Objective 8, and related Policy 1(e) more broadly, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan¹² and Auckland's Transport Emissions Reduction Pathway¹³ both have a strong focus on reducing private (light) vehicle trips and providing for active modes and public transport as a method to reduce greenhouse gas emissions.
- 2.16 Auckland Transport considers that the lack of alignment between any rezoning of the subject site and the funding, planning and delivery of supporting infrastructure and services is a key issue in assessing the effects associated with the proposal. It is important to ensure that any adverse transport effects can be appropriately mitigated. The assessment of effects should also consider whether it is necessary to limit the scale of any growth that could be realistically supported based on the extent of mitigation provided by the applicant (including both the extent of development enabled by any live zoning and provision of a Future Urban Zone) and the degree of alignment with NPS-UD Objective 8 and Policy 1(e) to reduce greenhouse gas emissions.

¹¹ E.g. *Middle Hill v Auckland Council* [2022] NZEnvC 162, at [49].

¹² Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan pages 82 and 83.

¹³ Auckland's Transport Emissions Reduction Pathway, Section 3.



Intensification Planning Instrument / Plan Change 78

- 2.17 Notification of PPC 88 coincides with Auckland Council's implementation of the NPS-UD intensification directives and also the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 which, among other things, requires medium density residential standards (**MDRS**) for specified urban areas. Beachlands has been identified by Auckland Council as an urban area where MDRS will be applied (under Plan Change 78) and is subject to a *qualifying matter*¹⁴ (proposed Beachlands Transport Infrastructure Constraints Control).
- 2.18 Transport effects of PPC 88 should be considered in conjunction with the potential effects from Plan Change 78 (with and without the qualifying matter) which may result in increased residential development and consequential incremental increased demands on the transport network. This includes how the level of growth enabled by PPC 88 affects the overall network capacity in the vicinity of the plan change and, in turn, how this impacts the planning, funding and delivery of the transport network improvements.

Assessment and identification of effects and mitigation

- 2.19 In the context of PPC 88, the extent, scale and intensity of potential transport effects and the methods for mitigating these effects will require a combination of both wider strategic transport network connections, upgrades and facilities and developer mitigation. This includes ferry services which are relied on by the applicant as an integral part of PPC 88.
- 2.20 Based on its analysis to date, Auckland Transport is concerned that:
- 2.20.1 PPC 88 will have potentially significant adverse transport effects, and the application material is considered to understate the effects;
 - 2.20.2 there are many feasibility issues associated with upgrading the current ferry service to the point where it could cater for the applicant's assumed use of it; and
 - 2.20.3 the provisions of PPC 88 and the applicant's proposed improvements to transport infrastructure will be inadequate to mitigate those effects.
- 2.21 The applicant's framework to give effect to the provision of transport infrastructure mitigation requirements includes the application of staging / threshold mechanisms. If the plan change is approved, these mechanisms would need to be amended / strengthened and agreed so as to result in planning provisions that are clearly expressed, enforceable and effective and do not place any undue funding and planning risk on Auckland Council or Auckland Transport in regard to non-compliance with these provisions. Failure to address these concerns will result in adverse effects on the transport network.

¹⁴ RMA Section 771.



2.22 The above overarching considerations have informed the following specific submission points.

3.0 Specific parts of the plan change that this submission relates to:

3.1 Auckland Transport **opposes** PPC 88 in its entirety, based on the matters/concerns raised in this submission (including the main body and **Attachments 1 and 2**) and because the adverse effects of the proposal on the transport network have not been adequately identified nor demonstrated as adequately avoided or mitigated.

3.2 Auckland Transport acknowledges and appreciates the responses that the applicant provided on queries requested through the Clause 23 process prior to the notification of the private plan change. However, a number of key concerns remain as detailed in **Attachments 1 and 2**.

4.0 Decisions sought from the Council:

4.1 Auckland Transport's primary position at this time is that the Council should decline PPC 88. **Attachments 1 and 2** provide further detail of the decisions sought from the Council, including alternative relief in the event that Auckland Transport's primary relief (that PPC 88 be declined) is not accepted.

4.2 In the alternative to and without limiting the primary relief of declining PPC 88, the secondary relief Auckland Transport seeks is that the Council decline PPC 88 in relation to the Future Urban Zone change, in the event the request to live zone the requested area is supported by the Council.

4.3 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments to the objectives, policies, rules, methods and maps which address the reason for Auckland Transport's submission. Auckland Transport also seeks any further, other or consequential relief required to respond to the reasons for this submission and/or give effect to the decisions requested.

4.4 In the event that PPC 88 is approved, consideration will need to be given to amendments required to the PPC 88 provisions to address the Beachlands Transport Constraints Control proposed through Plan Change 78 (**PC 78**), particularly in the event that the notified qualifying matter is not upheld. This may also potentially influence the proposed zoning and land use patterns within PPC 88.

4.5 Given the difficulties of establishing a base line demand and associated transport requirements whilst PC 78 is still being determined, it is requested that processing



of PPC 88 be suspended pending decisions or direction as to the outcomes of the PC 78 process.

4.6 Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

5.0 Appearance at the hearing

5.1 Auckland Transport wishes to be heard in support of this submission.

5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:

A handwritten signature in black ink, appearing to read 'Sarah Wilson', is written over a light grey rectangular background.

Sarah Wilson
Manager, Land Use Policy and Planning South

Date: 10 March 2023

Contact person: Chris Freke
Principal Planner - Land Use Policy and Planning South

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 0274 661119

Email: Chris.Freke@at.govt.nz



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
 Private Bag 92250, Auckland 1142, New Zealand
 Phone 09 355 3553 Website www.AT.govt.nz

Attachment 1

The following table sets reasons supporting Auckland Transport’s primary relief (that PPC 88 should be declined). It also identifies where, in the event this relief is not granted, amendments sought to PPC 88 Beachlands South Precinct Provisions and AUPOP maps.

Italics = *PPC 88 notified text*

Strikethrough = ~~proposed deletions~~

Bold and underline = **proposed additions**

Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Inconsistency with AUPOP Regional Policy Statement (RPS) and NPS-UD	Entire Plan Change	Oppose	<p>There are a number of RPS objectives and policies (and related NPS-UD provisions) which the proposal is assessed as not being consistent with for the following reasons:</p> <p>Areas of concern include:</p> <ul style="list-style-type: none"> a. Acknowledging B2.6, Objective B2.2.1 (4) seeks that development is <i>contained within</i> coastal villages. The development is not <i>within</i> a coastal village. b. Policy B2.2.2 (4) displays a clear preference for intensification within the Appendix 1A urban area (“promote”) compared with “enable” within coastal towns and villages. Objective B2.4.1(1) reinforces this preference. c. Policy B2.6.2(g) <i>requires access to the town or village through a range of transport options including walking and cycling</i>. This is not adequately addressed within the provided precinct provisions. d. Policy B3.3.2(5) (b) encourages land use patterns which <i>reduce the rate of growth in demand for private vehicle trips</i>, 	<p>Decline PPC 88 as the proposal is assessed as inconsistent with a number of RPS objectives and policies (with related concerns in relation to relevant NPS-UD provisions).</p> <p>Without limiting the primary relief of declining PPC 88, in the event that the primary relief is not supported, Auckland Transport seeks that the Council decline the plan change in relation to the Future Urban Zone change (in the event the Council accepts the request to live zone the requested area).</p>

344.1

344.2

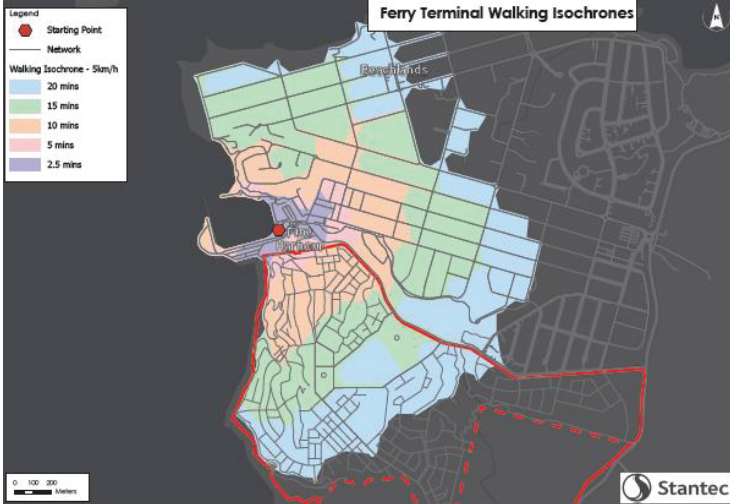




Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p><i>especially during peak periods.</i> The NPS-UD Objective 8(a) and Policy 1(e) seek well-functioning urban environments that support reduction in greenhouse gas emissions. Even if the ferry is a viable public transport option, it currently accommodates only 6% of external trips (with a further 1% by bus). Even if the applicant’s ITA conclusions are agreed with (which is not currently the case), looking forward, even with a more than doubling of the ferry mode share to 14% coupled with a revised 2.5% for public bus, this still leaves the majority of trips to and from the PPC 88 area being via private motor vehicle. This is not a land use pattern which supports reduction in vehicle trips nor a well-functioning urban environment due to a lack of accessibility for all people between housing and jobs (in particular employment locations outside of Beachlands) by way of public or active transport.</p> <p>Further, PPC 88 includes FUZ also premised on reliance on public transport. Almost all the proposed FUZ is between 1.5km and 3km (straight line) from the ferry berth which is not conducive to achieving this range of objectives and policies. This is demonstrated by the applicant’s¹⁵ Ferry Walking Isochrones (replicated below) showing that only approximately a quarter of the PPC 88 area is within a 15 minute walk of the ferry and none of the FUZ is within a 20 minute walk. It is acknowledged that 5 to 10 minute cycling journeys serve sites across all the proposed ‘live’ zoned area.</p>	

¹⁵ Clause 23 Response, Attachment 13, Transport (Stantec) dated 3/9/22, Attachment 1.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			 <p>e. RPS Policies B2.4.2(7), B3.3.2(5)(f), B3.3.2(6) and B2.6.2(1)(e) recognise the need for protection of sensitive activities from the effects of existing infrastructure (e.g. arterial road network); in particular effects of noise on public health and amenity are not addressed by appropriate provisions.</p> <p>f. Plan Change 78 seeks to introduce a transport based qualifying matter (QM) to Beachlands which would limit development (PC 78 Policy B2.4.2(2) and (4)(b) and (c) and (5)). The combination of PPC 88 plus PC 78 without the QM in place may result in the need to undertake very significant upgrades to Whitford Maraetai Road such as four laning. This is not assessed by the applicant and has implications for the staging of development with transport upgrades.</p>	



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>Alignment with the RPS will also depend on a range of matters being satisfactorily addressed or retained including:</p> <ul style="list-style-type: none"> a. Agreement with the extent of infrastructure required, provision of appropriate funding and PPC 88 provisions which deliver that infrastructure in a coordinated way (Objective B2.2.1(1) (c) and (d) and (5), Policies B2.4.2(6) and Objective B2.6.1(2) and Policy B2.6.2(1)(b) and B.3.3.2 (4) and (5)). b. Retention of precinct provisions providing for active (walking and cycling) mode connections and prioritising active mode connections within the PPC 88 area (Policy B2.3.2 (1)(b) to (d) and (2)(b)). <p>Finally, B1.2 of the AUPOP details the range of regulatory and non-regulatory methods to implement the objectives and policies in the RPS, including the Auckland Plan, the Long Term Plan (LTP), and the RLTP.¹⁶ The RLTP is a 10-year investment programme for transport in Auckland, developed by Auckland Transport together with Waka Kotahi New Zealand Transport Agency and KiwiRail to respond to growth and challenges facing Auckland over the next decade. The infrastructure required to service the development proposed by PC 88 is not included in the RLTP.</p>	
Transport assessment assumptions, lack of transport effects identified including lack of necessary transport mitigation	Entire plan change	Oppose	The Integrated Transport Assessment (ITA) supporting PPC 88 has been reviewed and it is concluded that elements of the ITA's assumptions are not sufficiently robust and consequentially, the proposed mitigation is not sufficient in extent.	Decline PPC 88 as the actual and potential adverse effects on the transport network have not been appropriately assessed and addressed.

344.3

¹⁶ Documents to which regard must be had under section 74(2)(b)(i) of the RMA.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>The assessment of likely vehicle trips from PPC 88 is understated and includes unrealistic assumptions around passenger transport mode share. It also relies on complementary employment/development and a school which may or may not occur in the timeframes assumed.</p> <p>This will have the effect of additional vehicle trips on the limited routes serving the area. These effects have not been fully assessed. Auckland Transport is concerned that PPC 88 will have significant adverse transport effects and that upgrades beyond those identified within the ITA will be required.</p> <p>Attachment 2 provides detailed reasons for these concerns which are briefly summarised as:</p> <ul style="list-style-type: none"> a. Mode Share Assumptions: Are considered to be overly optimistic including assumed increase in Central Business District (CBD) workers residing in the area compared with existing, limited ability to reach other employment centres (e.g. Airport, East Tamaki) by public transport and limited bus services. b. Proposed Ferry Service Mitigation: It is unclear how the applicant could provide the proposed additional capacity at the existing ferry berth and with the current ferry fleet without significant investment. The current ferry berth and fleet is running near or at capacity. Methods for achieving mitigation proposed are not transparent. c. Proposed Bus Mitigation: Service expansion is not planned and would involve significant cost, with potentially little improvement in mode shared due to long travel times. Based on current network design, due to the length of route and range of destinations (requiring transfers) this is likely to be (and remain) an unattractive alternative to private vehicles. 	<p>In the event that the plan change is approved, Auckland Transport seeks for the objectives, policies, rules and other precinct provisions to be strengthened to avoid adverse effects on the transport network including, without limitation, measures such as:</p> <ul style="list-style-type: none"> a. reducing the development capacity; b. additional or revised infrastructure requirements based on a more robust assessment of demand; c. address scenarios where assumed schools and employment do not eventuate or occur later than assumed; d. address scenarios where passenger transport upgrades, in particular to ferry services, do not eventuate; e. additional infrastructure or service requirements, or alterations to those proposed; f. provisions addressing the risk of key assumptions not coming to pass; and/or g. stronger staging or review provisions or consent activity status.

344.4



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>d. Integrated Transport Assessment (ITA): There are a wide range of matters which either require further detail or additional assessment. Examples include the spatial extent of the ITA (too limited), extent of improvements proposed are not holistic (intersection approaches not addressed in all circumstances), uncertainty around base modelling and reliance on Hobsonville Point as an unreasonable comparison.</p>	
<p>Delivery of active mode connections</p>	<p>Entire plan change</p>	<p>Oppose</p>	<p>Good accessibility and travel choice needs to be provided, which includes access to safe active mode and public transport infrastructure and services. Inadequate provision for active modes will result in a dependence on private motor vehicles resulting in development that has a high total vehicle kilometres (VKT) and greenhouse gas emissions.</p> <p>Whilst the applicant's mode share forecasts are not supported, in order to best support the potential to achieve the mode share forecasts it is important that high quality active mode links are provided early in subdivision and development staging, to provide for access to centres and public transport nodes as soon as dwellings are occupied and non-residential activities establish. To further support mode share, safe linkages from PPC 88 to existing Beachlands are important.</p> <p>Beachlands Precinct 1 (I403) contains a number of requirements to retain the rural character of Jack Lauchlan Drive (particularly Rule I403.6.7(9)). It is unclear how these provisions will be addressed by PPC 88.</p> <p>Notwithstanding this:</p>	<p>If PPC 88 is approved, amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <ul style="list-style-type: none"> a. Requiring establishment of safe active mode connections to / from the ferry berth and to local facilities early in development so active mode connections are immediately available to provide travel options and assist in establishing active travel patterns. b. Ensuring safe walking and cycling facilities are provided for as part of the proposed road/street network including local roads and access ways and provisions for rear access along roads with cycle facilities. <p>This may include (without limitation) alterations to Policies 11 to 18 and alterations to Standard I.7.3 staging of development with Transport</p>



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<ul style="list-style-type: none"> a. There are no provisions relating to the staging of safe crossing points along and across Jack Lachlan Drive to link the new area with the existing Beachlands urban area. b. A two-way cycle path is proposed on all collector roads and Jack Lachlan Drive along with footpaths on primary collectors which are comparatively narrow. These outcomes are not supported in relation to encouraging active mode share. c. Upgrading the Jack Lachlan Road frontage is supported, if PPC 88 is approved. The staging standard (1.7.3 (1)) is only linked to the establishment of a school or the business area when some upgrades may be necessary to link to the ferry and established networks within Beachlands including any frontage adjoining a development. 	<p>Upgrades to include timing of delivery of key active mode infrastructure such as the Fairway Reserve.</p> <p>Amendments may also be necessary to 1403.</p>
Development staging	Entire plan change	Oppose	<p>The Precinct Plan 5 includes a movement network across both the proposed 'live' urban zones and the Future Urban zone. Interim issues may arise where connectivity relies on future transport links through the FUZ area that may not eventuate or whose timing is uncertain.</p> <p>These may include:</p> <ul style="list-style-type: none"> i. the ability to provide efficient bus routes to the first stages of development as the collector route will initially be a long cul de sac that buses may not be able to turn around in; ii. the Jack Lachlan Drive/Whitford Maraetai Road intersection which will be the only access point to the development; and iii. access to the business area which will be by way of cul de sac to Jack Lachlan Drive. 	<p>If PPC 88 is approved, amend the precinct policies, provisions and plans to ensure the ability to serve by active mode and passenger transport the needs of each stage of development, connect with the surrounding network and ensure that interim adverse effects are adequately avoided, remedied or mitigated.</p>

344.5
cont

344.6



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			There is a need for the 'live' urban zoned area to be capable of operating in isolation from the FUZ and this may require changes to the movement network and provisions.	
Stormwater management culvert upgrade	Precinct provisions and plan	Support in part	The supporting material notes the need for culvert upgrades across Jack Lachlan Drive. In regard to the replacement, relocation or upgrade of any culvert structures, Auckland Transport considers that these need to be incorporated as part of the suite of road network upgrade mitigation measures and coordinated with the overall staging of the PPC 88 build out. Without this there is a risk of flooding and/or damage to the key route into and out of the plan change area.	Decline PPC 88 or in the event the plan change is approved, include within PPC 88 precinct provisions direction on the timing and nature of any culvert upgrades across existing roads so as to address the risk of damage to, or flooding of the road. This could include raising of the existing road where required.
Traffic noise mitigation	Entire plan change	Oppose	It is widely accepted nationally and internationally that noise from transport networks have the potential to cause adverse health and amenity effects on people living nearby. That potential has been documented by authoritative bodies such as the World Health Organisation (WHO) ¹⁷ including the publication Environmental noise guidelines for the European region in October 2018 (WHO Europe Guidelines) ¹⁸ .	Decline the plan change or if PPC 88 is approved, amend the plan change by including precinct provisions (objectives, policies and rules) to require that future activities (or alterations to existing buildings) sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of the Whitford – Maraetai arterial road.

344.7

344.8

¹⁷ World Health Organisation, Guidelines for community noise, 1999; World Health Organisation, Night noise guidelines for Europe, 2009; World Health Organisation, Burden of disease from environmental noise, 2011.

¹⁸ World Health Organisation, Environmental noise guidelines for the European region, 2018.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>Arterial roads pass through both urban and rural areas and most have sufficient traffic volumes to generate sound above WHO Europe Guideline levels, indicating there will be impacts on human health and amenity where noise-sensitive activities locate nearby.</p> <p>Auckland Transport supports protection of public health and amenity and seeks that activities sensitive to noise which propose to locate adjacent to existing arterial routes are appropriately protected. The proposed Precinct provisions do not address this issue, beyond the proposed yard requirements, which are inadequate to address the effects of noise, on noise sensitive activities.</p>	<p>Recent examples of suitable provisions, subject to adaptation, include I452 Waihoehoe Precinct - I452.1 Precinct description, Objective 7, Policy 18 and associated provisions (e.g. I452.6.10 and matters of discretion/assessment criteria).</p>
Reference to ferry terminal	Whole of plan change	Oppose	PPC 88 refers to the Pine Harbour Ferry Terminal. This does not accurately reflect the facilities available the facilities are a ferry berth. A ferry terminal has a much wider range of facilities than a ferry berth.	Decline PPC 88 or in the event the plan change is approved, change all references from ferry terminal to ferry berth where referring to the existing Pine Harbour Marina ferry berth.
Impact of traffic on Whitford Village	All	Oppose	The ITA does not address the impact of additional traffic on Whitford Village or the potential transport requirement of providing the Whitford Bypass to address this. In addition, the feasibility and impact of the proposed double lane roundabout on Whitford Village has not been adequately assessed.	Decline the plan change or if PPC 88 is approved, amendment of precinct provisions with potential removal of the double lane roundabout and replacement with Whitford Bypass as a Transport infrastructure requirement.

344.9

344.10



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Access to business centre and Whitford-Maraetai Road		Oppose	<p>The precinct provisions and ITA do not assess any requirements for access to the proposed business zone on the north eastern corner of the precinct or limitations on access to Whitford-Maraetai Road and associated measures to avoid adverse effects on this key arterial route:</p> <ul style="list-style-type: none"> i. Whitford-Maraetai Road. The business zone appears to rely on a single cul de sac road connecting with Jack Lachlan Drive. ii. There are no provisions requiring road access from the west to sites adjoining Whitford-Maraetai Road land which otherwise would rely on access to it.. iii. In the event the FUZ zone and movement network applying to it is retained, there is no justification for the nominated access points which are only on the land owned by the applicant. 	<p>Decline PPC 88 or in the event the plan change is approved, amendments to the precinct provisions to secure revised Transport infrastructure provisions to avoid adverse effects on the key arterial road: Whitford-Maraetai Road.</p>

344.11



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Key intersections	New provision	Oppose	<p>The ITA identifies a number of intersection upgrades within Jack Lachlan Drive. It suggests the provision of traffic signals at all intersections. It is important that the design of intersections are confirmed at the time of initial connection and consideration given to 'when' in the development process they are provided.</p> <p>The ITA recommends signals at all key intersections. Auckland Transport considers that the form of the intersection should be determined as part of the consent and engineering approval process.</p> <p>The ITA is silent on the need for an intersection of the indicative local collector street serving the proposed business area with Jack Lachlan Drive and Karo Drive. Auckland Transport regards this as a key intersection.</p>	<p>Decline PPC 88 or in the event the plan change is approved, amend the plan change to alter the precinct provisions and plan to include the following amendments:</p> <ol style="list-style-type: none"> Delete reference to traffic signals from PPC 88; Identify key intersections on the precinct plan including collector on collector, and intersection of the proposed road serving the proposed business area and Jack Lachlan Drive; and introduce policies and provisions around determining the appropriate form and timing of key intersections. <p>Examples of suitable provisions are found in 1452 Waihoehoe Precinct (e.g. Policy 7, 1452.9(4) Special Information requirements).</p>
Zoning	Zoning Plan	Oppose	<p>It is considered inappropriate to include FUZ for the southern part of PPC 88. The FUZ signals a further significant increase in the size of Beachlands and given its distance from the ferry berth by active modes (1.5m to 3km +) this would not appear to support a public transport focused 'transit orientated community' or be consistent with PPC 88 Objectives 8 and 9. Overall, there is insufficient justification for including the FUZ land within PPC 88.</p>	<p>While Auckland Transport seeks that PPC 88 be declined in its entirety, if PPC 88 is approved, then only the 'live zone' should be included (i.e. the proposed areas of FUZ should be excluded).</p>

344.12

344.13



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>In addition, the ITA identifies that the inclusion of the FUZ (which would enable a further 900¹⁹ to 1,100²⁰ dwellings) would require, among other upgrades, four laning of Whitford Maraetai Road. This is not addressed within PPC 88 Transport infrastructure requirements.</p>	
Zoning	Sub-precinct E Golf	Oppose	<p>Policy 34, provision of Sub-precinct E (Golf), the Golf Course Overlay and ITA assessment²¹ all indicate retention of a nine hole golf club through to 2038. The (non-statutory) Master Plan and Structure Plan also recognise the golf course.</p> <p>Sub-precinct E Golf however has a MHU zone and there is no requirement to retain the golf course within proposed provisions (meaning the MHU zone could be implemented at any time).</p> <p>The ITA does not specify the expected yields of the Golf precinct and this, combined with a lack of sufficient requirement to retain the golf course means the future development potential is uncertain.</p>	<p>Decline the plan change unless additional information is provided to satisfy Auckland Transport’s concerns regarding the potential housing yields from Sub-precinct E.</p> <p>Relief may include: 344.14</p> <ol style="list-style-type: none"> a. the alteration of Sub-precinct E Golf from a MHU zone to a ‘Sport and Active Recreation zone’; or b. update the ITA to replace the nine-hole golf course with land use assumptions based on MHU zone including any additional transport infrastructure required to mitigate further transport network effects, including additional funding, financing and staging of delivery details to be provided in updated precinct provisions and plans. Without this, there is no certainty about

¹⁹ Attachment 10 Beachlands South Private Plan Change Economic Assessment, March 2022, page 7.

²⁰ Attachment 8 Wastewater Reticulation and WWTP Concept Design, March 2022 GWE Consulting Engineers, pdf page 25, Section 8.

²¹ Integrated Transport Assessment Beachlands South Prepared for Beachlands South Limited Partnership, March 2022, Section 7.1.1 Live Zoned, 6th bullet point and Table 11.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
				delivery of necessary infrastructure or mitigation of its adverse effects.
Zoning and Precinct Plans	All zoning and precinct plans	Oppose	Zoning and precinct plans may require amendment (particularly sub-precinct plan 5) to reflect modifications in relief sought in the event PPC 88 is approved.	Decline PPC 88 or in the event the plan change is approved, modify all zoning and precinct plans to support relief sought.
Objectives	Objective 10	Support	Objective 10 ²² is supported subject to some amendments to the wider objective and policy framework.	Decline PPC 88 or in the event the plan change is approved, retain the same or similar wording of Objective 10 which reflects the outcomes of the objectives.
Objective	New	Support	A new objective is requested to provide substantial support for the implementation of transport network infrastructure prior to subdivision and development.	Include new objective: <u>Objective (10A): Subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>
Policies	Policy 11	Support in part	Policy 11 only refers to adverse effects on the safety, efficiency and effectiveness of the <u>surrounding road</u> network. The policy should be amended so that effects on the <u>wider transport</u> network are included within its scope. This will reflect both the full extent of effects and also that the transport infrastructure upgrades are not limited to road network but include active modes, bus services and ferries. It is also consistent with the wording of 1.2 Precinct Description which refers to both the local and wider network (i.e. the term 'transport network' encompasses all areas of the network where adverse effects may be present).	Decline PPC 88 or in the event the plan change is approved, amend PPC 88 Policy 11 as follows or similar to achieve same outcome: <i>(11) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the <u>surrounding road transport</u> network.</i>

²² (10) Subdivision and development in the precinct is coordinated with the efficient provision of required transport, water, energy and telecommunications infrastructure.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
Policies	Policy 12	Support in part	Amendments are requested to support active mode infrastructure delivery concurrently with residential uses.	<p>Decline PPC 88 or in the event the plan change is approved, amend as follows: <i>(12) Promote a mode shift to public transport and active modes by:</i></p> <p><i>(a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and</i></p> <p><i>(b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads; and</i></p> <p><u>(c) Providing direct active mode connections to ferry and town centres at the same time as residential development establishes.</u></p>
Policies	Policies 14 to 18	Support in part	<p>Policies 14, 16, 17 and 18 are supported subject to amendments to the wider objective and policy framework. The wording in Policy 17 should be strengthened to emphasise the importance of streets being attractively designed to provide for all modes of transport in the ways specified.</p> <p>Policy 15 refers to Cross Section Details for various road type designs. These have been requested to be deleted from I.12 Appendix 1 (later in the table).</p>	<p>Decline PPC 88 or in the event the plan change is approved, retain same or similar wording for policies 14, 16, 17 and 18 which reflect the outcomes of the policies. Amend Policy 17 to commence “Require...” rather than “Encourage...”.</p> <p>For Policy 15 amend as follows: (15) Encourage <u>Require</u> the design of new collector and local roads to be in general accordance with the road design and cross</p>

344.19

344.20

344.21



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>Auckland Transport supports provisions within Precinct Plans which indicate overall minimum road reserve widths as well as the functional requirements and key design elements for street design.</p> <p>a. Auckland Transport seeks the deletion of the road cross-section diagrams included in the draft precinct provisions.</p> <p>b. Road layouts may need to be changed to reflect constraints or localised requirement (e.g. additional or lessor width may be required compared to the standard).</p>	<p>section details provided in I.12 Appendix 1: Beachlands South Precinct <u>and</u>, Road Design and Cross Section Details.</p>
Policy	New	Support	<p>A new policy is requested to provide substantial support for the implementation of transport network infrastructure prior to subdivision and development.</p>	<p>Include new policy:</p> <p><u>Policy (13A); Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u></p>
Table IX.4.1 Activity table All Sub-Precincts	New provision		<p>A permitted activity standard (the same as proposed new companion Special Information requirement I.10(6)) is requested to be included to monitor the transport triggers for (A1) and (A3) and(A28), (A29) and (A30).</p>	<p>If PPC 88 is approved, amend the precinct provisions to include a new provision such as <i>I452.9. Special information requirements</i> (Waihoehoe Precinct) and be applicable to permitted development as well as subdivision, development or uses that require consent.</p>
Table IX.4.1 Activity table All Sub-Precincts	Table IX.4.1	Support in part	<p>Table provisions (eg. (A10), (A21) and (A22)) which link development with construction of specific transport infrastructure upgrades are a recognised way of managing transport network effects and achieving land use and transport integration and are supported.</p>	<p>If PPC 88 is approved, retain provisions which require staging of transport infrastructure upgrade outcomes which address the transport network effects of growth enabled by PPC 88 and amend as appropriate to give effect to other relevant relief sought in this submission (refer to submission points below concerning I.7.3</p>

344.21
cont

344.22

344.23

344.24



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			Noting however that additional transport infrastructure upgrades are considered to be necessary to mitigate the effects of growth enabled by this plan change.	and e.g. consideration of stronger staging or review provisions or consent activity status).
Notification	I.6	Oppose	<p>Subclause (5) precludes subdivision (A22) from public or limited notification. This is not considered appropriate as subdivision which does not comply with Transport Upgrades (A22) is a matter which may impact affected parties such as Auckland Transport or the wider community.</p> <p>There may also be a cross reference error in (5), it appears that (5) should refer to (3) and (4) rather than (1) and (2).</p>	<p>If PPC 88 is approved, amend or delete (5) to enable public or limited notification of subdivisions and correct any possible cross referencing errors.</p> <p style="text-align: right;">344.25</p>
I.7. Standards	<p>I.7. Standards All relevant [...] standards apply [...]except [...]: [...]</p> <ul style="list-style-type: none"> • E27.6.1 – Trip Generation 	Oppose in part	The provisions of EA E27.6.1 are considered appropriate unless PPC 88 provisions can satisfactorily address the effects on the transport network.	<p>If PPC 88 is to be approved, remove E27.6.1 from Standard I.7 unless PPC 88 transport provisions are amended to satisfactorily address the effects of growth enabled by it on the transport network.</p> <p style="text-align: right;">344.26</p>
I.7.3. Staging of Development with Transport Upgrades	I.7.3. Staging of Development with Transport Upgrades	Oppose in part	Notwithstanding points raised in other parts of this submission relating to the adequacy, timing and appropriateness of the nominated transport upgrades (specifically the Integrated Transport Assessment and its recommendations), Auckland Transport considers that the transport mitigation measures and timing of delivery provided in I.7.3 need amending as the	Decline PPC 88 or alternatively amend the plan change to incorporate provisions addressing the staging and timing of transport infrastructure and services with the proposed development build-out including but not limited to:

344.27



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>provisions do not provide the right mitigation at the appropriate stages and adverse effects may result.</p> <p>In addition to the network improvements identified by the applicant, the following are recommended:</p> <ul style="list-style-type: none"> a. Inclusion of provision of active mode connections in a timely manner such as early active mode access to the ferry facility or bus services; b. Transport network improvements including but not limited to: <ul style="list-style-type: none"> i. Whitford-Maraetai Road (and shoulder) widening to three or possibly four lanes; ii. intersection upgrades to two lane roundabouts; iii. the Whitford Bypass; iv. safety improvements including new or upgraded road safety barriers and hazard removal (trees, non-traversable swales, power poles); v. safety improvements to Whitford Road between the village and Somerville Road intersection, including Maungamaungaroa Bridge; vi. improvements to the intersections of Ormiston Road and Murphys Road and Whitford Road and Somerville Road; vii. upgrading of the ferry berthing area and land side infrastructure (likely to exceed the amount nominated within the ITA); viii. higher capacity ferries that are available to operate at (at least) a 20 minute headway to the capacity identified within the ITA and I.7.3; ix. increased active mode connectivity throughout the PPC 88 area; 	<ul style="list-style-type: none"> a. additional infrastructure or service requirements, or alterations to those proposed (such as listed in <i>Reasons (a) to (e)</i>); b. provisions addressing the risk of key assumptions not coming to pass such as listed in <i>Reason (f)</i>); c. improvements in clarity and interpretation such as listed in <i>Reasons (g) to (k)</i>); and/or d. stronger staging or review provisions or consent activity status.

344.27
cont



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<ul style="list-style-type: none"> x. intersection approach improvements; and xi. safe design where two-way cycle ways are proposed. <p>c. Connections through the development (including staging of internal networks and intersections) so that buses can operate efficiently;</p> <p>d. Additional public transport services for the Precinct Plan area;</p> <p>e. The outcomes in Table 2, Column 2 do not address the full suite of mitigation proposed within the ITA²³ which includes 3.5 hours of additional weeknight ferry operations, permanent weekend ferry services and supporting bus shuttle services to service the park and ride area;</p> <p>f. The modelling and mitigation requirements rely to a degree on employment and education facilities being in place which reduce the need to travel beyond Beachlands. However if these are not provided, alternative (higher trip generation) outcomes would result and are not addressed in 1.7.3.</p> <p>Auckland Transport considers further modelling is required to reflect more appropriate , mode share and employment destination assumptions, as well as further yield details (golf course), and that this exercise may identify further transport network mitigation measures needed to address the effects of growth enabled by this plan change.</p> <p>The reasons for these conclusions are outlined in the whole of plan submission noted above under the Issue/Provision heading <i>Transport assessment assumptions</i> and Attachment 2.</p>	

²³ Integrated Transport Assessment Beachlands South prepared for Beachlands South Limited Partnership | March 2022, page 55.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>In addition, there are a range of interpretation matters which require amendment or clarification within 1.7.3:</p> <ul style="list-style-type: none"> g. Within Table 2 for residential dwellings the reference is to “more than XX dwellings or residential lots”. Much greater clarity in the drafting of the precinct provisions is required to ensure that lots and dwellings (including potential development pursuant to permitted activity rights) are appropriately counted. This would align with ITA²⁴ expectations: <i>These upgrades are included in the proposed precinct provisions and are required to be implemented prior to any subdivision and development of land.</i> h. Where residential development is permitted based on the relevant AUPOP provisions, then these dwellings would not necessarily require a land use consent. Further, a ‘residential lot’ may have up to three dwellings as of right. This has obvious implications in terms of the way items in Column 1 of Table 2 are drafted. A robust monitoring mechanism is essential. As presently drafted, the provisions are uncertain. i. Ensure that the drafting of 1.7.3 generally reflects the operation of Table 2 (which requires transport infrastructure in Column 2 to be operational before the activities, development or subdivision enabled in Column 1 is undertaken). It should also be made clear that: <ul style="list-style-type: none"> o an exceedance of an individual threshold in a row (e.g. by a single dwelling or a single m² as the case may be) brings the next row into play / necessitates completion of the upgrades in the next row; and 	

²⁴ Integrated Transport Assessment Beachlands South prepared for Beachlands South Limited Partnership | March 2022.



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<ul style="list-style-type: none"> o upgrades in Column 2 are cumulative – i.e. each row in Column 2 should also refer to the upgrades in the rows above as having to be operational to enable the activities, development and subdivision in Column 1. j. The employment associated with non-residential activities potentially has lesser or positive impact and combining them with residential or including them at all may not be appropriate given the main concern is around the generation of additional trips on the road network serving Beachlands. They are also not as reliant on the Ferry or passenger transport as a mode of transport. k. Text should be amended for consistency (e.g. to refer to activities, development and subdivision). 	
I.7.7. Stormwater Quality	I.7.7. Stormwater Quality and related Matters for discretion and assessment criteria	Oppose in part	<p>An amendment is requested to reflect that Auckland Transport has additional requirements for any stormwater devices or networks which will be vested to the organisation as asset owner.</p> <p>The applicant is also advised that Auckland Transport expects industry wide safety guidance to be issued which will alter the shape, size and depth of rain gardens. These changes are likely to mean that the indicative rain gardens shown in <i>I.12. Appendix 1: Beachlands South Precinct, Road Design and Cross Section Details</i> would no longer be suitable and that additional areas/width would need to be provided for stormwater management. Auckland Transport seeks stronger stormwater provisions which require consideration of whole of life costs and effectiveness over time and use of communal devices to treat road runoff.</p>	<p>Decline PPC 88 or in the event the plan change is approved, amend as follows:</p> <p>Administrative matter: Correct subsections so they commence with (a) rather than (f) and include additions as shown.</p> <p><i>(1) Stormwater runoff from new or redevelopment of, existing high contaminant generating carparks and all publicly accessible carparks exposed to rainfall and all roads must be treated with a stormwater management device(s) meeting the following standards:</i></p> <p><i>(f) [...]</i></p> <p><i>(h) For all other trafficked impervious surfaces, water quality treatment in accordance with the</i></p>



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
				<p><i>approved stormwater management plan must be installed; and</i></p> <p><u>(i) for all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements.</u></p> <p>Amend Plan Change provisions to include whole of life costs and effectiveness of treatment over time associated with publicly vested stormwater assets as a matter for discretion and policy</p>

344.29



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
I.7.8. Fairway Reserve	I.7.8. Fairway Reserve	Oppose	Fairway Reserve is a critical link to support ferry berth access and movement around the area. It is vital that it remains open and available at all times. The proposed provisions already pre-empt the privatisation of the active mode link by enabling limitations in hours within the PPC 88 provisions (in the event Fairway Reserve is not vested in Council).	<p style="text-align: right;">344.30</p> <p>If PPC 88 is approved, amend (3) to ensure 24 hour access, regardless of Reserve ownership. (3) The Fairway Reserve must be available for public use at all times. Unless written approval has been obtained from the council. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.</p> <p>Amend (4) to apply where reserve is not vested in Council:</p> <p>(4) Where the Fairway Reserve is not vested in Council, the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.</p> <p style="text-align: right;">344.31</p>



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
<p>I.9. Assessment – restricted discretionary activities</p>	<p>I.9.1 (3) Matters of discretion (3) New buildings, other than buildings for residential units in a residential zone:</p>	<p>Oppose</p>	<p>Minor amendments are recommended to broaden the matters of discretion to include active modes (replacing ‘road’ with ‘transport’).</p>	<p>If PPC 88 is approved, amend (3) to make clear the broader matters of discretion (I.9.1) with the following amendments.</p> <p><i>(3) New buildings, other than buildings for residential units in a residential zone</i> [...] <i>(c) Infrastructure servicing;</i> <i>(d) Design and sequencing of upgrades to the existing transport road network and ferry services;</i> <i>(e) The extent to which development achieves the outcomes outlined in the Beachlands South Sustainability Strategy; and</i> <i>(f) Movement network on Precinct Plan 5.</i></p>

344.32



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
I.10. Special information requirements	New provision	Support	A new provision is requested to enable the accurate monitoring of development in I.7.3 Table 2.	If PPC 88 is approved, include a new provision: 344.33 <u>(6) All activities</u> <u>All applications are to provide a register of development and subdivision that has been previously approved under Standard I.7.3 Staging of Development with Transport Upgrades. The register shall include details of the maximum number of dwellings or amount of retail, commercial or light industrial GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots) completed since the most recent transport upgrade under 1.7.3 Table 2 in a format which illustrates compliance (or otherwise) with 1.7.3.</u>
I.10. Special information requirements	I.10 (4). Special information requirements	Support	This provision is supported as it will be appropriate to provide an ITA should a variation from the proposed mitigation be put forward.	Decline PPC 88 or in the event the plan change is approved, retain same or similar provision. 344.34
I.12. Appendix 1: Beachlands South Precinct, Road Design and Cross Section Details		Oppose in part	Auckland Transport supports the inclusion of general road construction standards within precinct provisions however provisions need to provide for flexibility to respond to changing design standards over time and while balancing the need for certainty. Auckland Transport seeks provisions within Precinct Plans which indicate overall minimum road reserve widths as well as the functional requirements and key design elements for street design. These should be supported by appropriate activity status, matters	If PPC 88 is approved, further relief sought is the deletion of drawings in Appendix 1 and replacement with a table structure similar to that included as I452.11 Appendix 1: Design Details for the Waihoehoe Precinct taking into account the reasons for this submission points listed in (a) to (j). Relief should include an activity within <i>Table IX.4.1 Activity table</i> (as a restricted



Issue / Provision	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>for discretion and assessment criteria to provide for instances where these provisions are not met. Auckland Transport also considers it appropriate that when development is undertaken next to a rural road, the road should be upgraded to the appropriate urban standard.</p> <p>In respect of I.12:</p> <ul style="list-style-type: none"> a. Auckland Transport seeks the deletion of the road cross-section diagrams included in the draft precinct provisions. b. I.12 does not indicate the need to provide a geometry capable of accommodating buses to likely bus routes. c. Any two way cycle facilities need to be supported by appropriate design or else need to be on both sides with potential additional road width. d. Roads may need to be changed to reflect constraints or localised requirement (e.g. additional or lessor width may be required compared to the standard). e. The local road of 15 metres is less than the usual minimum local road standard. f. The one-sided local road with no footpath on one side needs to be justified or removed with local road as a default with criteria where not required (e.g. park edge). g. The terminology of some of the road types such as “local collectors” is confusing. h. There are insufficient provisions and criteria to address departures from I.12. i. The movement network includes an overly fine grained network and some local roads may not be required and should be removed from the movement plan. j. Jack Lachlan Drive is not included within I.12. 	<p>discretionary activity) and appropriate matters of discretion and assessment criteria.</p>

344.35
cont



Attachment 2: Integrated Transport Assessment (ITA) Analysis

The information below sets out a greater level of detail of the assessment carried out of the applicant's ITA and supports some of the details provided in Attachment 1.

Mode Share Assumptions

For the reasons described below, Auckland Transport considers that a lower public transport mode share (ferries and buses) should be assumed compared with that which the applicant relied on for its ITA:

344.36

- a. The ITA assumes that the residents of the PPC 88 area will include a greater proportion of city centre workers than the existing Beachlands settlement. However, the ITA does not provide detail nor justification for why the expected demographic would have different employment patterns to the existing Beachlands population (which is already reasonably well served by ferries).
- b. Main employment centres (East Tamaki, Auckland Airport, Penrose, Wiri West and Manukau Central) for the existing Beachlands residents cannot feasibly be serviced by public transport and therefore are likely to continue to be predominantly accessed by private vehicle trips. There are no reasons given within the ITA for this employment pattern to substantially change (local employment is acknowledged and addressed under 'trip generation' below).
- c. The ITA uses Hobsonville Point as a case study for estimating the potential future Beachlands travel patterns. The ITA justifies this based on similarities such as proximity to ferry berth, coastal amenities and being a new development. However, assessment regarding the differences between Beachlands and Hobsonville Point with regard to patterns of employment and the potential to be served by frequent bus services has not been provided. In Auckland Transport's view, this is not a reasonable comparison as the transportation environment of Hobsonville Point differs significantly from Beachlands in several ways, including proximity to transport corridors, and accessibility of key employment locations by public transport. Comparison with Hobsonville Point mode share increases (for ferries) is not therefore considered appropriate.
- d. Overall, Auckland Transport considers the existing Beachlands area ferry mode share is the most reasonable base case study for what mode share and destination pattern could be realistically achieved from PPC 88. This is a 6% ferry mode share and is reliant on upgrading ferry capacity (discussed below).



- e. Existing bus services (Route 739) are provided to give accessibility to Beachlands rather than patronage driving demand. Average passenger occupancy in 2019 was 9.2 passengers per hour (very low). Auckland Transport considers it highly unlikely that, even with longer term potential increases to frequency and connectivity, mode share would increase beyond 2%. It is noted the applicant has revised the forecast mode share down from the initially suggested 4% to a more realistic 2.5%²⁵. Reasons for this include:
- Beachlands' isolation (at least 17 km) from any major employment areas in the main urban area outside the CBD; and
 - the dispersed layout and relatively low density of jobs in those employment areas (mainly East Tamaki / Highbrook, Manukau / Wiri and the Airport)

Proposed Ferry Services Mitigation

The mitigation proposed by the applicant (1.7.3, Table 2, Column 2 (b) to (e) relative to ferries) may not be appropriately relied on as either mitigation or the basis of a *transit orientated community* given the complexities of providing the improvements at this stage. This is for the following reasons:

344.37

- Auckland Transport recognises there is an existing, longer-term need for improvements to the ferry services at Pine Harbour. Improvements to ferry services will require significant funding and time and likely include better frequency, improved customer experience and larger, low / zero emission ferries. No funding has been allocated and forward planning has not advanced sufficiently to be included within the RLTP. Forward planning demand for improvements in ferry services has not included PPC 88 to date as it is unanticipated growth.
- Auckland Transport considers that both the increase in capacity and frequency proposed cannot be achieved based on the current ferry berth and ferry passenger capacity. This is because the existing berth cannot accommodate any significant increase in the ferry length or width (passenger capacity). In addition, the 'one way' travel within the Pine Harbour Marina (due to width restrictions) and tidal constraints limit the frequency of ferries thus precluding the option of 'smaller ferries but more often'.
- Further, as noted in the ITA, available space for bikes on-board Pine Harbour vessels is very limited. This suggests that opportunities for active mode journeys are limited, i.e. can only use the ferry for destinations around the city centre terminal, as users cannot reliably get space on the vessel for their bikes.
- 1.7.3, Table 2, Column 2 (b) to (e) proposes increases in passenger capacity and also frequency between 6.45am and 8.45am weekdays. The scale, timing and extent of improvements which Column 2 (b) to (e) recommends are considered to be significantly beyond the ability of the applicant to sufficiently influence the provision of, have no certainty of timing and are subject to variables which land based transport infrastructure is not

²⁵ Clause 23 Response, Attachment 8, Transport (prepared by Stantec), Section 4.2, page 11.



(e.g. coastal consents and assessment under the New Zealand Coastal Policy Statement, consideration of the Marine and Coastal Area Act and marine treaty claims).

- e. In addition, there currently is no dedicated terminal, an absence of storage facilities for bikes and the park and ride area can also not accommodate additional demands, including those from the plan change area.
- f. Overall, it is unclear how the applicant has determined that the increased capacity could feasibly be used for services from the Pine Harbour Marina.

Proposed Bus Services Mitigation

The ITA assumes that Auckland Transport will increase the bus frequency during both peak and off-peak periods for services to and from Auckland City. However, this is not planned and would involve significant cost, with potentially little improvement in mode share. Based on current network design, due to the length of route, range of destinations (requiring transfers) and existing infrastructure this is likely to be unattractive. As the service is likely to still be less preferable than driving, patronage is likely to stay low, which further worsens the economic viability of providing such a service.

If the development were to proceed, the proposed staging would, without appropriate through road connections, have limited options for efficient services (resulting from cul-de-sacs limiting suitable routes and turning opportunities).

Alternatively, providing a through road connection may lead to 'gaps' in service to existing Beachlands and Maraetai (due to route alterations to accommodate PPC 88). This would likely lead to the need for an additional route, however based on current and projected (2%) patronage, this would not be a highly utilised service.

Additional assessment and plan provisions are required to ensure that the bus services to support the proposal are feasible, funded and reflected in staging provisions I.7.3.

344.38

Technical Assessment

Auckland Transport has identified a range of technical matters which it does not consider are addressed satisfactorily in the ITA and which may directly impact the recommendations / mitigation proposed:



- a. The ITA notes that the road network including Whitford-Maraetai Road and Whitford Road has known safety issues. It is acknowledged that lowering the speed limits has contributed to improved safety on these routes. However, safety concerns remain, and the ITA does not adequately discuss the potential for additional traffic generated by PPC 88 to exacerbate safety issues.
- b. Two important intersections for assessment which would distribute traffic to the external network including the Whitford Road/Chapel Road roundabout and the Ormiston Road/Murphy's Road signalised intersection have not been assessed within the ITA. These two intersections are likely to be important in distributing the development traffic to the wider network and the ITA should include these intersections in the assessment and any mitigation required.
- c. The ITA presents proposed intersection upgrades to increase capacity. Auckland Transport notes that some of the intersection upgrades (such as increasing the number of lanes in a roundabout, installing zebra crossings across two-lane approaches, adding slip lanes etc) may create or worsen safety issues for vulnerable users. No assessment of safety implications is provided to rationalise the intersection upgrades, therefore the suitability of this mitigation is not confirmed.
- d. The applicant has proposed upgrades to whole intersections impacted by the development; however, upgrades have not been proposed where individual approaches to intersections are impacted by the development. For example, the development traffic exacerbates the delays and queue lengths on the Whitford Park Road approach at intersection 6 in the AM peak hour. This approach in the 2024 base model was predicted to operate over capacity with a level of service (LOS) E, 95th percentile queue lengths at 250m and delays of 50 secs/vehicle. With the additional traffic from development enabled by this plan change, this approach is predicted to operate with a LOS F, a queue increase of 90m, and an additional 25 seconds delay per vehicle. Consideration should be given to impacts and mitigation required on the operation of approaches and not just whole intersections impacted by the plan change enabled growth. This approach to intersection improvements should be considered for all the intersections and development years.
- e. A two-way cycle path is proposed on all collector roads and Jack Lachlan Drive. We note that a two-way cycle path is not a preferred option as per the Auckland Transport Transport Design Manual, and it is not clear why this infrastructure option has been selected. Changes to provisions are sought to ensure that any two-way cycle paths are supported by a safe design. It is not clear why the footpaths proposed on the Primary Collectors are narrower than those proposed on the Secondary Collectors. It is Auckland Transport's view that more needs to be done to integrate walking and cycling into the development.
- f. The ITA states that the traffic modelling method utilises a network wide spreadsheet model. Information about this model is not provided, nor is other key information about origin-destination movements or route choice so the model outputs cannot be easily assessed.



- g. The trip generation assessment of the ITA compares multiple information sources (including trip generation data collected internally by Stantec) and selects which rates were to be used for each land use typology. The rates from each data source are not presented and it is not clear why each specific information source was used for each rate. Furthermore, the internally collected data used is not provided. It appears that optimistic rates may have been used. It is recommended that a conservative approach to the trip generation be adopted and it is requested that the model inputs are clearly presented.
- h. In determining the inbound/outbound directional distribution, the ITA has used information in the Institute of Transportation Engineers Trip Generation Manual (ITE) document. The ITA does not discuss how these rates compare with the actual inbound/outbound traffic patterns of the existing Beachlands area.
- i. Overall, Auckland Transport considers that a range of additional transport upgrades and improvements would be required, if PPC 88 is approved, which are not included in the ITA or the proposed precinct provisions (refer to the further discussion in **Attachment 1**).

344.39

Comparison with Hobsonville Point

The ITA uses Hobsonville Point as a case study for estimating the potential future Beachlands travel patterns. The ITA justifies this based on similarities such as proximity to ferry berth, coastal amenities and being a new development. This is considered not a reasonable comparison as the transportation environment of Hobsonville Point differs significantly from Beachlands in several ways, including the employment patterns, proximity to other urban areas and services, proximity to transport corridors (motorway), and accessibility of key employment locations by public transport.

ANNEXURE B

A copy of the Appellant's further submission on PPC 88

26th May 2023

Plans and Places

Auckland Council

Private Bag 92300

Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

**Re: Further Submission by Auckland Transport on Proposed Private Plan Change
PC88 Beachlands South**

Please find attached Auckland Transport's further submission to the submissions lodged on Proposed Private Plan Change 88 Beachlands South.

If you have any queries in relation to this further submission, please contact Chris Freke, Principal Planner - Land Use Policy and Planning South, Growth and Urban Planning Integration at Chris.Freke@at.govt.nz, or on 0274661119.

Yours sincerely

Chris Freke



Principal Planner - Land Use Policy and Planning South

Growth and Urban Planning Integration

Cc:

Unio Environmental Ltd

Private Bag 92518

Auckland 1141

Attention: Vijay Lala/ Nick Roberts

Email: vijay.lala@tattico.co.nz / NickR@barker.co.nz

Encl: Auckland Transport's further submission on Proposed Private Plan Change 88-
Beachlands South

**Further Submission by Auckland Transport on Proposed Private Plan Change 88
Beachlands South**

To: Auckland Council
Private Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan Change 88 from Beachlands South Limited Partnership that seeks to rezone approximately 307 hectares of land south of the Beachlands township. This includes the properties at 110 Jack Lachlan Drive; and 620, 680, 682, 702, 712, 722, 732, 740, 746, 758 and 770 Whitford-Maraetai Road, Beachlands.

From: Auckland Transport
Private Bag 92250
Auckland 1142

Introduction

1. Auckland Transport made a primary submission on Proposed Private Plan Change 88 dated 10 March 2023, represents a relevant aspect of the public interest, and also has an interest in the proposal that is greater than the interest that the general public has. Auckland Transport's grounds for specifying this are that it is a Council-Controlled Organisation of Auckland Council (**the Council**) and Road Controlling Authority for the Auckland region.
2. Auckland Transport's legislated purpose is "to contribute to an effective, efficient and safe Auckland land transport system in the public interest." Auckland Transport's role is addressed in more detail at paragraph 1.2 of its primary submission.

Scope of further submission

3. The specific parts of the submissions supported, opposed or where Auckland Transport has a neutral position providing any transport implications arising from accepting a submission are addressed, and the reasons for Auckland Transport's position are set out in **Attachment 1**.
4. The decisions which Auckland Transport seeks from the Council in terms of allowing or disallowing submissions are also set out in **Attachment 1**.

Appearance at the hearing

5. Auckland Transport wishes to be heard in support of this further submission.
6. If others make a similar further submission, Auckland Transport will consider presenting a joint case with them at the hearing.



Signed for and on behalf of Auckland Transport

Sarah Wilson
Manager, Land Use Policy and Planning, South
Growth and Urban Planning Integration

Address for service of further submitter:

Chris Freke
Principal Planner - Land Use Policy and Planning, South
Growth and Urban Planning Integration

Auckland Transport
20 Viaduct Harbour Avenue
Auckland Central
Auckland 1010
Email: Chris.Freke@at.govt.nz



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Attachment 1

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
Beachlands Avenues Limited	205.2	Submitter seeks the following relief: Require the Integrated Transport Assessment (ITA) to consider the potential effects of the future Indicative Primary Road Corridor (School) Road on any future access into 101 Jack Lachlan Drive; and to identify an intersection location which can efficiently and safely provide access to both 101 Jack Lachlan Drive and the Proposed Plan Change area (either through a single or staggered intersection).	Support in part	Auckland Transport is supportive of an ITA considering the potential effects on access to 101 Jack Lachlan Drive so as to ensure appropriate access is provided to the site.		Disallow the submitter's relief to the extent that it seeks for the Plan Change to be approved. Allow the submitter's relief (if the Plan Change is approved) to the extent of identification of an intersection location that is integrated with access to 101 Jack Lachlan Drive.
Beachlands Avenues Limited	205.3	Submitter seeks following relief: Amend Precinct Plan B - Movement Network, so that it shows the exact proposed location of the Primary Road Corridor (School) Road intersection with Jack Lachlan Drive in a position that does not compromise future access to 101 Jack Lachlan Drive.	Support in part	Submitter seeks amendments to precinct plan B to show the location of location of Primary Road Corridor (School) Road intersection with Jack Lachlan Drive in a position that does not compromise future access to 101 Jack Lachlan Drive. Auckland Transport would be supportive of this being illustrated		Disallow the submitter's relief to the extent that it seeks for the Plan Change to be approved. Allow the submitter's relief (if the Plan Change is approved) to show the identified intersection and access.
Beachlands Avenues Limited	205.4	Submitter seeks that a new Figure 20 is added in the Beachlands South Precinct which provides the concept design of the intersection	Oppose	Auckland Transport is supportive of having detailed concept design of intersections		Disallow the submitter's relief.



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission further	Decision sought
		with Jack Lachlan Drive, including the access into 101 Jack Lachlan Drive.		in the precinct plan; this more appropriate at resource consent stage.	
Sielia Limited	206.2-206.11	Submitter seeks to amend the proposed plan change extent to include 600 Whitford-Maraetai for a number of reasons, including that this will provide a more natural and defensible boundary.	Oppose	<p>The submitter's request to extend the boundary of the Plan Change area is not supported by a structure plan, a section 32 evaluation report, technical assessments or any mitigation measures required to support the potential additional development. The proposed extension is significant (600 Whitford-Maraetai Road is 22.4240 ha) and not incidental or consequential.</p> <p>For the above reasons, the submission is also not 'on' the Plan Change, having regard to the tests in <i>Palmerston North CC v Motor Machinists Ltd</i> [2013] NZHC 1290. Structure planning and substantial s32 analysis would be required for such an extension. There is also a real risk that persons directly or potentially directly</p>	Disallow the submitter's relief.



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
				affected by the extension have been denied an effective opportunity to respond to the additional proposed change.		
Three Pines Trust	266.4	<p>Submitter states the following:</p> <p>Table IX.4.1 Activity table A10 provides an easy default status for applications that do not match-up with these upgrade proposals. Failure to provide the identified roading, ferry and bus network upgrades results in only a default to Discretionary Activity status. So while PC88 is supported by technical experts on the basis that these upgrades will occur (making the effects acceptable), the very real prospect is that applications, and perhaps piecemeal applications at that, will be made that do not provide those upgrades. The default should be to at least Non-Complying status and strongly discouraged via associated objectives and policies that emphasise the need for the anticipated upgrades to be in place”</p> <p>Summarised differently in the SDR.</p>	Support in part	<p>The submitter is seeking that activity status is altered to be non-complying and supported by appropriate upgrades.</p> <p>If the Plan Change is approved, Auckland Transport is supportive of having stronger Precinct provisions, including stronger consent activity status.</p>	<p>Disallow the submitter’s relief to the extent that it is interpreted as endorsing the approval of the Plan Change in whole or in part (Auckland Transport notes that the submitter opposes the proposed FUZ and appears to regard the entire Plan Change as premature).</p> <p>Allow the submitter’s relief, if the Plan Change is approved, to the extent that the activity status is strengthened.</p>	
Auckland Council	345.4 to 345.14	<p>Broadly, the submitter seeks that, if the Plan Change is approved, the Precinct provisions are amended in a range of ways to address transport infrastructure and staging concerns:</p> <p>(a) Amendments to incorporate any additional required upgrades (beyond those identified in the ITA) identified as necessary through further assessment, including (without</p>	Support	Auckland Transport supports the submitter’s relief (if the Plan Change is approved) of amending the specified Precinct provisions to provide greater protection to the transport network and ensure	Allow the submitter’s relief, if the Plan Change is approved, to the extent of the inclusion of appropriately worded Precinct provisions.	



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
		<p>limitation) to address matters raised in Auckland Transport's submission; and</p> <p>(b) Amendments to the precinct description, objectives, policies, standards, and other provisions (including e.g. precinct maps) to ensure that urban development does not occur in advance of necessary transport infrastructure being in place and operational.</p>		that urban development does not occur in advance of necessary transport infrastructure being in place and operational.		
Angela Mary Mason	348.5	<p>Submitters seeks the following relief:</p> <p>Require road access to the secondary college facility be vested to the Council, to ensure free public access to and from the college site. Development standards should require that this vested road reserve be of a sufficient width and form to accommodate safe bicycle lanes and pedestrian footpaths, so that high school students are encouraged to bike, scooter, and/or walk to the college campus. To facilitate access from the existing Beachlands community, improvements to Jack Lachlan Drive should be made, including pedestrian footpaths and a bicycle lane along both sides of this road and a speed limit reduction to 50km/h.</p>	Support in part	<p>Auckland Transport would be supportive of ensuring that appropriate access for all modes is provided to a future school facility, as requested by the submitter, if the Plan Change is approved.</p> <p>Any indicative roads should have the appropriate transport requirements detailed in the requested road standards table.</p>		<p>Disallow the submitter's relief to the extent that it seeks for the Plan Change to be approved.</p> <p>Allow the submitters relief, if the Plan Change is approved, to the extent that the precinct provisions be updated to include appropriate access provisions.</p>
Angela Mary Mason	348.7	<p>Submitter seeks the following relief:</p>	Oppose in part	The submitter's intent is supported however the location of bus stops is		Disallow the submitter's relief.



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
		Amend plan change to include a stop for the proposed Pine Harbour shuttle on the road to/from the college and Jack Lachlan Road, within 50m of the college campus entrance. Similarly, that a bus stop be located within a 50m radius of the college, so that high school students can access public bus services to Maraetai and Whitford, and beyond.		generally not required within Precinct provisions and is usually determined when assessing the general access arrangements associated with a notice of requirement for a school.		
Beachlands South Limited Partnership	351.4	Submitter seeks to incorporate separate and/or additional transport infrastructure upgrades in the PC88 precinct provisions relating to the timing and delivery of the primary and/or secondary school planned in the Community sub-precinct.	Support in part	Auckland Transport would be supportive of having strengthened precinct provisions for the timing and delivery of the primary and/or secondary school, if the Plan Change is approved.		Disallow the submitter's relief to the extent that it seeks for the Plan Change to be approved. Allow the submitter's relief, if the Plan Change is approved, to the extent of inclusion of new precinct provisions.
Beachlands South Limited Partnership	351.7	Submitter seeks the following relief: Insert the requirement for a 'Travel Management Plan' as a Special Information Requirement in the PC88 provisions, as follows: <u>A Travel Management Plan (TMP) is required for commercial activities greater than 500m² within this precinct. A TMP must be prepared by a suitably qualified and experienced person and include:</u>	Support in part	Auckland Transport would be supportive of the inclusion of a travel management plan as a special information requirement in the precinct provisions, if the Plan Change is approved.		Disallow the submitter's relief to the extent that it seeks for the Plan Change to be approved. Allow the submitter's relief to the extent of the inclusion of appropriately worded precinct provisions requiring preparation of a Travel Management Plan, if the Plan Change is approved.



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
		<p><u>(a) Operational measures to be established on-site to encourage reduced vehicle trips;</u></p> <p><u>(b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;</u></p> <p><u>(c) Details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and</u></p> <p><u>(d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.</u></p>				
Beachlands South Limited Partnership	351.9	<p>Submitter seeks the following relief:</p> <p>Update standard I.7.14 Residential Density Standards and any other related provisions of PC88 to align with the development and outcomes of PC78.</p>	Oppose in part	Auckland Transport recognises that the PC78 is still ongoing.		Disallow the submitter's relief unless the PC78 decisions are available and have been assessed for suitability for inclusion with PC88.
Manukau Quarries Limited Partnership	352.3	<p>Submitter seeks the following relief:</p> <p>Amend so default permitted activity status is adopted for industrial activities within the Employment Precinct, as opposed to restricted discretionary activity status.</p>	Oppose	Auckland Transport does not support permitted activity status given the potential need for provisions to address the transport effects from development.		Disallow the submitter's relief for the Plan Change to be approved.
Ministry of Education	357.5	<p>Submitter seeks to:</p> <p>Amend Policy (12) Promote a mode shift to public transport and active modes by:</p>	Support in part	Auckland Transport supports the relief sought by the		Disallow the submitter's relief to the extent that it could be



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission	Auckland further	Decision sought
		<p>(a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and</p> <p>(b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads.</p> <p>(c) <u>Ensuring connections and linkages are effectively integrated within the Precinct and into the existing Beachlands settlement.</u></p>		submitter, if the Plan Change is approved, which seeks to introduce a new policy ensuring appropriate connectivity.		<p>seen as endorsing the approval of the Plan Change.</p> <p>If the Plan Change is approved, allow the submitter's relief for the introduction of a new policy.</p>
Ministry of Education	357.6	<p>Submitter seeks to: Amend Policy (17) Encourage streets to be attractively designed to appropriately provide for all modes of transport by:</p> <p>(a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and</p> <p>(b) Providing for and prioritizing active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations <u>in the Precinct and the existing Beachlands settlement</u>; and</p> <p>(c) Providing for the safe and efficient movement of vehicles.</p>	Support in part	Auckland Transport supports the amendments identified in the submitter's relief to Policy 17.		<p>Disallow the submitter's relief to the extent that it could be seen as endorsing the approval of the Plan Change.</p> <p>If the Plan Change is approved, allow the submitter's relief to include the amendments to Policy 17.</p>
Ministry of Education	357.7	<p>Submitter seeks to: Amend Policy (18) Establish an integrated movement and public open space network within and across the precinct as</p>	Support in part	Auckland Transport supports the amendments identified in		Disallow the submitter's relief to the extent that it could be



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland further submission	Decision sought
		indicatively shown on Precinct Plan 3, including: (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways <u>in the Precinct and connecting to the existing Beachlands settlement</u> ;		the submitter's relief to Policy 18	seen as endorsing the approval of the Plan Change. If the Plan Change is approved, allow the submitter's relief to include the amendments to Policy 18.
Ministry of Education	357.13	Submitter requests the following relief: Staging of Development with Transport Upgrades (1) Prior to the operation of any light industrial activities in sub-precinct F or education facility in sub-precinct C , Jack Lachlan Drive must be upgraded to provide two-way walking and cycling active modes along the full length of one side of the road.	Oppose	Auckland Transport is unsupportive of the submitter's requested relief to remove education facilities in sub-precinct C from the transport upgrade requirements. An education facility would need to be supported by appropriate upgrades to active modes.	Disallow the submitter's relief to remove education facilities from the transport upgrade requirements.

ANNEXURE C

A copy of the PPC 88 decision

Proposed Private Plan Change 88 to the Auckland Unitary Plan



Decision following the hearing of a Plan Change to the Auckland Unitary Plan under the Resource Management Act 1991

Proposal

The private plan change seeks to rezone approximately 307 hectares of land south of the Beachlands township from Rural – Countryside Living to a combination of live residential, business and open space zones, with a new precinct and SMAF-1 Control (northern portion of land, 159.54 hectares) and Future Urban Zone (southern portion of land, 147.58 hectares).

This plan change is GRANTED. The reasons are set out below.

Private Plan Change:	88
Site address:	110 Jack Lachlan Drive; and 620, 680, 682, 702, 712, 722, 732, 740, 746, 758 and 770 Whitford-Maraetai Road, Beachlands
Applicant:	Beachlands South Limited Partnership
Hearing commenced:	Monday 27 November 2023, 9.40 a.m.
Hearing panel:	Vanessa Hamm (Chairperson) Dr Ian Boothroyd Trevor Mackie
Appearances:	<u>For the Applicant:</u> <ul style="list-style-type: none">- Bill Loutit, Legal- Rachel Abraham, Legal- Brett Russell, Corporate, Russell Property Group- William Goodwin, Corporate, NZ Super Fund- Jada MacFie, Ngāi Tai Ki Tāmaki/Mana Whenua/Cultural- Nick Roberts, Strategic Planning- Vijay Lala, Strategic Planning- Peter Philips, Social Effects and Well-functioning Urban Environment- Matt Baber, Terrestrial Ecology, Wetlands and Coastal Birds- Nick Barrett-Boyes, Master Planning and Urban design- Alistair Ray, Master Planning and Urban design- Stephen Brown, Landscape- Andrew Williams, Global Sustainability Trends- Stuart Dun, Master Planning Sustainability- Bevan Wilmshurst, Vehicle Emissions

	<ul style="list-style-type: none"> - Tim Heath, Economics - Phil Osborne, Economics – Infrastructure Funding - Gareth Williams, Wastewater - Campbell McGregor, Earthworks and Stormwater - Brett Sinclair, Water Modelling - Maria Johnson, Water Supply - Brett Harries, Transport - Daryl Hughes, Transport - Leo Hills, Transport Peer Review - Paul Harper, Ferry Operations (Sealink) <p><u>Tabled statements for the applicant:</u></p> <ul style="list-style-type: none"> - Bevan Hames (Ngai Tai Hapai Development) - James Allen (Rural Productivity) - Nathalie O'Rourke (Contaminated Land) - Glen Farley (Archaeology) - Sharleen Yalden (Contaminant Load Modelling) - Peter Quilter (Coastal Engineer) - Wageed Kamish (Metals Accumulation and Polishing Wetlands for Treated Effluent) - Campbell Stewart (Erosion and Sediment Control) - Dean Miller (Stream Ecology) - Mark Delaney (Peer Review: Wetland and Stream Ecology) - Susan Jackson (Marine Ecology) - Mark Thomas (Geotechnical Engineering) - Richard Reinen-Hamill (Coastal Hazards) <p><u>For the Submitters:</u></p> <ul style="list-style-type: none"> - Auckland Transport represented by: <ul style="list-style-type: none"> o Matt Allan, Legal o Rowan Ashton, Legal o Felix Drissner-Devine, Legal o Catherine Heppelthwaite, Planning o Matthew Rednall, Corporate o Steven Dudley, Transport Planning o Leslie Lewer, Quantity Surveying o Mark Laing, Traffic Engineering o Chris Freke, Planning - Auckland Council represented by: <ul style="list-style-type: none"> o Matt Allan, Legal o Rowan Ashton, Legal o Felix Drissner-Devine, Legal o Brigid Duffield, Corporate - Infrastructure Funding and Financing o Adrien Bouzonville, Greenhouse Gas Emissions o Paul Crimmins, Greenhouse Gas Emissions o Peter Reaburn, Planning - Whitford Coast Society Incorporated represented by Anthony John Hopkins and Rodger Shepherd - Daniel Ian Beesley
--	---

	<ul style="list-style-type: none"> - Dennis Raymond Bartlett - Helen Mary Cahill - Lyndsay Gerard Turner - Manukau Quarries Limited Partnership represented by Daniel Nakhle, Corporate and Terry Church, Transport - Angela Mary Mason - Heritage New Zealand Pouhere Taonga represented by Alice Morris, Planning - Watercare Services Limited represented by Mark Iszard - Philip Malcom Granger - Stephen Andrew Opie - Whitford Residents and Ratepayers Association Incorporated represented by: <ul style="list-style-type: none"> o Nick Williamson, Planning o Darin Watts, lay evidence o Ross Robertson, lay evidence o Maurice Hinton, lay evidence <p><u>Tabled statements for the submitters:</u></p> <ul style="list-style-type: none"> - Beachlands Avenues Limited - Karen Cowie - Murray R Stevens - Fire and Emergency New Zealand - Monika Olds - Ministry of Education - Charlotte Lowe - Jeffery Potkins - Pine Harbour Marina Limited - Craig Shearer - Dirk De Jong <p><u>For the Local Board:</u> Franklin Local Board represented by</p> <ul style="list-style-type: none"> - Angela Fulljames, Chairperson - Amanda Hopkins, Member <p><u>For Council:</u></p> <ul style="list-style-type: none"> - Chloe Trenouth, Planner - Craig Cairncross, Team Leader - Rebecca Skidmore, Landscape and Visual - Derek Foy, Economics - Wes Edwards, Transport - Amber Tsang, Healthy Waters - Zheng Qian, Healthy Waters - Patrice Baillargeon, Senior Hearings Advisor
Hearing adjourned	Friday, 1 December 2023 at 3.59pm
Commissioners' site visit	7 November 2023 29 November 2023
Hearing Closed:	15 December 2023

INTRODUCTION

1. This decision is made on behalf of the Auckland Council (**the Council**) by Independent Hearing Commissioners Vanessa Hamm (Chairperson), Dr Ian Boothroyd and Trevor Mackie appointed and acting under delegated authority under sections 34 and 34A of the Resource Management Act 1991 (**the RMA**).
2. The Commissioners have been given delegated authority by the Council to make a decision on Plan Change 88 (**PC 88**) to the Auckland Council Unitary Plan Operative in Part (**the AUP**). In making our decision, we have considered all the material put before us including the private plan change request, submissions, the section 32 and 32AA evaluations, the reports prepared by the officers for the hearing, the Joint Witness Statements (**JWS**), legal submissions and evidence (both expert and lay) for the applicant and submitters, reply legal submissions, and material tabled before and during the hearing of submissions.
3. PC 88 is a private plan change that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).
4. PC 88 was publicly notified on 26 January 2023 and closed for submissions on 24 February 2023 (extended to 10 March 2023). The summary of submissions was notified on 12 May 2023 and closed for further submissions on 26 May 2023. 383 submissions were received, including 2 late submissions and 12 further submissions.

EXECUTIVE SUMMARY OF DECISION

5. We set out at a high level our key findings in this Executive Summary. Our decision also addresses other matters that are not included in the Executive Summary.
6. In summary:
 - (a) We have approved PC 88 including the Future Urban Zone (**FUZ**).
 - (b) PC 88 gives effect to the National Policy Statement on Urban Development (**NPSUD**) and the Regional Policy Statement (**RPS**). It delivers a well-functioning urban environment under the NPSUD including with respect to accessibility and reductions in greenhouse gas emissions. With respect to the RPS, B2.6 provides a pathway for the plan change, and it meets the overarching objectives of B2.2.
 - (c) With respect to transport related matters, we are satisfied that:
 - (i) The Applicant's modelling is appropriate and that the transport related upgrades identified by the Applicant are those necessary to address adverse effects arising from PC 88 and give effect to the NPSUD and RPS;
 - (ii) The Staging of Subdivision and Development with Transport Upgrades provisions (1.7.3), and the other associated precinct provisions, are

appropriate and workable and will ensure the necessary transport infrastructure related upgrades are provided prior to or at the same time as subdivision and development.

- (d) With respect to the integration of funding with infrastructure to be delivered to support PC 88, we have confidence in the mechanisms proposed by the Applicant.
- (e) We have largely adopted the precinct provisions for PC 88 as set out in the Applicant's reply submissions, but with some amendments which are detailed in the body of our decision.

SUMMARY OF PLAN CHANGE

- 7. The proposed plan change is described in detail in the Applicant's plan change request, the Council's s 42A hearing report (**Hearing Report**), and the joint planning evidence of Mr Lala and Mr Roberts. A summary of key components of the plan change is set out below.
- 8. The land subject to PC 88 is currently zoned Rural – Countryside Living and is located immediately south of existing Beachlands. PC 88 proposes both a live zone and a FUZ:
 - (a) The live zone, being the northern portion of the land (159.54 hectares) which is essentially the existing Formosa Golf Course, as notified, proposed a variety of urban zones as follows:
 - Residential – Terrace Housing and Apartment Buildings zone (**THAB**)
 - Residential – Mixed Housing Urban zone (**MHU**)
 - Residential – Large Lot zone (**LLZ**)
 - Business – Local Centre zone (**LCZ**)
 - Business - Mixed Use zone (**MUZ**)
 - Business - Light Industry zone (**LIZ**)
 - Open Space – Sport and Active Recreation zone (**OSSAR**).
 - (b) The FUZ, being the southern portion of land (147.58 hectares), which lies to the south and south/east of the Formosa Golf Course.
- 9. During the hearing process, the Applicant made some amendments to the plan change request in response to the Hearing Report and submitters' concerns. These included:¹
 - (a) An increase in the overall area of Business zoned land by approximately 7 hectares (from around 25 hectares to around 32 hectares) with associated adjustments to residential and open space land;

¹ The zone adjustments are set out in the Rebuttal Evidence of Vijay Nagan Lala and Nicholas Jon Roberts at paragraph 10.2.

(b) A decrease in the overall area of Residential zoned land by approximately 3 hectares (from around 130 hectares to around 127 hectares);

(c) Removal of the OSSAR (4.2 hectares). This is now proposed to be MUZ;

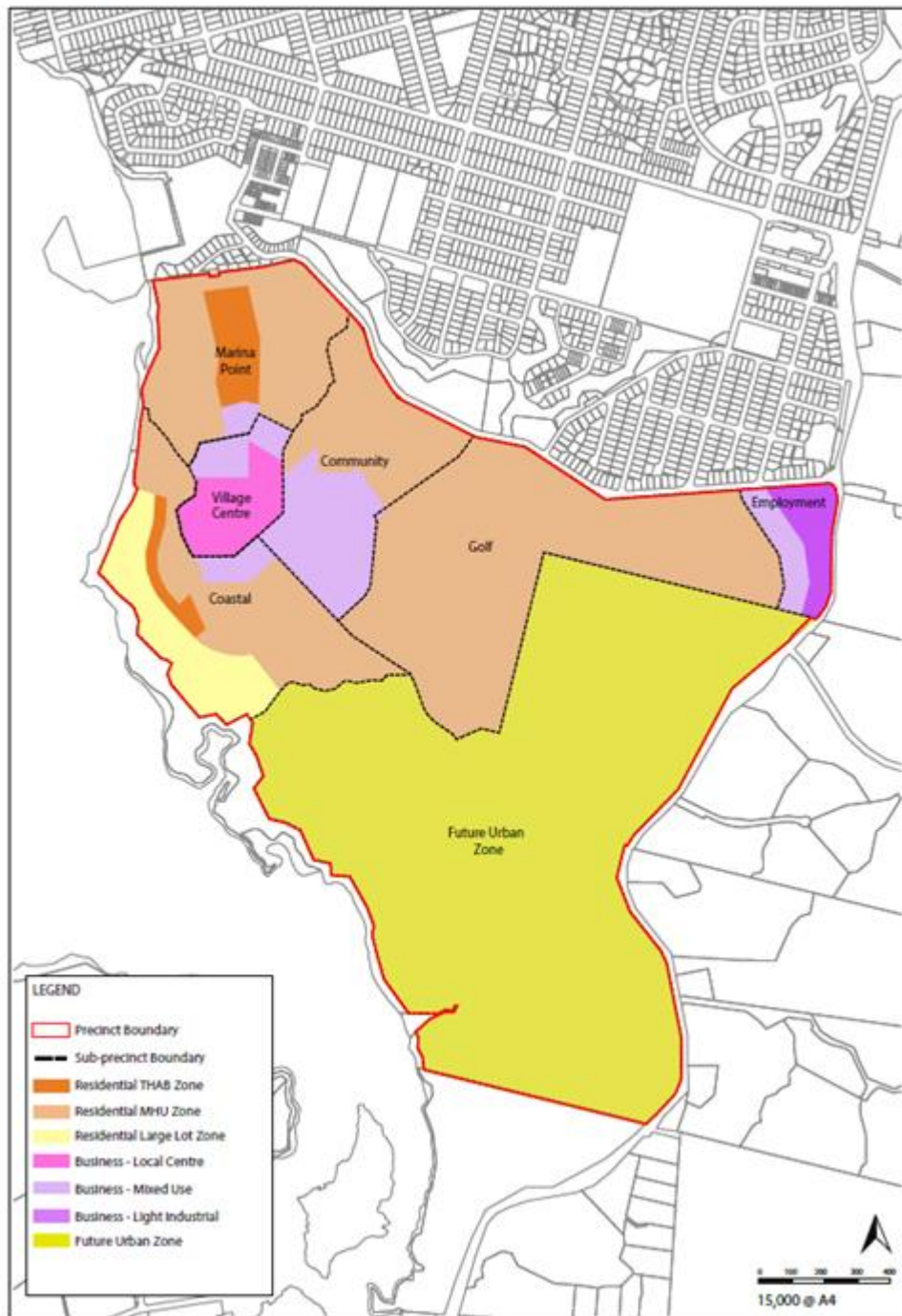
(d) Amendments to precinct plans including:

- Removal of Stormwater Management Area Flow 1 Control from FUZ;
- Precinct Plan 1 Additional Controls and Overlays Plan to identify both Height Variation Control areas are 24m;
- Precinct Plan 3 Structuring Elements to identify all elements are indicative and subject to detailed design and investigation as part of the resource consent process;
- Precinct Plan 4 Cultural Landscape to confirm indicative location of archaeological sites;
- Precinct Plan 5 Movement Network to only apply to the proposed live zoned area of the plan change and confirm indicative through routes to Whitford Maraetai Road;
- Precinct Plan 6 Transport Staging and Upgrades to identify additional upgrades including the intersection of Sommerville Road/Whitford Road/Point View Road and the Whitford Bypass; and

(e) Various amendments to the precinct provisions.

10. The final version of the precinct provisions proposed were provided with the reply legal submissions from the Applicant. The figure below shows the proposed AUP zoning proposed by PC 88 as presented at the hearing and in the reply:

Zoning and Sub-precincts Plan



11. There are a series of related precinct plans one of which is a plan depicting the proposed “EPAN” (Ecological Protected Area Network). This is an area which totals 88.7 ha across both the proposed live zone and FUZ, and includes terrestrial revegetation and habitat enhancement, vegetation buffers, native wetland enrichment planting, and associated weed/pest control programmes.

SUBMISSIONS ON THE PLAN CHANGE

12. Most submission points (85 per cent)² seek that PC 88 be declined or declined but if approved amended. The Hearing Report considered submissions under the following topics:³
- Supporting PC 88 in its entirety
 - Submissions on growth and extent of the plan change area
 - Submissions on heritage and cultural values
 - Submissions on landscape, character, and amenity
 - Submissions on environmental impacts
 - Submissions on transport
 - Submissions on water and wastewater
 - Submissions on stormwater and flooding
 - Submissions on social infrastructure
 - Submissions on open space and recreation
 - Submissions on infrastructure funding
 - BSLP submission
13. We address submitters' concerns in some detail below. Of particular significance to this decision are:
- (a) The submissions of Auckland Council as submitter (**ACS**) and Auckland Transport (**AT**), who opposed the approval of PC 88 particularly on the basis of:
- (i) Strategic planning matters and whether PC 88 is in an appropriate location;
 - (ii) Traffic/transport implications and integration, including funding concerns; and
 - (iii) Concerns with respect to greenhouse gas emissions;
- (b) Concerns about transport (raised by over a third of all submissions)⁴ which generally seek that PC 88 be declined or if approved, amended to ensure required transport upgrades are provided to support growth.
14. Concerns about impacts on the character of Whitford Village, primarily as a result of the proposed upgrade to the Whitford Roundabout, were also raised by a number of submitters.
15. Many submitters had fall back positions with respect to PC 88, that if approved, PC 88 be approved subject to changes. Key issues raised in this regard are:
- (a) Whether the FUZ should be confirmed;

² Hearing Report at paragraph 5.

³ Hearing Report at Section 11.

⁴ Hearing Report at paragraph 342.

- (b) The transport triggers to be included in the precinct provisions;
- (c) The activity status and policy framework for subdivision and development not complying with the transport triggers standard, and subdivision and development above 2,700 dwellings;
- (d) Outstanding matters of detail raised by submitters with respect to their interests, and or specific topics, such as the appropriate Height Variation Control in the MUZ.

HEARING PROCESS

Hearing Report – Officer’s Recommendation

- 16. The Hearing Report was prepared by Ms Trenouth who was assisted by technical input from a number of experts. Ms Trenouth recommended that PC 88 be refused because the location for growth does not achieve a quality compact urban form or contribute to a well-functioning urban environment and is not integrated with the adequate provision of transport and water infrastructure and therefore does not give effect to the RPS.⁵
- 17. However, in the event that we would determine that PC 88 should be approved, Ms Trenouth helpfully recommended amendments to PC 88.⁶
- 18. Ms Trenouth provided an addendum to the Hearing Report (**Addendum Hearing Report**) prior to the commencement of the hearing, which considered amendments proposed to PC 88 as a result of expert conferencing. The Addendum Hearing Report acknowledged that several matters in contention had been resolved, although Ms Trenouth was still of the opinion that PC 88 should be declined.

Local Board Comments

- 19. The Hearing Report addressed the position of the Franklin Local Board by reproducing a resolution passed by the Franklin Local Board at its August 2022 meeting.⁷ The resolution noted matters about road infrastructure, public transport, water, ecology, visual impact, other infrastructure, provision for a high school, economic benefit, and walkways and amenities.
- 20. The Franklin Local Board appeared before us at the hearing and spoke to these matters.

Expert Conferencing

- 21. After the exchange of evidence by submitters, expert conferencing took place with the assistance of Marlene Olliver, independent facilitator, who coordinated the expert conferencing. This resulted in the production of a number of JWS as follows:

⁵ Hearing Report at paragraph 440.

⁶ Hearing Report, Attachment 10.

⁷ Hearing Report at Section 9.2.

- (a) JWS Ecology and Planning – 27 October 2023;
 - (b) JWS Landscape and Planning – 27 October 2023;
 - (c) JWS Heritage and Planning – 27 October 2023;
 - (d) JWS Potable Water, Wastewater and Planning – 30 October 2023;
 - (e) JWS Stormwater/Flooding and Planning – 31 October 2023;
 - (f) JWS Transport and Planning – 1 November 2023;
 - (g) JWS Strategic, Sustainability and Planning – 2 November 2023;
 - (h) JWS Transport and Planning – 3 November 2023;
 - (i) JWS Planning – 8 November 2023.
22. Through this process, a number of technical issues were either resolved or considerably narrowed. We particularly note the following:
- (a) There were no unresolved matters relating to the consideration and management of ecological effects or the National Policy Statement for Indigenous Biodiversity (**NPSIB**).⁸
 - (b) There were no remaining issues in contention for heritage,⁹ noting that there was a related issue remaining in contention as to whether the pā site should be scheduled in the AUP.
 - (c) There was agreement that the SMAF 1 control over the FUZ land should be removed.¹⁰
 - (d) Subject to agreement on the most appropriate provisions to address flooding risk, there were no remaining issues in contention for stormwater and flooding.¹¹
 - (e) Water supply was similarly non-contentious. All experts agreed that for the purposes of processing PC 88 there is sufficient water supply to service the proposed live zoned component of PC 88. The proposed FUZ zone area would require a further assessment prior to any future plan change to live zone that land. There were no unresolved issues relating to drinking water quality.¹²
 - (f) There were no outstanding issues in contention in relation to open space.¹³

⁸ JWS Ecology and Planning.

⁹ JWS Heritage and Planning.

¹⁰ JWS Stormwater/Flooding and Planning.

¹¹ JWS Stormwater/Flooding and Planning.

¹² JWS Potable Water, Wastewater and Planning.

¹³ JWS Planning.

23. We have relied on the JWS in reaching our decision, particularly as regards the resolution of technical matters, where there was no other technical evidence to the contrary.

Hearing

24. We required the pre-circulation of expert evidence and as described above, expert conferencing took place prior to the hearing. We therefore had in pre-circulated form, statements of expert evidence for the applicant and submitters, and the JWS.
25. Prior to the hearing, all the Commissioners visited Beachlands and the local surroundings. On 7 November 2023 we spent approximately two hours at the Formosa Golf Course where we took in key locations within the live zone proposed by PC 88. We also sighted the proposed FUZ. In addition, we took in the existing Beachlands settlement, Pine Harbour, the two shopping areas within Beachlands, the Whitford-Maraetai Road and key intersections.
26. Given the nature of the submissions on PC 88 with respect to transport, we undertook a further site visit during the hearing. On the morning of 29 November 2023 we drove to Beachlands, arriving at the ferry terminal around 7.30am. We observed two ferries depart which were both reasonably full. We then drove back to Howick. We arrived at the intersection of Whitford-Maraetai Road and Jack Lachlan Drive at about 8.08am where we waited about a minute before turning right on to Whitford-Maraetai Road. We arrived back at Howick at 8.33am after spending around two to three minutes in the lead up to the Whitford Sommerville roundabout.
27. The hearing commenced on 27 November 2023. The private plan change applicant Beachlands South Limited Partnership (**BSLP**) is a partnership between the following entities:
- (a) MIB Limited Partnership, comprising limited partners Russell Property Group and Rob Bassett;
 - (b) NZSF Beachlands Ltd (a New Zealand Superannuation Fund entity); and
 - (c) Ngāi Tai Hāpai Development Limited Partnership, representing 6 iwi and who also jointly own Macleans College land.
28. The hearing commenced with a karakia from Ngāi Tai ki Tāmaki.
29. The hearing included remote access (audio visual means) via Teams, which meant that anyone was able to observe the hearing virtually. Several witnesses also appeared remotely.
30. This decision does not include a section 'Summary of Evidence'. All of the evidence is publicly available on the relevant Council web page, together with a recording of the hearing. We address evidence as necessary and appropriate where we address the subject matter or the proposed PC 88 provisions to which submissions relate.

31. The hearing concluded on 1 December 2023 with a high level verbal reply from the Applicant. Reply legal submissions were subsequently filed on 13 December 2023. We determined that the hearing could be closed on 15 December 2023.

PROCEDURAL MATTERS AND LATE SUBMISSIONS

Late Submissions

32. Two late submissions were received by the Council. Pursuant to section 37 of the RMA, the time for receiving submissions was extended to accept those late submissions.¹⁴

STATUTORY CONTEXT

33. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements were set out in the Hearing Report, the Addendum Hearing report, and the legal submissions from the Applicant and ACS/AT.¹⁵
34. Clause 10 of Schedule 1 to the RMA requires that this decision must include the reasons for accepting or rejecting submissions.
35. In this case, for the reasons set out in this decision, we have not accepted the Council's recommendation to refuse PC 88. Therefore, our decisions on submissions do not generally follow the recommendations set out in the Hearing Report and Addendum Hearing Report. For ease of reference we have included in Attachment 2 the Council's recommendations from the Addendum Hearing Report, with our decisions recorded alongside. Attachment 2 should be read in conjunction with this decision.
36. This decision must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with s 32AA of the RMA.
37. The Applicant in its private plan change request provided an evaluation pursuant to s 32 of the RMA.¹⁶ The evidence for the Applicant included a s 32AA assessment.¹⁷
38. The further evaluation required by s 32AA of the RMA must be undertaken at a level of detail that corresponds to the scale and significance of the changes.¹⁸ We are satisfied that this decision, which addresses the modifications made by the Applicant in reply, and our further modifications, satisfies s 32AA requirements.
39. Having considered the evidence and relevant background documents, we are satisfied, overall, that PC 88 has been developed in accordance with the relevant statutory and policy matters with regard to the Council's functions, and the

¹⁴ Submitters Angela Reilly and Margaret Robertson.

¹⁵ See for example Synopsis of Legal Submissions for the Applicant at Section 5.

¹⁶ Unio Environmental, Private Plan Change Request – Section 32 Assessment Report.

¹⁷ Joint Planning Evidence of Vijay Lala and Nick Roberts, Appendix 1 Section 32AA Evaluation.

¹⁸ RMA, s 32AA(1)(c).

requirement to give effect to the NPSUD and RPS. PC 88 will also assist the Council in its effective administration of the AUP particularly given the detailed precinct provisions within PC 88.

40. We must consider whether PC 88 gives effect to any national policy statement or the New Zealand Coastal Policy Statement (**NZCPS**),¹⁹ and complies with any other regulations or statutes.²⁰

National Policy Statement on Urban Development

41. The NPSUD was gazetted on 23 July 2020, and came into force on 20 August 2020. It applies to all local authorities that have all or part of an urban environment within their District. Auckland City is listed as a “Tier 1” local authority.
42. The purpose of the NPSUD is to:
- (a) Have well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future; and
 - (b) Provide sufficient development capacity to meet the different needs of people and communities.
43. We address the NPSUD in more detail later in this decision, given that it is a key matter in contention.

Regional Policy Statement

44. The purpose of the RPS is to achieve the purpose of the RMA by providing: an overview of the resource management issues of the region; and policies and methods to achieve integrated management of the natural and physical resources of the whole region.
45. PC 88 must also give effect to the RPS. Whether it does so is also a key matter in contention which we address later in this decision in more detail.

Other National Policy Statements

46. Other National Policy Statements are relevant to our decision, being the:
- (a) NZCPS;
 - (b) National Policy Statement for Freshwater Management (**NPSFM**);
 - (c) NPSIB.

¹⁹ RMA, ss 75(3)(a) and (b).

²⁰ RMA, ss 74(1).

47. The Applicant's assessment was that PC 88 gives effect to the NZCPS and NPSFM, and the Hearing Report confirmed that Ms Trenouth agreed with these assessments.²¹
48. Prior to expert conferencing, whether PC 88 gave effect to the NPSIB remained a matter in contention, however following expert conferencing this was not an outstanding issue. The Addendum Hearing Report confirmed that Ms Trenouth agreed that PC 88 was consistent with the NPSIB.²²
49. We also considered the relevance of the National Policy Statement on Highly Productive Land (**NPSHPL**). As set out in the Hearing Report, this came into force on 17 October 2022 and requires the protection of highly productive land that is zoned either general rural or rural production, and is predominantly LUC 1, 2 or 3 land, and forms a large and geographically cohesive area (clause 3.4(1)). The plan change area is zoned Rural – Country Living in the AUP and as such is not considered highly productive land. Therefore, the NPSHPL is not considered relevant to the consideration of the Plan Change.²³
50. We agree that these national policy statements are either relevant and are given effect to, or (in the case of the NPSHPL) are not relevant, and do not discuss these further in this decision.

National environmental standards or regulations

51. The following national environmental standards (**NES**) or regulations were identified as being relevant to PC 88:
 - (a) NES Freshwater;
 - (b) NES on assessing and managing contaminants into soil to protect human health;
 - (c) NES for sources of human drinking water; and
 - (d) Water Services (Drinking Water Standards for New Zealand) Regulations 2022.
52. The Hearing Report noted agreement with the Applicant's assessment that PC 88 was consistent with the NES Freshwater and for Contaminated Land.²⁴ The Hearing Report expressed some minor reservation with respect to drinking water, primarily the Water Services (Drinking Water Standards for New Zealand) Regulations 2022,²⁵ but following expert conferencing whereby the experts agreed that there were no unresolved issues relating to drinking water quality to be addressed under PC 88, this was resolved.

²¹ Hearing Report at paragraphs 101 and 103.

²² Addendum Hearing report at paragraph 61.

²³ Hearing Report at paragraph 98.

²⁴ Hearing Report at paragraph 106.

²⁵ Hearing Report at paragraphs 107-109.

53. Accordingly, we are satisfied that PC 88 does not raise any issues as to consistency with any NES or regulations, and do not discuss these further in this decision.

Climate change and greenhouse gas emissions

54. Relevant to our determination of this matter, we must have regard to any Emissions Reduction Plan and National Adaptation Plan made in accordance with sections 5ZI and 5ZS of the Climate Change Response Act 2002.²⁶ Both are relevant to our decision.
55. The Emissions Reduction Plan received considerable attention through the hearing process, and we address this more fully below given that the matter of emissions reduction arises also through the NPSUD.
56. With respect to the National Adaptation Plan, one submission sought that PC 88 be declined as it does not have regard to either the Emissions Reduction Plan or the National Adaptation Plan.²⁷ However, this matter was not otherwise raised or in dispute. The evidence before us is that there are no outstanding hazard issues of a coastal hazard nature,²⁸ subject to the wording of provisions, there are no remaining issues in contention for stormwater and flooding,²⁹ suitable options have been identified for wastewater servicing,³⁰ and there are no remaining issues of contention with respect to water supply.³¹ Accordingly, we have had regard to the National Adaptation Plan, and consider that from a climate resilience perspective PC 88 is appropriately located and designed.

Other relevant legislation

57. We record two other statutes which we do not discuss further in this decision:
- (a) The Ngāi Tai ki Tāmaki Claims Settlement Act 2018.³² Pursuant to that Act, the coastal marine area adjacent to PC 88 is identified as a statutory acknowledgement area (CMA (OTS-403-128), Hauraki Gulf/Tikapa Moana). Based on the Cultural Values Assessment provided by Ngāi Tai ki Tāmaki and the precinct provisions that recognise and provide for protection of the cultural landscape values within the plan change area, we agree that no issues arise with respect to that legislation.
- (b) The Hauraki Gulf Marine Park Act 2000. The Hearing Report adopted the Applicant's assessment on this, and we agree that, PC 88 does not conflict with

²⁶ RMA, s 74(2)(d) and (e).

²⁷ Equal Justice Project, submission 146.1.

²⁸ Hearing Report at paragraph 241: potential coastal hazard effects are considered to be appropriately managed.

²⁹ Addendum Hearing Report at paragraph 38.

³⁰ Hearing Report at paragraph 221.

³¹ Addendum Hearing Report at paragraph 42.

³² Hearing Report at paragraph 119.

sections 7 and 8 of that Act because any potential adverse effects on coastal water quality will be appropriately managed.³³

Plan Change 78

58. The majority of the northern portion of PC 88 is proposed to be zoned MHU. As the plan change area is currently zoned Countryside Living, Plan Change 78 – Intensification (PC 78) does not apply to it. PC 78 identifies the MHU zone to be the most widespread residential zone covering most of urban Auckland and incorporates the medium density residential standards (MDRS). It is a reasonably high-intensity zone, with development of typically three-storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments. The existing Beachlands settlement was exempted from the intensification plan change, due to the ‘qualifying matter’ of transport infrastructure, including costs of upgrading roads and ferries.

STRATEGIC PLANNING CONTEXT

59. The strategic planning context to this decision was discussed in detail during the hearing. In this section, we set out that context.
60. We received evidence about the Auckland Plan 2050 – Development Strategy and the Future Land Supply Strategy 2017 (**FULSS**). On 2 November 2023, Auckland Council adopted the Auckland Future Development Strategy 2023-2053 (**FDS**). We also received evidence about this, and we were told that when published, it would replace both the Auckland Plan 2050 – Development Strategy and FDS.
61. The FDS is one of the plans to which plan changes must have regard. In preparing the FDS under the Local Government Act 2002, the tests of the RMA are not legally required, nor is the document tested through a Schedule 1 process under the RMA.
62. The FDS does not provide a strong evidential basis on which to assess PC 88 against the relevant statutory tests. In particular, the FDS did not address the expansion of rural and coastal settlements beyond that already set out in the FULSS.
63. The RPS and NPSUD do provide for expansion of coastal towns and for planning to be responsive to unanticipated or out of sequence development proposals. The FDS spatial response for rural areas acknowledges more work needs to be done to specifically address growth in existing rural towns and settlements such as Beachlands. In particular, there is a supporting action to update information on rural settlements, environments, productivity and employment and develop a Rural Strategy (prioritising the southern rural area) to inform the future approach to rural areas.³⁴ Importantly, in the interim, merit-based development in areas adjacent to existing towns and settlements will be considered through relevant subsequent planning processes.

³³ Hearing Report at paragraph 118.

³⁴ Page 50.

64. This was accepted by the Planning, Environment and Parks Committee who, in adopting the FDS, came to the following resolution on 2 November 2023:

8 Adoption of the Future Development Strategy

That the Planning, Environment and Parks Committee

a) adopt the Future Development Strategy with the following addition to 4.2.3 Rural areas

i) the proposed Rural Strategy will consider the appropriateness of growth in existing rural towns and settlements and in the interim, merit-based development in areas adjacent to existing towns and settlements will be considered through relevant subsequent planning processes

b) note the extent of change from the draft FDS in response to public submissions

c) note that once published, the FDS replaces the current Development Strategy (2018) and the Future Urban Land Supply Strategy (2017) and will be considered part of the Auckland Plan 2050.”

65. The Panel was aware of this resolution and the contents of the FDS during the hearing, although it was not published in final form until January 2024. As is evident from the above paragraphs and other parts of this decision, we have had regard to the FDS in making this decision.

ISSUES IN CONTENTION

Principal issues in contention

66. Having considered the submissions and further submissions received, the hearing report, the evidence presented at the hearing and the Council officers' response to questions, the following principal issues in contention have been identified:
- (a) Whether PC 88 gives effect to the NPSUD. In this regard, does PC 88 support reductions in greenhouse gas emissions, and deliver a WFUE?
 - (b) Whether PC 88 gives effect to the RPS.
 - (c) Transport matters including particularly:
 - (i) Whether the Applicant has used appropriate assumptions in its transport assessments, including with respect to ferry transport from Pine Harbour Marina to Auckland Central such that traffic impacts on the road network as a result of PC 88 have been appropriately estimated;
 - (ii) Whether the road improvements proposed by the Applicant appropriately and adequately respond to PC 88 (both the upgrades and the timing of them); and
 - (iii) Whether, if PC 88 is approved, additional upgrades should be required, and the timing of those.

- (d) The appropriate assessment of PC 88 with respect to greenhouse gas emissions. Related to this:
 - (iv) Regard to the Emissions Reduction Plan, Te Tāruke-ā-Tāwhiri Auckland's Climate Plan, and the Transport Emissions Reduction Plan.
 - (v) The suitability of MSM modelling to estimate vehicle kilometres travelled (**VKTs**) per household and resulting transport GHG emissions from PC 88.
- (e) Whether PC 88 provides an appropriate degree of certainty of funding and financing for infrastructure required for PC 88 at the plan change stage, in the context of relevant NPSUD and RPS provisions (including the ability of the Infrastructure Funding and Financing Act 2020 (**IFF Act**) to provide a funding and financing solution).

Other issues in contention

67. There are a range of other matters in contention as follows:

- (a) The impacts of PC 88 on the character of Whitford Village.
- (b) If PC 88 is approved, whether:
 - (i) This should include or exclude the FUZ.
 - (ii) Non-complying activity status should be utilised for subdivision and development not complying with transport triggers standard, and subdivision and development above 2,700 dwellings.
 - (iii) There is an appropriate Height Variation Control in the MUZ.
 - (iv) There should be additional assessment criteria for stormwater assessment.
 - (v) A noise control should be imposed along Whitford-Maraetai Road.
 - (vi) Reference to the Sustainability Strategy should be included in the precinct provisions.
 - (vii) Pā site R11/1619 should be scheduled in the AUP.
 - (viii) The amendments requested by Fire & Emergency New Zealand have been addressed.
 - (ix) The amendments requested by Watercare Services Limited have been addressed.

Issues not in contention

68. A large number of matters were not in contention and we have described some of those in the section “Hearing Process” with respect to expert conferencing, and the section “Statutory Context” with respect to certain NPS, NES, regulations and relevant legislation.
69. In addition to those matters, we note that the following issue was not in contention:
- (a) The Ministry of Education tabled a submission seeking details amendments to the precinct provisions.³⁵ The Applicant has included the Ministry’s requested amendments in the precinct provisions.
70. We also note that while we had evidence before us with parties requesting some specific and detailed changes to the precinct provisions, on the whole the scale of these changes sought was relatively limited.³⁶ Some changes were accepted by the Applicant and incorporated into subsequent iterations of the precinct provisions, with the version provided as part of the Reply Submissions being those which the Applicant’s planners supported.
71. The following section addresses our overall findings on PC 88 and why we have approved it; having heard and considered all of the material and evidence before us.

FINDINGS AND REASONS FOR APPROVING THE PLAN CHANGE

72. As already discussed, a large number of matters were not in contention. This included key substantive matters such as whether PC 88 gives effect to the NZCPS and NPSIB, as well as the detailed precinct provisions within PC 88. The consequence of this is that this decision focuses on the relatively few, but nevertheless significant, issues in contention.
73. Before dealing with those, we record that the following factors are also reasons why we have approved the plan change. These factors were not in dispute and did not receive much attention at the hearing, but they are in our view significant factors which support the approval of PC 88:³⁷
- (a) With the exception of Significant Ecological Areas (**SEAs**), the land subject to PC 88 is not subject to any scheduled items in the AUP such as outstanding natural features and landscapes, outstanding natural character, or heritage.
- (b) The measures in place to avoid or minimise adverse effects on ecological values within the land subject to PC 88 and the adjoining environment as far as possible, primarily through establishing an 88.7 ha EPAN to ensure the long-term protection and enhancement of terrestrial, wetland and stream habitats with the

³⁵ Letter from the Ministry of Education dated 24 November 2023.

³⁶ We acknowledge that many submitters’ primary position was that PC 88 should be refused, but are grateful for their engagement with the precinct provisions should PC 88 be approved.

³⁷ These matters all go to matters of national significance, either through s 6 RMA or through national policy statements dealing with matters of national significance.

highest ecological values, is significant and enables the NZCSP, NPSFM and NPSIB to be given effect to in respect of ecological matters.

- (c) PC 88 will enable access to the coastal marine area as a result of the coastal walkway.
 - (d) No significant risks from natural hazards have been identified.
 - (e) The land subject to PC 88 is not highly productive land.
 - (f) National policy statements dealing with matters of national significance (particularly the NZCPS, the NPSFM and the NPSIB) are given effect to.
74. Additionally, we consider the following to be key factors in support of the plan change:
- (a) The presence of an existing ferry service from Pine Harbour Marina to the CBD for commuters to the CBD; and
 - (b) The provision of land for education facilities. Although the Ministry of Education does not go so far as to say that it will *definitely* build a school, it is supportive of PC 88 subject to some amendments, and records that:³⁸

If PPC88 is approved, a new primary school will be required to accommodate growth and further work will be undertaken to determine the demand for a secondary school. If PPC88 is approved the Ministry will further assess the timing and provision of these schools in detail to meet the demand brought about by the residential growth enabled by the Plan Change.

We received clear evidence about the desire for further education facilities at Beachlands and we consider that the ability for PC 88 to facilitate this is important.³⁹

Does PC 88 give effect to the NPSUD?

75. Plan changes are required to give effect to the NPSUD, noting particularly the requirement of Policy 1 to deliver a well-functioning urban environment (**WFUE**). There was general agreement that the proposed PC 88 met the Policy 1 (a), (b), (d) and (f), and that the main issues of contention lay specifically with Policy 1 (c) relating to “good accessibility including by way of public or active transport” and (e) “supporting reductions in GHG emissions”.⁴⁰ We consider greenhouse emissions

³⁸ Letter from the Ministry of Education dated 24 November 2023.

³⁹ We refer particularly to the evidence of Angela Mason who we heard from, and whose submission (#348) attached the detailed campaign to the Minister of Education for a new secondary school in Wairoa (the Beachlands/Clevedon catchment).

⁴⁰ Reply Submissions at paragraph 7.1.

later in our decision. Issues with Policy 1(c) were further emphasised in the Planning JWS as the fundamental difference of opinion between experts.^{41,42}

76. The author of the Hearing Report, as well as Mr Reaburn and Ms Heppelthwaite all consider that PC 88 does not represent a WFUE as mentioned in several objectives and policies in the NPSUD. While the Applicants consider that PC 88 will clearly deliver a WFUE, as described below, we were reminded that the NPSUD does not state or require the avoidance of urban growth that does not achieve a WFUE.⁴³
77. The author of the Hearing Report sets out their contention that PC 88 does not meet a WFUE because additional development capacity is not required to meet demand, it does not support growth in an urban environment that is well-served by public transport or employment, it is not integrated with infrastructure planning and funding decisions, and would not support the reduction in greenhouse gas emissions (in accordance with objectives 1,3,6,8 and policies 1,6 and 8 of the NPSUD).⁴⁴
78. Ms Heppelthwaite suggested that PC 88 may not deliver good accessibility and focused on the uncertainty of the provision of business and education amenities and the lack of provision for public and active transport beyond the site. Ms Heppelthwaite drew on the evidence of Mr Dudley,⁴⁵ who commented that a 'disconnect' between Beachlands and main employment centres will remain.
79. Ms Heppelthwaite goes on to comment that while roading improvements can cater for the increase in vehicle volumes and safety, these do not provide good accessibility or increased bus patronage as Beachlands will remain on the periphery of Auckland's urban area which supply a wider range of services and the majority of employment opportunities.⁴⁶
80. Messrs Lala and Roberts noted that the s42A report presents some inconsistencies with the location of planned growth as set out in the FDS and their submissions on the proposed PC 88.⁴⁷ Proposed expansion of several rural and coastal settlements identified in the FULSS (including Maraetai, Clarkes Beach and Glenbrook) also appear to be disconnected from main employment centres.
81. We heard commentary on 'urban sprawl' and sought interpretations of 'urban sprawl' and the location of growth areas ('remoteness') from several witnesses.
82. When questioned, Mr Reaburn highlighted that the difference lay in 'planned' and 'unplanned' urban sprawl, especially in his reference to the growth strategy in his evidence. We took from that comment that the FDS provides for planned urban sprawl whereas the location of PC 88 was unplanned, or at least not provided for in the FDS, and therefore amounts to 'urban sprawl'. In this, Mr Reaburn confirmed

⁴¹ JWS Planning at paragraph 3.8.

⁴² Rebuttal Evidence of Vijay Nagan Lala and Nicholas Jon Roberts at paragraph 5.9.

⁴³ Synopsis of Legal Submissions for the Applicant at paragraph 7.32.

⁴⁴ Hearing Report at paragraph 100.

⁴⁵ Statement of Evidence of Catherine Lynda Heppelthwaite at paragraph 8.1(x).

⁴⁶ Summary Hearing Statement of Evidence of Catherine Lynda Heppelthwaite at paragraph 5(a).

⁴⁷ Joint Planning Evidence of Vijay Lala and Nick Roberts at paragraph 3.14.

his view that any significant new areas of growth should be planned in a way that recognises the capacity within the already identified growth areas, particularly where the new area proposed has not been specified as a growth area.

83. In his evidence in chief, Mr Reaburn states that:⁴⁸

... Council has expressed no interest in having a significant new growth node at Beachlands. It is in a peripheral location, so that is not surprising. The growth strategy that I have referred is a carefully managed approach to where significant extensions urban areas will occur. In my opinion a significant extension in a rural location, such as proposed by PPC 88 is a type of urban sprawl that is not envisaged. This private plan change is very different to a private plan change being proposed in an existing Future Urban zone or an area specifically planned as a location for growth.

84. When questioned, Mr Reaburn further re-iterated that PC 88 was well planned within its boundaries (a view generally agreed amongst experts), but that it was in the wrong location. He sets out in his summary evidence, that PC 88 does not contribute to a WFUE, is not well-connected along transport corridors, and he does not accept that Beachlands is an efficient location for growth.⁴⁹

85. We found Mr Reaburn's evidence somewhat contradictory in seeing Beachlands as close enough to the metropolitan area, but still distant and reliant on private vehicle access such that he does not view it as an efficient location for growth.

86. In responding to the Hearing Report, Mr Heath considers PC 88 as a 'a 'plug in' extension of the existing Beachlands coastal settlement, and that this represents an efficient expansion of Beachlands to accommodate growth.⁵⁰ Mr Heath further emphasises that Beachlands is a unique environment in comparison to other growth nodes in the region, noting the direct ferry access to the CBD.⁵¹

87. Mr Heath drew attention to the 85% of employed people in the Auckland region who do not travel to the CBD for work, and that Beachlands has some 100,000 employment opportunities within 20 km; and provided evidence that this was substantially more than other planned growth nodes.⁵² Reply submissions for the Applicant emphasised that Beachlands South is better connected than priority growth areas such as Warkworth, Wellsford and Pukekohe, with the added benefit of a direct ferry service to the CBD.⁵³

⁴⁸ At paragraph 7.30.

⁴⁹ Summary Hearing Statement of Peter Reaburn at paragraph 13.

⁵⁰ Statement of Timothy James Heath at paragraph 13.26.

⁵¹ Rebuttal Evidence of Timothy James Heath at paragraph 4.3.

⁵² Rebuttal Evidence of Timothy James Heath at paragraphs 4.7 to 4.13.

⁵³ Reply submissions at paragraph 2.6(d).

88. This contrasts with Mr Reaburn's view that Beachlands is a relatively large distance from urban Auckland's employment opportunities⁵⁴, and the author of the Hearing Report who considered that PC 88 would act as a dormitory residential suburb.⁵⁵
89. We heard from Mr Heath that some 2,400 jobs would be enabled by PC 88, a figure extended to the potential for some 6,000 jobs, providing for an increase in trip internalisation.
90. In her presentation, Ms Trenouth cautioned against comparisons with other growth nodes, and emphasised that the aim is to make the planned future urban zones in some of these areas as business land to rebalance the growth in residential.
91. In reply, Counsel for the Applicant responds to the question of location and remoteness, noting, amongst other things, that PC 88 is not creating a new town but a logical extension of a well-established coastal town.
92. We comment on the RPS below, but the RPS seeks that a WFUE enables good accessibility for all people including public or active transport (RPS B2.2.1 (d)), and a range of transport options including walking and cycling (B2.6.1(1)(g)). Messrs Lala and Roberts state that many locations in Auckland would fail that test, including those set out in the FDS.⁵⁶
93. We were not persuaded by arguments that PC 88 will contribute to 'urban sprawl', given the interpretations we were presented with. Similarly, we agreed with the applicant that the Beachlands South location was not 'remote' when compared to current planned growth areas within the Auckland region, especially given the ferry connection to the CBD and the potential for job creation within Beachlands South.
94. The Panel considered that the weight of evidence presented by the Applicant (noting the discussion of GHG emissions below) demonstrated that PC 88 does meet the requirements of a WFUE. We accepted the general agreement that PC 88 is a well formed urban design within its boundaries, and agreed with the Applicant that Beachlands South is less remote and equally if not better connected than identified Council priority growth areas, including the provision for increased capacity on the ferry service to the CBD.

Does PC 88 give effect to the RPS?

95. There was general agreement between the parties that PC 88 would give effect to the RPS, except for the objective and policies enabling and directing growth principally to within the Rural Urban Boundary (RUB) and existing towns and villages.
96. As to whether there is tension between B2.2.2 and B2.2.6, B2.2.2 enables growth within the RUB and existing towns and villages. B2.2.6 enables the significant expansion of rural and coastal towns and villages. This interpretation is supported

⁵⁴ Statement of Evidence of Peter Reaburn at paragraph 7.25.

⁵⁵ Hearing Report at paragraph 183.

⁵⁶ Joint Planning Evidence of Vijay Lala and Nick Roberts at paragraph 5.11.

by the Independent Hearings Panel's (IHP) recommendations on the AUP and by the Council's own recently adopted FDS which anticipates the growth of rural and coastal settlements. "Enable" within the RPS is strong directive language.

97. Experts on behalf of the Council and ACS/AT provided evidence that PC 88 is contrary to B2.2 of the AUP, and should be declined. The argument moved somewhat during the course of the hearing. By the end of the hearing, most Council, ACS and AT experts (and legal counsel Mr Allan) appeared to accept that B2.6 does provide a pathway for urbanisation in Beachlands. These experts maintained, however, that growth needed to be considered in the context of B2.2 which provided an overarching strategy for the city.

Applicant's Response

98. Counsel for the Applicant submitted that, apart from Council's identified 'priority growth areas' Beachlands South has a superior location to most other rural and coastal towns in the region. If the development pathway that the RPS contemplates for rural towns and villages does not apply at Beachlands, it is hard to see where else in the region it could have any application at all. When the AUP IHP devised Policy B2.2.6, and when Auckland Council accepted its recommendation, it must be presumed that all involved knew the location of the region's rural and coastal towns to which it would apply. In the event that live zoning is granted in terms of the application, B2.2.2 will apply in the context of urban development having to be within the new zone boundary.
99. The "significant expansion of" or the "creation of a new" rural or coastal town or village would probably never be within Council's interpretation of a 'compact urban form'. When looking at all the rural and coastal towns that could have been contemplated when Policy B2.6 was drafted, Beachlands is far closer and more connected than the others (and the only option with a ferry to the CBD).
100. B2.2 confirms that urbanisation is to be contained within the RUB and within rural and coastal towns and villages. This provision looks to the now. It preserves the status quo, enabling development within pre-identified growth areas through the resource consenting process.
101. B2.6 looks to the future. It sets out the process and considerations for further growth in rural and coastal towns and villages through the structure planning and plan change process. B2.6 recognises that you cannot simply put a ring around Auckland to constrain urbanisation, only moveable through the unilateral power of the Council.
102. Once this pathway to urbanisation through B2.6 is accepted, the Objectives and Policies in B2.2 become a check list, with which development in existing or new rural and coastal towns and villages must comply to achieve growth. PC 88 achieves each of these objectives.⁵⁷

⁵⁷ Described more fully in the Reply Submissions at paragraph 6.4.

- (a) B2.2.1(1)(a) A higher-quality urban environment: There is almost universal agreement that PC 88 will achieve a higher-quality urban environment. Ms Heppelthwaite on behalf of AT acknowledged that the live zone portion of PC 88 is well-designed to achieve a compact urban form internally. The Applicant provided significant evidence, in particular from Messrs Barratt-Boyes and Ray, and Mr Brown, in support of the world-class built form.
- (b) B2.2.1(1)(b) Greater productivity and economic growth: None of the submitters raised questions as to whether PC 88 would achieve greater productivity and economic growth. Mr Heath provided evidence about the concept of 'critical mass,' and the plethora of economic opportunities that will complement, not contradict, the existing opportunities in Beachlands.
- (c) B2.2.1(1)(c) Better use of existing infrastructure and efficient provision of new infrastructure: The evidence of Messrs Hughes and Harries highlights how PC 88 will improve the existing infrastructure, leaving Beachlands in a better position than it is currently. New infrastructure, such as the upgrades to Trig Road and the Whitford Bypass, will also be enabled by PC 88. If PC 88 is not approved, the existing infrastructure in Beachlands may not be upgraded to the standard necessary to address the pre-existing issues.
- (d) B2.2.1(1)(d) Improved and more effective public transport: The proposed precinct provisions include triggers requiring upgrades to the frequency and patronage of the Pine Harbour ferry service. There was no contrary evidence that PC 88 would not improve and provide more effective public transport.
- (e) B2.2.1(1)(e) Greater social and cultural vitality: PC 88 will ensure the wider Beachlands community has access to facilities that they would not otherwise have. The sorts of facilities provided in PC 88 will complement, not contradict, the existing facilities within wider Beachlands. As described by Messrs Barratt-Boyes and Ray, PC 88 will create a 'real destination,' in contrast to the 'service centre' in existing Beachlands.
- (f) Ms MacFie's evidence explains how PC 88 provides Ngāi Tai ki Tāmaki with an opportunity they did not previously have to be involved in development in Beachlands. Ngāi Tai ki Tāmaki were systematically excluded from their rohe and whenua. PC 88, unlike existing Beachlands, will facilitate a strong connection between the coastal environment, freshwater bodies and land use, and enhance the cultural wellbeing of Ngāi Tai ki Tāmaki.
- (g) B2.2.1(1)(f) Better maintenance of rural character and rural productivity: The only two experts qualified in landscape architecture, Mr Brown and Ms Skidmore, consider PC 88 to enhance the rural character of Beachlands. Mr Brown also concludes that the changes to the roading environment through Whitford (which are also within the designated road boundary and can happen as of right) would result in a neutral to slightly positive amenity outcome for Whitford village.⁵⁸ Contrary evidence was provided by planners, Mr Williamson and Mr Reaburn,

⁵⁸ Rebuttal Evidence of Stephen Kenneth Brown at paragraph 3.14.

but we prefer the evidence of the landscape experts who conducted landscape assessments of the area.

- (h) B2.2.1(1)(g) Reduced adverse environmental effects: The number of agreed issues is remarkable for a plan change of this scale. The only environmental effects at issue relate to GHG emissions, traffic and infrastructure.
103. Overall, the Applicant and their experts and legal counsel consider that PC 88 clearly gives effect to the RPS as it is specifically envisaged by B2.6 and meets the overarching objectives of B2.2.
104. In the JWS Planning records that “All experts agree that, in terms of greenfield growth, there are three pathways set out in the RPS to achieve that. These are through development within the RUB (B2.2.2(7)), expansion of the RUB (B2.2.2(2)), or expansion of rural and coastal towns (B2.6). Chloe Trenouth and Peter Reaburn agree that there are three pathways, however, they do not consider these pathways to be equal in terms of delivering a quality compact urban form outcome, in accordance with the growth strategy articulated in Objectives B2.2.1.”⁵⁹

Decision

105. The Panel agrees with the position as outlined by the Applicant, and considers that the proposal does provide a quality, compact urban form outcome, albeit not contiguous with the main developed urban area of Auckland. The type of quality, compact urban form is that which is also desired for Pukekohe and Warkworth satellites, and for the FDS-planned intensification and expansion of the towns and rural and coastal settlements.

Transport

106. Fundamentally, we consider that we need to be satisfied that the transport related provisions within PC 88 (particularly the provision for Staging of Subdivision and Development with Transport Upgrades⁶⁰) are appropriate and give effect to the NPSUD and RPS in relation to transportation matters.
107. This topic presented itself in a number of ways during the hearing, with respect to:
- (a) Whether the Applicant has used appropriate assumptions in its transport assessments, including with respect to ferry transport from Pine Harbour Marina to Auckland Central such that traffic impacts on the road network as a result of PC 88 have been appropriately estimated;
 - (b) Whether the road improvements proposed by the Applicant appropriately and adequately respond to PC 88 (both the upgrades and the timing of them); and
 - (c) Whether, if PC 88 is approved, additional upgrades should be required, and the timing of those.

⁵⁹ Paragraphs 3.41 and 3.42.

⁶⁰ 1.7.3.

Background

108. On behalf of the Applicant, Stantec prepared an Integrated Transport Assessment (ITA).⁶¹ This involved traffic modelling of the effects of development within the proposed live-zoned portion of PC 88 to identify necessary transport infrastructure upgrades with timeframes anticipating development commencing in 2024 and completion in 2038.
109. The ITA was updated in December 2022 in response to requests for information from the Council.
110. The ITA noted that PC 88 would likely double the existing amount of traffic demand on the existing network, and that the existing network (roading and ferry) is under capacity and does not sufficiently meet demands. Based on the modelling, the ITA concluded that PC 88 could be supported from a traffic perspective and is unlikely to have a significant adverse effect on the traffic network, provided that the transport infrastructure required to support the live zoning is implemented in accordance with the timeframes/triggers identified in the ITA.
111. Those timeframes/triggers are reflected (in amended form) in PC 88 in the following table:⁶²

Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,		Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a)	Up to a maximum of 250 dwellings and/or residential lots	Upgrade of Jack Lachlan Drive to provide two-way cycling facilities along the full length of one side of the road; and a footpath on the northern side of the road. Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection; and Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to a double lane roundabout*. Site (E) on Precinct Plan 6: Upgrade of Somerville Road / Whitford Road / Point View Drive roundabout to provide a double north-west bound through-lane for additional capacity.

⁶¹ Stantec, Integrated Transport Assessment for Beachlands South, March 2022.

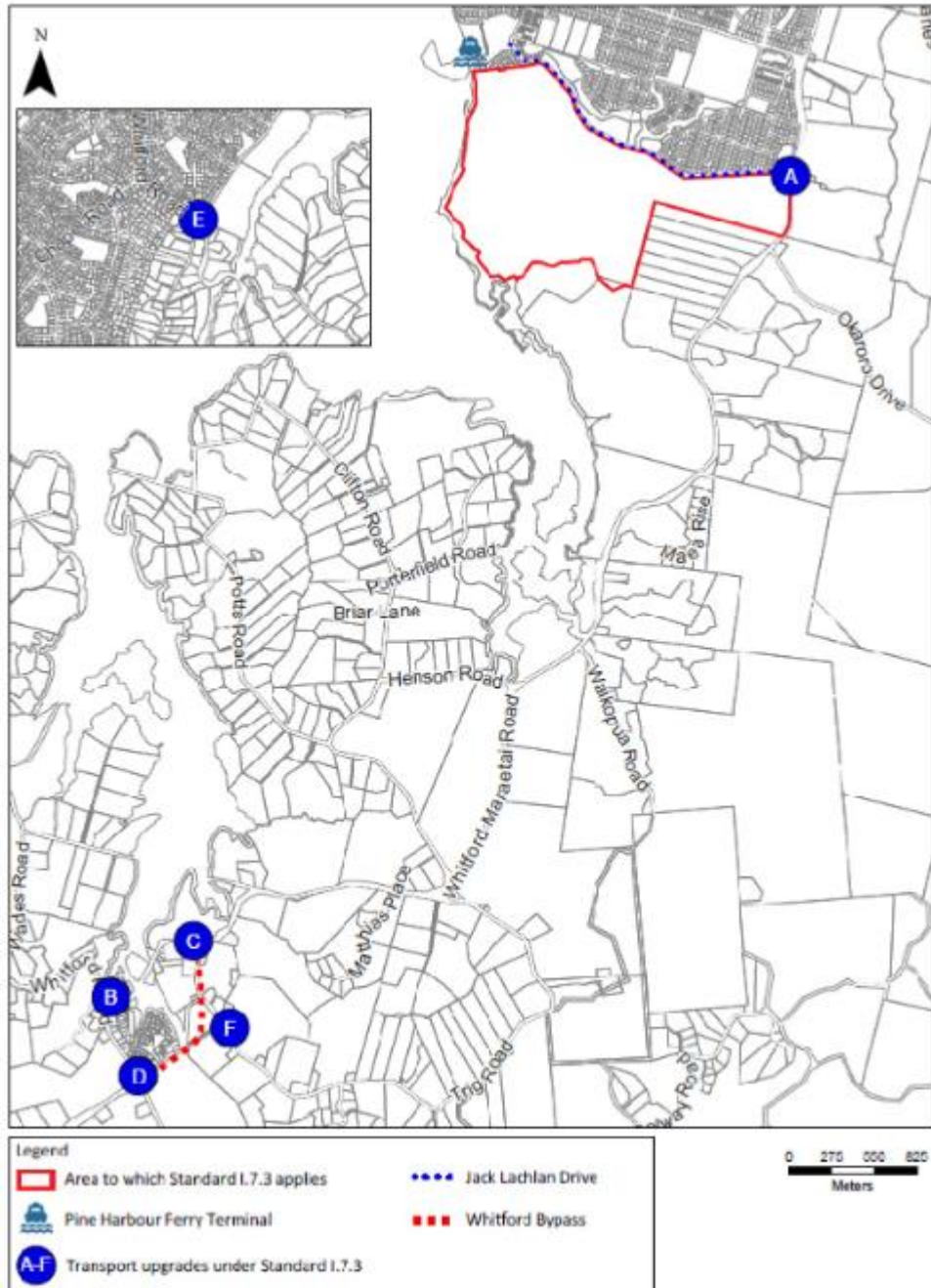
⁶² Table 2 as included in the Applicant's Reply Submissions.

(b)	A provision of: i. More than 250 and up to 500 dwellings or residential lots	Upgrades in (a) above; and Provision for a total capacity of at least 592 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays.
(c)	A provision of: i. More than 500 and up to 850 dwellings or residential lots;	Upgrades in (a) and (b) above; and Provision for a total capacity of at least 692 ferry passengers from Pine Harbour Ferry during the two- hour peak period between 0630- 0830 on weekdays; and Site (D) on Precinct Plan 6: Provision of an additional left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.
(d)	A provision of: i. More than 850 and up to 1,900 dwellings or residential lots;	Upgrades in (a) – (c) above; Provision for a total capacity of at least 952 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays; and Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford- Maraetai Road intersection.
(e)	A provision of: i. More than 1,900 and up to 2,700 dwellings or residential lots;	Upgrades in (a) – (d) above; and Provision for a total capacity of at least 1224 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays. Site (F) on Precinct Plan 6: Whitford Bypass providing a two- way single lane each way between the Trig Road (south) / Whitford- Maraetai Road intersection and the Saleyard Road / Whitford Park Road / Sandstone Road intersection, including upgrades to the intersections at both ends.

**Note: If the Whitford Bypass is brought forward in timing prior to the Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout then this roundabout upgrade is not required.*

112. These upgrades are then shown on the following Precinct Plan 6 – Transport Staging and Upgrades:

Precinct Plan 6 – Transport Staging and Upgrades



113. The Hearing Report summarised the traffic engineering advice as follows.⁶³

Wes Edwards, the transport specialist on behalf of council has considered the above report and the further information and concludes that the Plan Change should be declined on transport grounds because:

- a. The proposed provisions would not ensure a transit-oriented community, with only a small part of the plan change area located within walkable distance of the ferry service;*
- b. The ferry service is a lower frequency “local” service and not a rapid or frequent transit service;*
- c. If development does not achieve the anticipated highly self-sufficient community with high use of public transport, then the plan change would significantly increase private-vehicle travel on Whitford-Maraetai Road and other locations to the south and east;*
- d. Substantial additional transport infrastructure is required to support the plan change, otherwise there will be significant adverse effects on the safe and efficient operation of the transport network;*
- e. Additional transport infrastructure and services to support growth must be subject to prioritisation, and the plan change is not consistent with planning strategies and plans to help the efficient allocation of funding for growth infrastructure; and*
- f. The Plan Change is based on multiple optimistic assumptions that cumulatively produce an overly optimistic view of the likely transport effects and the ability of the proposed provisions to address these.*

114. Accordingly, the author of the Hearing Report considered that the transport effects of PC 88 would be significant.⁶⁴

115. As already noted, approximately a third of submissions raised transport related issues. This included ACS and AT, and also many individual submitters. Individual submissions included issues of road safety, and resilience, as in times of accident when the Whitford-Maraetai Road is closed, residents must travel the long way round to Beachlands through Clevedon. In that regard, it is positive that there is an alternative route, albeit a less convenient one.

⁶³ At paragraph 254.

⁶⁴ At paragraph 269.

Transport assumptions

116. Following expert conferencing, which included ACS and AT, at the hearing, the following matters remained in contention regarding the assumptions used by the Applicant in its transport assessments:
- (a) Trip rates – narrowed to trip rates from apartments.
 - (b) Public transport (ferry and bus) mode share.
 - (c) Trip internalisation.
 - (d) Percentage of people working from home (**WFH**).
117. The relevance of these matters to our decision, is that ACS and AT say (in summary) that the Applicant’s assumptions materially underestimate the levels and timing of vehicle traffic generation and effects on the external road network, meaning that there will be higher traffic flows and earlier/increased road congestion and safety issues, which has an impact on the timing and nature of upgrades.
118. We consider each of these in turn, but also note that in response to these concerns the Applicant proposed additional provisions for the integrated transport assessments required for resource consent applications,⁶⁵ that they must assess and provide details of monitoring of certain matters including broadly (amongst other things) the mode share and apartment trip rate assumptions. We consider that these provisions⁶⁶ provide for the transport assumptions to be assessed on an ongoing basis and managed responsively. Notwithstanding that, we deal with each of the assumptions in dispute.

Trip rates

119. The Applicant initially assessed the apartment trip rate at 0.29 – this was amended to 0.4 following peer review by Mr Hills.⁶⁷ Mr Edwards, reporting officer for the Council, considered that this figure was not appropriate for apartments outside a 400m walking distance. This view was shared by AT.⁶⁸ The JWS Transport and Planning – 1 November 2023 had suggested that the range should be somewhere between 0.4 and 0.65, and the “Recommended amendments proposed by Wes Edwards in response (01/12/23)” proposed a rate of 0.44.
120. We consider that the apartment trip rate of 0.4 is appropriate for the following reasons:

⁶⁵ I.10(4).

⁶⁶ I.10(4)(a)-(e).

⁶⁷ Statement of Leo Donald Hills at paragraph 5.5. Mr Hills considered that the 0.29 rate was based on a rate for high density development in metropolitan sub-regional centres which he did not consider to be entirely appropriate in this location.

⁶⁸ See also JWS Transport and Planning – 1 November 2023 at paragraph 3.2.

- (a) The number originally proposed by the Applicant has been peer reviewed by a suitably qualified expert (Mr Hills) and raised to 0.4 as a consequence;
 - (b) The Applicant has carried out survey work at Gulf Harbour to test its assumption which revealed a measured morning peak trip rate of 0.34 vehicle trips per apartment.⁶⁹ Even allowing for any criticism that Gulf Harbour is not directly comparable, 0.34 is below 0.4.
 - (c) A 400m walking distance seems overly restrictive. In that respect, we agree that the walkable catchment is realistically 800-900m.
121. We note for completeness, that vehicle trip rates per apartment are nevertheless to be monitored so that recommendations can be made should the trip rate transpire to be greater than 0.4.⁷⁰

Public transport (ferry and bus) mode share

122. For public transport mode share, the Applicant assessed that ferry uptake would rise from 6% (2018 census) to 13% (2038), and bus usage would rise from 1% to 4% on the same basis. Mr Edwards considers that 13% for ferry uptake is highly aspirational, and that the bus uplift is likely to be more in the range of 1% to 1.2%.
123. Part of the contention surrounding the ferry services included the operational feasibility and safety of Pine Harbour Marina to accommodate the proposed 136 capacity ferries at 15 minute intervals during peak hours, taking into account potential changes to AT ferry requirements.
124. All traffic experts agreed that it is technically and spatially feasible to accommodate four new 115-136 capacity boats within the existing Pine Harbour berthing area. Mr Freke and Mr Edwards consider that there may be some difficulties in accommodating the fifth boat and 15 minute frequencies.
125. Mr Harper on behalf of Sealink New Zealand Limited, the ferry operator which currently has the AT contract to operate the ferry between Pine Harbour Marina and Auckland CBD, gave evidence that the Pine Harbour wharf can accommodate a larger 136 seat vessel with similar hull dimensions to the existing Clipper V and an increased cadence of 15 minutes without any changes to the wharf infrastructure (other than a minor adjustment to the boarding / disembarking ramps and operation).⁷¹
126. We heard some issues raised as to whether ferry services to Beachlands could be relied on (i.e. would they be maintained by AT); and would the cost continue to be subsidised by AT to the same extent. Issues were also raised at the hearing as to ferry reliability when the weather is bad,⁷² although Mr Harper's evidence for the ferry

⁶⁹ Rebuttal Evidence of Daryl Hughes and Brett Harries at paragraph 3.13.

⁷⁰ I.10(4)(b).

⁷¹ Statement of Paul Harper at paragraph 8.1.

⁷² Helen Cahill (#334) said this year's (2023) operation had been quite fragile with large numbers of cancellations.

operator was that weather cancellations were not frequent and buses were put on when they occurred.

127. Pine Harbour Marina Limited was due to provide evidence at the hearing, however its evidence was withdrawn and we have not had regard to it.
128. In reply, the Applicant noted that AT have recently confirmed their Regional Public Transport Plan which provides improved bus services to Beachlands including a bus service connecting the wider Beachlands area to the ferry.⁷³
129. The Panel considers that the ferry services from Pine Harbour Marina to the Auckland CBD are a key factor in favour of PC 88. We agree that there is some risk associated with these ferry services. A key issue is likely to be any significant change (decrease) in subsidy leading to a significant increase in the price to commuters. However, Auckland's Regional Public Transport Plan 2023-2031 does indicate improved bus service and 'aspirational' improvements to the Pine Harbour ferry terminal to be delivered in 2028,⁷⁴ with increased capacity.⁷⁵
130. Given the existing usage of the ferry service (6%), the evidence of Mr Harper, and Auckland's Regional Public Transport Plan 2023-2031, we have confidence in the ferry uptake assessed by the Applicant.
131. While we have less confidence in the assessed increase in bus usage, we received no contrary evidence that PC 88 would not improve and provide more effective public transport in general. Moreover, Auckland's Regional Public Transport Plan 2023-2031 does indicate some improved bus services to Beachlands.⁷⁶
132. We also find that the Applicant's proposal that integrated transport assessments address public transport by assessing and providing details of the following is sufficient to remedy any under-estimate that may in time eventuate:
 - (a) "Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a proportionate reduction in vehicle trips from the precinct";⁷⁷
 - (b) "For every 500 dwellings or residential lots cumulatively within the precinct, a monitoring report demonstrating the following public transport mode share for employment and education trips have been achieved:

⁷³ Reply Submissions at paragraph 7.6(e) referring to Auckland's Regional Public Transport Plan 2023-2031.

⁷⁴ "A new fit for purpose terminal is required to address the size constraints of vessels that can operate on this route to resolve capacity constraints and improve customer experience" at page 53.

⁷⁵ "Additional peak capacity (from 2025), and weekend (from 2025) and midday trips (from 2028)" at page 123.

⁷⁶ Auckland's Regional Public Transport Plan 2023-2031.

⁷⁷ I.10(4)(a).

Table 6: Mode Share

Dwellings	Public Transport
Base scenario	7%
Up to 1200 Dwellings	13%
Up to 2700 Dwellings	17%

If monitoring demonstrates that mode share splits are less than shown in the above table, the ITA shall identify any transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment. This may include consideration of the percentage of people working from home if different to the 11% recorded in the 2018 census”.⁷⁸

133. As such, we consider that the modelling assumption with respect to ferry mode share is realistic and that any slow uptake in bus usage will be responded to as the precinct develops.

Trip internalisation

134. With respect to assumptions around trip internalisation, the contention on this topic is whether the Applicant’s assessment is optimistic as to the number of people living in Beachlands who will not need to travel due to increased employment opportunities within the precinct, and as a result of other factors such as a school which would significantly reduce the need to travel for education.

135. Mr Laing’s evidence for AT was that:⁷⁹

While noting that the Applicant is proposing a greater proportion of employment and educational land uses in Beachlands, I consider that there is risk in realisation of these land uses in timing and scale. I also note that the proposed internalised trip proportion does not benchmark well with comparable empirical evidence from other Auckland locations.

136. While we have evidence that the Applicant’s assumptions are considered to be optimistic, we do not have evidence of an appropriate alternative assumption (or benchmarking). Accordingly, we accept the Applicant’s evidence on this.

WFH percentage

137. The percentage of people assumed to be WFH received some attention. Our understanding of the evidence is that the pre-Covid percentage of people WFH in Beachlands was 11% (and in Whitford 13.2%).⁸⁰ The figure of 11% has been used in modelling.⁸¹ The figure of 20% has been tested in order to show that if the

⁷⁸ I.10(4)(c).

⁷⁹ Statement of Evidence of Steven Patrick Dudley at paragraph 1.7.

⁸⁰ Rebuttal Evidence of Daryl Hughes And Brett Harries at paragraph 3.31.

⁸¹ Digital presentation (Hughes/Harries).

percentage of people WFH rises to 20%, all other traffic modelling variables become irrelevant.

138. On this basis, the Applicant's assumption of 11% is realistic. It is nevertheless reflected as a consideration in the precinct provisions requiring ongoing assessment.⁸²

Summary

139. For the above reasons, we are satisfied that the Applicant's modelling assumptions are appropriate. However, should the assumptions transpire to be optimistic, we are satisfied that the precinct provisions provide for any over-estimate to be responsively managed.

Road improvements – upgrades and timing

140. As a result of its modelling, the Applicant proposed a series of intersection upgrades. These are primarily congestion improvements, which will increase the capacity of key intersections between Beachlands and Howick, being upgrades to:⁸³

- (a) The Whitford-Maraetai Road and Jack Lachlan Drive intersection;
- (b) Whitford Roundabout improvements (Whitford Park Road / Whitford Road / Whitford-Maraetai Road);
- (c) Whitford Park Road & Sandstone Road intersection improvements;
- (d) Whitford-Maraetai Road / Trig Road; and
- (e) Sommerville Roundabout.

141. The Whitford Bypass is a project which has been planned for some time. It is a new bypass which would bypass the village centre of Whitford. We understand that the route is designated and all but one parcel of land required for the bypass has been purchased. The precinct provisions provide that if the Whitford Bypass was brought forward in timing prior to the Whitford Roundabout improvements, then the Whitford Roundabout improvements would not be required.

142. The rules which provide *when* these upgrades are to be undertaken, and the Applicant's estimated cost contributions, are in contention, but we do not otherwise understand the above matters to be in contention with ACS and AT. However, ACS and AT contend that in addition, the following projects are required:

- (a) Whitford-Maraetai safety improvements; and
- (b) Whitford-Maraetai four-laning.

⁸² I.10(4)(c).

⁸³ Described in Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6, and shown on Precinct Plan 6, both reproduced earlier in this decision.

143. We briefly record that the Applicant's evidence is that with the following upgrades in place:

- (a) The Whitford-Maraetai Road and Jack Lachlan Drive intersection;
- (b) The Whitford Roundabout; and
- (c) The Somerville Roundabout;

the traffic modelling undertaken shows that each of those new intersections would operate well, with each at Level of Service A or B, and queue lengths and delays well under control. The substantial queues at Somerville Roundabout, Whitford Roundabout and Jack Lachlan Drive evident in the 2020 and 2024 baseline modelling (and as observed onsite), have been resolved.⁸⁴ Mr Laing for AT concurs with the programme of intersection upgrades proposed by the Applicant (except as to *when* they may be required).⁸⁵

Land availability / deliverability

144. We firstly address land availability with respect to the upgrades of the capacity of key intersections between Beachlands and Howick. In particular:

- (a) The ITA states that the upgrades proposed to the Whitford-Maraetai Road and Jack Lachlan Drive intersection, Whitford Roundabout improvements, Whitford Park Road & Sandstone Road intersection improvements, Whitford-Maraetai Road / Trig Road, and the Somerville Roundabout can be undertaken within existing road boundaries, and therefore avoid any third-party land encroachment, including avoiding any land lying within existing road designations.⁸⁶
- (b) The JWS Transport and Planning dated 3 November 2023 expresses some doubt about this for the Whitford Roundabout,⁸⁷ and acknowledgement that the Applicant owns the land adjacent to Jack Lachlan Drive if additional land is required to implement a different design solution (final design is subject to AT approval).⁸⁸

145. The Applicant has provided concept designs.⁸⁹ Mr Laing's evidence says that for the Whitford and Somerville roundabouts, the constrained environments with existing land uses, or steep topography in close proximity, make widening "challenging", and these are simplistic 2d designs. He says that issues that are likely to eventuate for the Whitford Village roundabout upgrade include the need for retaining walls, space for stormwater treatment, and a reduction in car parking

⁸⁴ Joint Statement of Daryl Hughes and Brett Harries at paragraph 7.80.

⁸⁵ Statement of Evidence of Mark William Laing at paragraph 10.8.

⁸⁶ Joint Statement of Daryl Hughes and Brett Harries at paragraphs 7.75 and 7.83.

⁸⁷ At paragraph 3.7.

⁸⁸ At paragraph 3.10.

⁸⁹ Joint Statement of Daryl Hughes and Brett Harries at Figure 18 (Whitford Roundabout) and Figure 19 (Somerville Roundabout).

provided.⁹⁰ In our view the latter issues go more to impacts on the character of Whitford Village than the feasibility of undertaking the proposed upgrades.

146. We have considered Mr Hills' evidence on this issue. The scope of his peer review included the design of the Whitford Roundabout which was adjusted following his comments.⁹¹ Mr Hills also interrogated the functioning of the Somerville Roundabout which resulted in the proposed upgrade (and amendment to the precinct provisions), and he confirms that he is comfortable with the upgrade and its requirements.⁹² For these reasons, we are comfortable that the proposed upgrades to the Whitford and Somerville roundabouts are capable of being delivered.

Precinct provision I.7.3 Staging of Subdivision and Development with Transport Upgrades

147. The planning experts for the Council and AT expressed concern about the complexity of standard I.7.3, as it signals the difficulty of providing the transport infrastructure upgrades that are needed and therefore, why this area should not be urbanised. However, they accept that if PC 88 is approved, this level of detail will be required.⁹³
148. Other experts confirmed that with only a couple of exceptions, Standard I.7.3 is consistent with Plan Changes 48 – 50 which have recently been approved by the Council and EPA Fast Track applications that have been approved with provisions similar to these, which confirm that such provisions are workable.⁹⁴
149. We have considered precinct provision I.7.3 Staging of Subdivision and Development with Transport Upgrades afresh. We consider that the provision, including Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6 (**Table 2**), is clear and understandable.
150. With respect to the content of Table 2, non-residential development was included in the table as notified. That has now been removed as the traffic experts agree that it is not necessary.⁹⁵
151. We otherwise accept the precinct provision I.7.3 (including Table 2) set out in the Applicant's Reply Submissions subject to one amendment. The header column to Table 2 uses the words "Land use" and "activities" in Columns 1 and 2 respectively. ACS and AT sought that this be amended as follows:

⁹⁰ Statement of Evidence of Mark William Laing at paragraphs 10.2-10.3.

⁹¹ Statement of Leo Donald Hills at paragraphs 5.9-5.10.

⁹² Statement of Leo Donald Hills at paragraphs 5.16-5.19.

⁹³ JWS Planning – 8 November 2024 at paragraph 3.101.

⁹⁴ Nick Roberts, Vijay Lala, Cath Heppelthwaite and Chris Freke. JWS Planning – 8 November 2024 at paragraph 3.102.

⁹⁵ JWS Transport & Planning – 3 November 2023 at paragraph 3.18.

Column 1	Column 2
<p>Land use <u>Development or subdivision</u> enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,</p>	<p>Transport infrastructure required to enable activities development or subdivision in column 1</p>

152. We prefer the wording of ACS/AT as it is consistent with Policy (9A) which uses the words “subdivision and development” and we have made that change accordingly.
153. With respect to the ‘trigger points’ by which certain upgrades must be in place (the timing of the upgrades), this concern arises should the modelling assumptions underpinning the ITA transpire to be optimistic – to the point that the effects of PC 88 have been underestimated.
154. We have found that the Applicant’s traffic modelling is appropriate. However, as discussed above, we consider that the Applicant’s proposal that integrated transport assessments address transport matters by assessing and providing details of the matters set out in precinct provision I.10(4) is sufficient to remedy any underestimate that may in time eventuate.
155. With respect to precinct provision I.10(4) we have decided that one of the amendments proposed by ACS/AT is appropriate, and that is the amendment to I.10(4)(b) which we consider takes better account of real time development.

Whether the proposal will have a lesser or greater trip generation or similar effects on the surrounding transport network to the development result in a different mix of consented, constructed or enabled development to that specified in Table 45: Development Mix and whether, in light of the associated trip generation and effects on the surrounding transport network, the transport infrastructure upgrades in Table 2 Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6 are appropriate or any alternatives that are proposed

Whitford-Maraetai safety improvements and four laning

156. AT has identified two main additional required upgrades should PC 88 be approved. These are firstly, safety improvements to the Whitford-Maraetai corridor being:
- (a) Widening of the carriageway shoulders by 1 m from the edge of the outer land white seal on both sides of the road;
 - (b) Safety barriers on both sides and in the centre of the road; and

- (c) Intersection upgrades at Henson Road and Trig Road North intersections.⁹⁶
157. Secondly, AT seeks the addition of four-laning of Whitford-Maraetai Road for over 2700 households (and potentially sooner).
158. Legal counsel for the Applicant, and ACS/AT, addressed relevant caselaw in terms of our decision as to transport infrastructure. The Applicant referred us to *Landco Mt Wellington v Auckland City Council* [2009] NZRMA 132 which, in general, is authority that an applicant is not required to resolve existing infrastructure problems, but neither should it add significantly to them.
159. Legal counsel for ACS/AT referred to other cases which included *Foreworld Developments Ltd v Napier City Council*, W08/2005. The principles in that case, relevant to PC 88 and ACS/AT's submissions against PC 88, are that:
- (a) It is bad resource management practice and contrary to the purpose of the RMA to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, and there is no commitment to provide it;
 - (b) Zoning or resource consent decisions should not raise un-meetable expectations (putting a council under pressure to spend money which it has already decided to commit elsewhere).
160. With respect to the safety improvements, Mr Laing's evidence for AT is that the safety of roads approaching the proposed development is a problem (and a programme of safety improvements for Whitford-Maraetai Road is needed immediately), and will be exacerbated by higher volumes as a result of PC 88.⁹⁷ Mr Laing says that he agrees with Mr Edwards that there is a volume of road safety research that establishes a correlation between increasing traffic volumes with increasing crashes.⁹⁸
161. The relevant excerpt from Mr Edwards report states:⁹⁹
- It is also wrong to state development enabled by PC88 would not exacerbate any road safety issues. Road safety research both internationally and within New Zealand shows a strong correlation between increases in traffic volume and increases in crashes. An increase in the traffic volume using the road is almost certain to result in a proportional increase in the number of crashes occurring on the road unless mitigation measures are undertaken, and PC88 is likely to result in the volume increasing by two-thirds.*
162. The Whitford-Maraetai Road, Whitford Road and Sandstone / Ormiston Road all had speed limit reductions around 2019 and have seen reductions in crash statistics

⁹⁶ Legal Submissions for ACS and AT appendix.

⁹⁷ Statement of Evidence of Mark William Laing at paragraph 1.3, and sections 6 and 7.

⁹⁸ Statement of Evidence of Mark William Laing at paragraph 7.2 with reference to Mr Edwards' report at paragraph 6.133.

⁹⁹ Memo from Wes Edwards to Chloe Trenouth (undated) at paragraph 6.134. Hearing Report at page 275.

since that time.¹⁰⁰ At the hearing, Ms Fulljames and Ms Hopkins for the Franklin Local Board agreed that safety had improved following the speed reductions. The only particular safety concern raised by the Applicant's evidence is with respect to the Mangemangeroa Bridge on Whitford Road which has tight bends either side (and from our observation was very narrow) where there were fatal crashes in 2018 and 2021. The Applicant's evidence makes some recommendations to AT for safety improvements, but does not consider that PC 88 will worsen the issue as PC 88 is more likely to result in slower speeds.¹⁰¹

163. In summary, the Applicant's evidence is that the upgrades already provided for in PC 88 will provide significant road safety benefits that go beyond merely mitigating the effects of PC 88; they will also address existing road safety problems in those locations and therefore enhance the overall safety of the route. Mr Hughes and Mr Harries also point to congestion during peak periods (which are likely to widen due to peak spreading) leading to reduced speeds and a positive effect on road safety throughout the day.¹⁰² In this context, Mr Hughes and Mr Harries also point to precinct provision I.10(4)(g) (reproduced earlier in this decision) as ensuring that the safety record of Whitford-Maraetai Road is assessed at regular development stage intervals to ensure that any new road safety issues resulting from increases in traffic are identified and addressed.¹⁰³

164. Having considered the evidence, including particularly Mr Laing's evidence that a programme of safety improvements for Whitford-Maraetai Road is needed *immediately*, we find that any safety issues are not for the Applicant to resolve. However, neither should PC 88 add significantly to any safety issues. On this point we find that PC 88 will not add significantly to any safety issues for the following reasons:

- (a) There has been an improvement in the safety record of the road network due to the speed limit being reduced;
- (b) Additional traffic flows are likely to have the result of slowing speed on the road network, including particularly at the main point of concern (Mangemangeroa Bridge);
- (c) The programme of upgrades proposed by PC 88 will result in improvements in the level of service at which the relevant intersections are operating, over and above current levels of service. Therefore we agree that the upgrades proposed by PC 88 will provide road safety benefits that go beyond merely mitigating the effects of PC 88; and
- (d) Precinct provision I.10(4)(g) enables the safety record of Whitford-Maraetai Road is assessed at regular development stage intervals to ensure that any new

¹⁰⁰ Joint Statement of Daryl Hughes and Brett Harries at paragraph 5.34.

¹⁰¹ Joint Statement of Daryl Hughes and Brett Harries at paragraphs 5.35-5.38.

¹⁰² Rebuttal Evidence of Daryl Hughes and Brett Harries at paragraph 3.55.

¹⁰³ Rebuttal Evidence of Daryl Hughes and Brett Harries at paragraph 3.62.

road safety issues resulting from increases in traffic are identified and addressed.

165. As a result we have not included Whitford-Maraetai safety improvements within the upgrades required by the PC 88 precinct provisions.
166. With respect to four-laning, we understand that AT has designations in place for the realignment of Whitford-Maraetai Road with widening to four lanes with no funding currently allocated. Mr Laing's evidence for AT does not suggest that this is required now, but that it might be required before PC 88 is completely built out.¹⁰⁴
167. With respect to this issue, the evidence of Mr Harries and Mr Hughes states that:¹⁰⁵

The traffic modelling undertaken as part of our ITA has demonstrated – with a high level of conservatism – that adding new lanes to Whitford-Maraetai Road will not be required. Further, we strongly disagree with the philosophy of building more lanes for cars to drive in greater numbers and at faster speeds. Adding lanes will serve no other purpose than encouraging existing and future residents of Beachlands into private cars, and actively discouraging public transport uptake. This suggestion is contrary to all modern transport planning principles. Accordingly, we disagree with the request.

168. We agree that the traffic modelling undertaken by the Applicant is appropriate as discussed earlier. The evidence before us does not lead to a conclusion that four laning is required now to address existing issues, or that it is necessary as a result of PC 88 (particularly given that there is an existing designation in place). For these reasons we have not included it within the PC 88 precinct provisions. We also record that given the initiatives in the Transport Emissions Reduction Plan (**TERP**) which we discuss shortly, we agree that deciding to embed reference to four-laning in this context is counterintuitive.

Greenhouse gas emissions

169. Objective 8 of the NPSUD, which PC 88 must give effect to, requires that New Zealand's urban environments "support reductions in greenhouse gas emissions".¹⁰⁶ Section 74(2)(d) of the RMA requires that PC 88 has regard to the Emissions Reduction Plan (**ERP**).
170. The ERP, and Te Tāruke-ā-Tāwhiri Auckland's Climate Plan (**Climate Plan**), contain a number of chapters dealing with specific subjects, some of which are more relevant to PC 88 than others.
171. The TERP in contrast is transport focussed, although this also contains a number of actions not all of which are relevant to PC 88.

¹⁰⁴ Statement of Evidence of Mark William Laing at paragraphs 8.4-8.7.

¹⁰⁵ Joint Statement of Daryl Hughes and Brett Harries at paragraph 10.11(b).

¹⁰⁶ This is also a component of Policy 1(e) with respect to well-functioning urban environments.

NPSUD

172. We explored with counsel and witnesses, how we should approach ‘supporting reductions in greenhouse gas emissions’ – in particular, reductions from what baseline?
173. We have approached this from the perspective that a ‘business as usual’ approach is not appropriate as that is unlikely to support reductions in greenhouse gas emissions. Rather, we should look to ensure that the proposal under consideration ‘does better’. Therefore we consider a business-as-usual approach is the comparator that should be improved upon. We return to this topic at the conclusion of this section of our decision, after consideration of the ERP, Climate Plan and TERP.

ERP

174. The ERP is Aotearoa New Zealand’s first emissions reduction plan. It contains strategies, policies and actions for achieving New Zealand’s first emissions budget, as required by the Climate Change Response Act 2002.¹⁰⁷ It largely deals with government initiatives, and is based on the following five principles:¹⁰⁸

1. *Playing our part*
2. *Empowering Māori*
3. *Equitable transition*
4. *Working with nature*
5. *A productive, sustainable and inclusive economy*

175. The remaining chapters in the ERP are illustrated as relating to either “System settings” or “Sector plans”.¹⁰⁹
176. Within the ERP we consider the following aspects (and relevant actions) to be relevant to PC 88, and have had regard to them in making our decision:

Principles

(a) Empowering Māori

The key actions in this chapter of the ERP relate to Māori climate action. Whilst those are not directly relevant, a number of the ‘other actions’ in this chapter of

¹⁰⁷ Page 8.

¹⁰⁸ Page 11.

¹⁰⁹ Page 12.

the ERP are relevant given Ngāi Tai ki Tāmaki’s participation in BSLP. Those other actions include:¹¹⁰

- ▶ *provide more sustainable homes and reduce car dependency, which can help reduce financial and health costs for whānau (see chapter 10: Transport and chapter 12: Building and construction)*
- ▶ *identify opportunities to diversify the Māori economy, including through the transition to a circular economy and bioeconomy (see chapter 9: Circular economy and bioeconomy and chapter 15: Waste)*
- ▶ *reduce the opportunity costs of practising kaitiakitanga, for example, by investigating the carbon storage potential of native ecosystems and options to recognise additional carbon stored in pre-1990 native forests (see chapter 4: Working with nature and chapter 14: Forestry)*
- ▶ *work with Māori developers and housing networks to address barriers to low-emissions urban development and building construction (see chapter 7: Planning and infrastructure and chapter 12: Building and construction).*

(b) Working with nature

Again, although not one of the key ‘Working with nature’ actions, the ERP states that key work programmes that can encourage systems change across regulatory and planning settings include:¹¹¹

- ▶ *adapting urban planning, design and infrastructure – nature-based solutions in urban areas (blue-green infrastructure) can help us mitigate and adapt to the effects of climate change, improve biodiversity and make cities and towns healthier and more liveable. (See chapter 7: Planning and infrastructure and chapter 10: Transport for more information on integrating nature-based solutions in urban areas)*

This is reflected in PC 88 through the EPAN, and the walkable connected network of paths.

System settings

(c) Funding and finance

The “Funding and finance” chapter of the ERP is about aligning investment and spending decisions with climate objectives. There is reference to transitioning the portfolios of the NZ Super Fund, Accident Compensation Corporation, the Government Superannuation Fund, and the National Provident Fund, which manage over NZ\$100 billion on behalf of New Zealanders as Crown Financial

¹¹⁰ Page 54.

¹¹¹ Page 93.

Institutions, to net-zero emissions by 2050 through a new Crown Responsible Investment Framework.¹¹²

The Guardians of New Zealand Superannuation Fund is one of the partners in BSLP through NZSF Beachlands Limited. It invests, manages and administers the New Zealand Superannuation Fund.

Mr Goodwin's evidence for NZSF Beachlands Limited said that climate change has been a key focus for the Guardians for many years and that it had had a dedicated Climate Change Investment Strategy in place since 2016,¹¹³ but was not particularly detailed on how PC 88 fitted in with that focus/strategy. At a general level however, we would expect that as a Crown Financial Institution it will be subject to the applicable funding and finance actions of the ERP.

(d) Planning and infrastructure

We consider that this chapter of the ERP is directly relevant, given that this decision concerns a planning matter. 'Key actions' within this chapter of the ERP are:¹¹⁴

- ▶ *Improve the resource management system to promote greenhouse gas emissions reductions and climate resilience.*
- ▶ *Support emissions reductions and climate resilience via policy, guidelines, direction and partnerships on housing and urban development.*
- ▶ *Address infrastructure funding and financing challenges so we can develop low-emissions urban environments and use infrastructure efficiently.*
- ▶ *Improve the evidence base and tools for understanding and assessing urban development and infrastructure greenhouse gas emissions.*
- ▶ *Promote innovation to reduce emissions in Crown-led urban regeneration projects.*
- ▶ *Identify ways to support the private sector to deliver low-emissions development.*
- ▶ *Integrate climate mitigation into central government decisions on infrastructure.*

Each of those key actions is broken down into 'key initiatives' to support the actions. As with the ERP in general, most of the key initiatives articulate government initiatives - e.g. for funding and financing challenges, the ERP states that the Government will address funding and financing challenges for delivering infrastructure investment that supports urban development and to use infrastructure funding and financing tools in a way that helps to reduce emissions.¹¹⁵

¹¹² Page 116.

¹¹³ Statement of William James Wallace Goodwin at paragraph 6.1.

¹¹⁴ Page 125.

¹¹⁵ Page 135.

Figure 7.1 of the ERP within this chapter states that the planning and infrastructure system has an important role to play in supporting climate outcomes, and is more applicable to PC88. In bullet point form the headings in Figure 7.1 are:

- Low-emissions buildings and infrastructure.
- Well-functioning urban environments.
- Mixed-use, medium and high-density development.
- Strategic planning.
- Access to active and public transport.
- Freight and transport.
- Māori.
- Working with nature.

We are satisfied that PC 88 has a high degree of compatibility with these statements given the compact urban form proposed by PC 88, the building certification provisions, the network of walkways, access to the ferry, and trip internalisation, the participation of Ngāi Tai ki Tāmaki in BSLP, and the proposed EPAN.

Sector plans

(e) Transport

The Transport chapter of the ERP contains ‘transport targets’ with the first of those being to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in the largest cities.¹¹⁶ Action 10.1.1 which supports that is to integrate land-use planning, urban development and transport planning and investments to reduce transport emissions.¹¹⁷ Action 10.1.2 which is to support people to walk, cycle and use public transport, has a number of key initiatives.¹¹⁸ These are primarily government initiatives but include VKT reduction programmes, improved reach, frequency and quality of public transport, and delivering a step change in cycling and walking rates. Each of these feature in PC 88.

(f) Building and construction

The government actions and initiatives in Chapter 12 of the ERP set out the changes proposed to require/incentivise the use of low-emissions building design and materials. An example is Action 12.1.1 to progress regulatory change to reduce embodied emissions of new buildings. In this regard the government consulted on a Whole-of-Life Embodied Carbon Reduction Framework in 2020. The framework would require reporting and measurement

¹¹⁶ Page 175.

¹¹⁷ Page 177.

¹¹⁸ Page 178.

of whole-of-life embodied carbon emissions – from manufacturing building materials to disposing of them at the end of a building’s life. The framework would cap new buildings’ whole-of-life embodied carbon and reduce the cap over time.¹¹⁹ There is also discussion of amendments to the Building Code to introduce new requirements for operational efficiency.¹²⁰

Mr Williams for the Applicant, when questioned as to which parts of the ERP we should have regard to in particular, considered that the energy piece (i.e. how much energy is consumed) is the key piece – we should consider how much energy the development will consume, including the powering of houses and infrastructure. Mr Williams considered that the provision of rainwater harvesting for each house, and the on-site renewable energy requirements are examples of measures that will substantially reduce the energy consumption of the development. As a result of his evidence, the Applicant proposed provisions in reply inserting matters of discretion/assessment criteria for sustainability certification regarding 5-Star NABERS (commercial) and 7-Star Homestar (residential buildings). We consider that these provisions, although a private sector response, are well aligned with the government’s initiatives in Chapter 12 of the ERP.

Climate Plan

177. The Climate Plan goal is to halve emissions by 2030 and reach net zero emissions by 2050. It has priorities for action which have some symmetry with the ERP chapters – they are Natural Environment, Built Environment, Transport, Economy, Communities and Coast, Food, Energy & Industry. Much like the ERP with respect to government initiatives, the Climate Plan is largely geared to what the Council will do, promote, incentivise etc.
178. The Built Environment priority area covers planning and growth, infrastructure, and building construction. Within Action area B1 (Ensure our approach to planning and growth aligns with low carbon, resilient outcomes), the following bullet points are listed:¹²¹
- *maintain and uphold a quality compact urban form approach as outlined in the Auckland Development Strategy. Review its implementation to ensure that opportunities for low carbon, resilient development are being realised*
 - *develop masterplans that demonstrate and promote the opportunity for zero carbon, transit-oriented developments that build climate resilience*
179. We consider that PC 88 delivers a compact urban form and seeks to maximise opportunities for low carbon, resilient development (including through the use of master planning).

¹¹⁹ Page 231.

¹²⁰ Page 236.

¹²¹ Page 74.

180. The Climate Plan defines the term “quality compact urban form” as:¹²²

Future development that is focused in existing and new urban areas within Auckland's urban footprint, limiting expansion into the rural hinterland. This future development maximises efficient use of land and delivers necessary infrastructure.

181. We acknowledge that ACS and AT oppose PC 88 as being outside Auckland's urban footprint. However, for the reasons we have outlined earlier, we consider that PC 88 gives effect to the NPSUD and the RPS, which are the documents it must give effect to under the RMA. We otherwise consider that PC 88 maximises the efficient use of land and delivers necessary infrastructure.

182. Action area B5 (Accelerate the uptake of sustainable design and construction for new buildings) deals with building standards and includes promoting and incentivising the certification of new apartment properties to performance standards that meet the requirements of the Healthy Homes Act (e.g. Passive House).¹²³ In this case we consider that PC 88 goes beyond that with respect to its building certification provisions.

183. The Transport priority contains actions to change the way we travel, enhance the appeal of public transport, increase access to bicycles and micro-mobility devices, improve the safety, connectivity and amenity of walking infrastructure, and accelerate the transition of the passenger and light vehicle fleet to low or zero emissions vehicles.¹²⁴ We consider that PC 88 has been designed to enhance the appeal of public transport to the CBD using the ferry, and provide a safe and connected network of walkways.

184. One of the indicative targets for Transport is that VKT by private vehicles is reduced by 12% as a result of avoided motorised vehicle travel, through actions such as remote working and reduced trip lengths.¹²⁵

TERP

185. Of the climate related plans and strategies we must have regard to under the RMA, the TERP received the most focus in submissions from ACS and AT. Its focus is on transport initiatives to give effect to the Climate Plan, and it sets out a pathway to reduce transport emissions by 64% (relative to 2016) to around 1.75 megatonnes (CO₂e) by 2030 as directed by the Climate Plan.

¹²² Page 173.

¹²³ Page 76.

¹²⁴ Pages 81-84.

¹²⁵ Page 47. At page 142 this is timeframed to 2030 and 2050 (with rising uptake of public transport over that period).

186. The TERP has 11 transformations (each with sub actions) as follows:¹²⁶

1. *Supercharge walking and cycling*
2. *Massively increase public transport patronage*
3. *Prioritise and resource sustainable transport*
4. *Reduce travel where possible and appropriate*
5. *Safe low-traffic neighbourhoods for people*
6. *Build up not out*
7. *Electrify private vehicles*
8. *Enable new transport devices*
9. *Low emissions public transport*
10. *Efficient freight and services*
11. *Empower Aucklanders to make sustainable transport choices*

187. The TERP acknowledges that the ERP's national pathway and targets are not directly comparable to TERP's more ambitious pathway for Auckland, but notes that the direction of both documents and the specific actions are well aligned.¹²⁷

188. For the most part, PC 88 is well aligned with those initiatives that are able to be applied to a plan change – such as enabling walking and cycling, good access to public transport, reducing travel through internalisation, and compact urban form. However, we acknowledge that the TERP under “Build up not out” has an emphasis on accommodating growth through intensification in the existing urban area, and the pathway requires “Reducing the scale of planned urban expansion” and “More intensive development around places with good access to opportunities”.¹²⁸ That said, for greenfield development the TERP states:¹²⁹

However, where greenfield growth does occur, travel patterns of new communities must be shaped in a positive way by providing them with sustainable transport options right from the outset and designing streets that give priority access to walking, cycling and PT ahead of car access. This will involve costs, however, and it is important that the majority of the cost of

¹²⁶ Page 8. They are grouped into three focus areas:

- reduce reliance on cars and support people to walk, cycle and use public transport
- rapidly adopt low emissions vehicles
- begin work now to decarbonise heavy transport and freight

¹²⁷ Page 10.

¹²⁸ Page 41.

¹²⁹ Page 41.

sustainable growth in new urban areas is incorporated into the cost of development, rather than being reliant on funding from public sources.

189. We are satisfied that having met the statutory test of giving effect to the NPSUD and RPS, PC 88 is consistent with this aspect of the TERP by being of a design which prioritises walking, cycling and access to public transport.
190. The TERP includes an action to restrict road expansion/deprioritise projects that induce light vehicle VKT.¹³⁰ This reinforces our decision not to include the four-laning of Whitford-Maraetai Road in the PC 88 precinct provisions. In our view, to include it when we have found that it is not demonstrably required by PC 88, would embed the expectation that the project is to be delivered when there is at least the *possibility*, should other initiatives in the TERP be successful, that this is a project that might be reconsidered in the future.

Transport emissions

191. There was a high level of contention over the assessment of greenhouse gas emissions, and what would constitute an appropriate baseline to measure reductions against¹³¹. Emphasis was placed on 'notable omissions and unrealistic assumptions'¹³² used in the analysis.
192. We understood from Mr Wilmshurst that the MSM¹³³ is the established regional transport model and that it is universally accepted by transport modellers as the source of regional travel demand forecasts across Auckland.¹³⁴ He set out the assumptions that had been included in the model.
193. Mr Wilmshurst sets out a useful comparison of the rates of VKT and CO₂ per household in the MSM for Beachlands with and without PC 88.¹³⁵ Notwithstanding the limitations of the MSM¹³⁶, the assessment demonstrated a reduction in VKT and CO₂ emissions per household in the Beachlands area compared to the designated baseline (organic growth of Beachlands without PC 88). The assessment also showed that the reductions held when compared to other MSM zones¹³⁷.
194. This contrasts with the primary concern of Messrs Bouzonville and Crimmins that the relatively remote location of Beachlands South means that GHG emissions will

¹³⁰ Page 61. At page 37 the TERP states:

Restricting road expansion that induces light vehicle VKT. Road expansion projects that provide extra capacity inevitably stimulate additional travel. If that travel is taken by internal combustion engine vehicles, the emissions generated over the life of the new link or road expansion will undermine the goal of the TERP.

¹³¹ Reply submissions at paragraph 10.2.

¹³² Joint Statement of Adrien Bouzonville and Paul Crimmins at paragraph 1.2.

¹³³ The Auckland regional Macro Strategic Model.

¹³⁴ Statement of Bevan Walter Wilmshurst at paragraph 4.4.

¹³⁵ Statement of Bevan Walter Wilmshurst at paragraph 4.9.

¹³⁶ Network wide analysis and model noise; trip chaining, Statement of Bevan Walter Wilmshurst at paragraphs 6.1 and 6.2.

¹³⁷ Statement of Bevan Walter Wilmshurst at paragraphs 9.1-9.9.

be higher than an alternative urban development at locations nearer to rapid public transport and active mode networks.¹³⁸

195. Although Messrs Bouzonville and Crimmins offered suggestions for modelling GHG emissions, no alternative assessment or evidence addressing omissions and assumptions was presented; or any evidence that alternative baseline conditions would produce lower GHG emissions. Rather they relied on the 'remote location' of PC 88 and the increase in VKTs that will occur from PC 88 occurring at that location.
196. Mr Wilmshurst concludes that VKTs and CO₂ will increase wherever there is an increase in the number of households whatever the location.¹³⁹ We have considered the question of location above, and we are not persuaded by arguments of remoteness when placed in the context of Auckland's planned growth.
197. We drew confidence from the analysis of Mr Wilmshurst, acknowledging the overall increase in VKTs and CO₂ emissions as noted above, and the shift to the medium level per household VKT and CO₂ with the Beachlands South development, and not towards the high to very high end of the VKT and CO₂ spectrum. No evidence was provided that presented an alternative outcome.
198. We preferred the evidence and calculations (including assumptions) presented by Mr Wilmshurst in demonstrating that transport GHG emissions will decrease per household with the PC 88 development when set against the baseline growth within the current Beachlands.

Baseline conditions

199. When exploring a suitable baseline condition for comparison we note the responses provided by Ms Heppelthwaite (brownfield development), and Messrs Bouzonville and Crimmins (locations nearer to rapid public transport and active mode networks), although no quantitative evidence was presented for either option.
200. In her presentation, Ms Trenouth considered that the location was the comparator for the baseline assessment, and that the application does not get across the fundamental issue of location and reliance on vehicles. Ms Trenouth went on to emphasise that Auckland won't reach a net zero GHG emissions target with unplanned growth and that informed decisions are needed to meet VKT targets as the key consideration for plan changes. We have discussed the matter of planned versus unplanned growth above and emphasise that we are not persuaded by arguments of remote location given the evidence to the contrary that we received.
201. In reply submissions, Counsel for the Applicant sets out a useful example of a baseline based on a business-as-usual development, being a location also occurring in Beachlands, and goes on to summarise how PC 88 achieves emission reductions beyond that baseline.¹⁴⁰ Amongst comparisons with the business-as-usual baseline,

¹³⁸ Summary of Hearing Statement of Adrien Bouzonville and Paul Crimmins at paragraph 3(d).

¹³⁹ Rebuttal Evidence of Bevan Walter Wilmshurst at paragraphs 3.13 and 4.2.

¹⁴⁰ Reply submissions at paragraphs 10.4-10.5.

Counsel for the applicant points to the increased trip internalisation that drives some of the reductions in VKTs and GHG emissions.

202. In the absence of evidence to the contrary, and noting the Beachlands location, we accept the analysis presented by Mr Wilmshurst in demonstrating the anticipated reduction in transport derived GHG emissions per household as a result of the PC 88 development.

Whole of life GHG emissions

203. Messrs Bouzonville and Crimmins considered that PC 88 should be supported by GHG emissions modelling that quantifies a 'whole of life' assessment according to best practices and relevant standards.¹⁴¹
204. Mr Williams responds to this in his rebuttal evidence stating that quantifying full life-cycle emissions at then plan change stage is well beyond the requirements to 'have regard to' the ERP.¹⁴²
205. Having considered the ERP, the Climate Plan, and the TERP, we agree with this.

Summary

206. We return to the question of whether PC 88 supports reductions in GHG emissions.
207. In reply submissions, Counsel for the Applicant helpfully sets out how PC 88 supports reductions in GHG emissions, and goes on to note how these components go well beyond the existing pattern of development in Beachlands.¹⁴³ We have considered each of these, and in each case we agree that the relevant aspect goes further than a business as usual approach. In particular:
- (a) Internalisation of trips – this is provided for through increasing local employment opportunities and enabling education facilities.
 - (b) As a result, there is a reduction in VKTs and GHG emissions per household.
 - (c) The precinct provisions provide for the continued assessment of key indicators within PC 88 (employment, mode shift etc).
 - (d) The EPAN has been calculated to provide sequestration of embedded emissions from the residential buildings in the live zone.
 - (e) The planned walking and cycling paths encourage mode shift especially for short trips.

¹⁴¹ Summary of Hearing Statement of Adrien Bouzonville and Paul Crimmins at paragraph 3(f).

¹⁴² Rebuttal Evidence of Andrew John Williams at paragraph 2.17.

¹⁴³ Reply submissions at paragraph 10.5.

- (f) The greatest housing density is within closest proximity to the ferry terminal.
 - (g) Increased ferry capacity is provided for.
 - (h) Sustainability certification for residential and commercial development is provided for.
 - (i) Water sensitive design is provided for.
208. We agree that with the Applicant's expression that elements to reduce GHG emissions have been 'baked in' to the design and reflected in the provisions for PC 88. We find that PC 88 supports reductions in GHG emissions.

Infrastructure funding

209. The Applicant's proposal with respect to infrastructure funding was a key issue of concern for the Council, ACS and AT. The Applicant's proposal is:¹⁴⁴
- (a) To use the IFF Act mechanism for ferry upgrades and operation, and transport infrastructure. As a 'back up' the Applicant points to the Superbuild model which could be used in different ways;¹⁴⁵
 - (b) To provide stormwater assets;
 - (c) To provide water supply on a user pays basis;
 - (d) To provide wastewater on a self-contained basis at no cost to Watercare, or in conjunction with Watercare if the existing wastewater treatment plant at Beachlands is expanded to cater for PC 88 (in which case the Applicant will pay its share of that cost to be agreed with Watercare at a later date);
 - (e) For development contributions to be used in respect of community facilities and reserve acquisition and development (except, in respect of the latter, where these remain in private ownership under a body corporate type structure).
210. Our assessment is that the key concerns of the Council, ACS and AT are:
- (a) Confidence in the ability of the Applicant to deliver funding under the IFF Act and/or through Superbuild;
 - (b) Sequencing of decisions in terms of funding and zoning (ideally funding would be confirmed first);
 - (c) The Applicant's estimates of the funding required; and

¹⁴⁴ Reply Submissions at paragraph 9.2.

¹⁴⁵ Under the CIP/IFF scheme, CIP could be used to administer the funding, including through targeted rates, with Superbuild providing funding into this SPV. Alternatively, Superbuild could step into the role of CIP and fund and manage the infrastructure including administering an independent mechanism to collect the future rate payments. Reply Submissions at paragraph 9.4.

(d) The eventual amount of any levy under the IFF Act and whether it is reasonable.

IFF regime

211. As an initial point, we deal briefly with the IFF Act regime. The purpose of the IFF Act is to provide a funding and financing model for the provision of infrastructure for urban development, that:¹⁴⁶

- (a) supports the functioning of urban land markets; and*
- (b) reduces the impact of local authority financing and funding constraints; and*
- (c) supports community needs; and*
- (d) appropriately allocates the costs of infrastructure.*

212. In very broad summary, the process under the IFF Act involves establishing a special purpose vehicle which raises finance for the infrastructure project in question and then collects a levy over a number of years to repay the finance. Levies are linked to a rating unit, i.e. with some exceptions the person ultimately liable to pay the levy is the ratepayer for a rating unit.

213. The IFF Act contains a process for working out the levy including the 'levy area' and the 'levy period' which must not exceed 50 years. A 'levy order' is then made. The responsibility for collecting the levies is the territorial authority (defined as the 'responsible levy authority').

214. Crown Infrastructure Partners provided a letter as part of the plan change process,¹⁴⁷ which stated:

Those discussions and work to date has been positive and we look forward to progressing the following details of a possible IFF solution with BSLP:

- 1. Understanding the likely timing of zoning and consenting of the development as this will then enable a needs and benefit analysis to be completed;*
- 2. Understanding the Council view on what infrastructure is required and whether they support the development; and*
- 3. A full beneficiary analysis including the likely quantum and commencement date of an IFF levy.*

In the material provided to us, which includes a set of infrastructure required for the Live Zone area with a cost estimated at approximately \$75m excluding GST (independently verified by RPG quantity surveyor), at the current market conditions, the levy per apartment and house appears to be reasonable. The balance of the infrastructure costs for the Live Zone will be funded by the project from infrastructure connection fees to the Partnership's

¹⁴⁶ IFF Act, s 3(1).

¹⁴⁷ Attachment 5 to BSLP's response to request for further information under Clause 23 of the First Schedule to the RMA.

wastewater, potable water and stormwater infrastructure.

In the future, the additional infrastructure for the Future Urban Zone has wider benefits and the potential to also utilise the IFF model.

Ultimately the successful completion of any IFF transaction will require the support of key stakeholders, the approval of the CIP board, approval by CIP's Shareholding Ministers and the Minister of Finance and in particular the positive recommendation of Ministry of Housing and Urban Development as Recommender to the IFF Minister, approval by the IFF Minister and the support of Cabinet in enacting the Order in Council for an IFF Project. This is a requirement of the Act and applies to all developments to be funded using the legislation.

215. A second letter produced by Mr Russell in his evidence stated that:¹⁴⁸

Before a IFF model can be progressed further, the following matters need to be finalised:

a) Confirmation of the zoning from Council;

b) Once the zoning is confirmed, a comprehensive infrastructure needs and benefit analysis can be completed, and agreement on what infrastructure is required, and when;

c) Assessment of what infrastructure will be funded;

d) Once these steps have been completed, CIP will work together with BSLP to complete a levy proposal for the infrastructure to be funded which includes undertaking a detailed beneficiary analysis. Approvals are then sought from parties including BSLP Board, CIP Board, Ministry of Housing and Development, Treasury and Parliament.

e) Once the funding is approved and an Order in Council is obtained, and the levies are collected from the beneficiaries by Council.

216. The IFF Act is separate legislation with its own processes and requirements for establishing a levy order. If an IFF levy is enacted, the process for doing so must necessarily involve the Council as it will ultimately be the Council who collects the levy from ratepayers.

217. ACS and AT raised a lack of confidence that the IFF Act will provide a funding and financing solution generally. However, we are unclear what further certainty could be provided as we cannot see how an IFF levy could be established without a plan change having been confirmed.

¹⁴⁸ Letter from Crown Infrastructure Partners dated 3 October 2023. Statement of Brett Allan Russell at Attachment B.

218. We have turned our mind to the question of the beneficiaries of any IFF funded infrastructure, as this is an issue dealt with under the IFF Act. In particular, the intention appears to be that the levy for roading/transport upgrades would be against land within (at this stage) the live zoned portion of PC 88. In that regard we refer to:
- (a) The 'Draft Funding Plan' states that "Except for the contribution to Ferry Services and Associated Infrastructure the transport and roading costs will be funded by a CIP/IFF model with levies applied to the new residents and businesses in the live zoned areas of Beachlands South."¹⁴⁹
 - (b) The Applicant's reply states that the "infrastructure payment will be levied on future homeowners in the new Development. The developer remains responsible for the ongoing infrastructure payments of unsold lots."¹⁵⁰
219. While that is a matter for a separate process, we consider that is reasonable given the Applicant's ITA, upgrade proposals, and representations through this process.
220. The documentation is less emphatic in respect of the proposed contribution to Ferry Services and Associated Infrastructure from which we infer that it is at least possible that a beneficiary analysis under the IFF Act may determine that the benefits are wider than just the land within the live zoned portion of PC 88. However that is a matter for the IFF Act.
221. Lastly, we record that our understanding is that the IFF Act regime is not proposed for three waters infrastructure. The Applicant's response to Clause 23 – Request for further information – Part 1 suggested that the IFF Act may fund wastewater, water supply and stormwater network. However the Applicant's reply clearly states that:¹⁵¹

Stormwater: These assets will be provided by the developer and no Council assets will be used. There is no cost or risk to the Council;

Water supply: Water will be provided on a user pays basis, similar to the set up that Watercare provides for other households in Auckland;

Wastewater: Either a self-contained system which comes at no cost to Watercare; or the Applicant will work with Watercare on the expansion of the existing wastewater treatment plant and pay its share of that cost. The mechanism to achieve that will be agreed with Watercare at a later date.

222. Against that background we turn to the matters set out above with respect to confidence, sequencing, cost estimates and the amount of any levy.

¹⁴⁹ Appendix 2 to Clause 23 – Request for further information – Part 2.

¹⁵⁰ Reply submissions at paragraph 9.2(g).

¹⁵¹ Reply submissions at paragraph 9.2(b)-(d).

Confidence – IFF Act and/or Superbuild

223. We do not have the same reservations about the IFF Act as the Council, ACS and AT. One of its stated purposes is that it reduces the impact of local authority financing and funding constraints. We consider that it is a legislative mechanism developed to capture situations like this, where there are local authority funding constraints.
224. The IFF Act has not been widely used, but has been used in situations such as the Infrastructure Funding and Financing (Western Bay of Plenty Transport System Plan Levy) Order 2022 – the Tauranga example we were referred to entailed \$175M worth of transport projects.
225. The Minister of Housing and Development is responsible for administering the IFF Act and Crown Infrastructure Partners has been appointed to facilitate this. Given that PC 88 will deliver housing, and given Crown Infrastructure Partners' indicative support for PC 88, we do not find that there is a lack of confidence in the model such that PC 88 should be declined.
226. However, we go further and record that if for some reason the IFF Act is not utilised (for any reason) then there are other models that can operate in a similar way such as the Milldale model.¹⁵²

Sequencing of funding and zoning

227. We were referred to the Drury plan change decisions (Plan Changes 48-50). We have considered those decisions but we do note that there were some key distinctions between this matter and those matters including that (with reference to Plan Change 49 as an example) the land was zoned FUZ and there was substantial and committed central government funding. Nevertheless, in that matter the plan changes were also opposed by ACS and AT on the basis that substantial additional infrastructure was required and there were no funding or finance options available over the next decade (and likely beyond that) to fund the necessary infrastructure upgrades.
228. The relevant provision in the NPSUD is Objective 6:

Local authority decisions on urban development that affect urban environments are:

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

¹⁵² Statement of Philip Osborne at paragraph 3.6.

229. In the context of PC 88 we consider that there is integration of decisions on urban development with infrastructure planning and funding decisions for the following reasons:

(a) We do not consider that funding mechanisms must be finally in place before decisions as to urban development (i.e. zoning) can be made. This would impede the deliverability of urban development. We consider that Objective 6 requires us to be satisfied that infrastructure is planned for when making decisions on urban development, and that there are mechanisms for funding that infrastructure.

(b) In this case, PC 88 contains provision I.7.3 (Staging of Subdivision and Development with Transport Upgrades) which integrates decisions on the key transport infrastructure upgrades required with urban development as it unfolds within the live zoned part of PC 88. In respect of those upgrades, there are mechanisms available (IFF Act and/or the Milldale model) to fund those upgrades.

(c) Funding mechanisms for other infrastructure are also available.¹⁵³

Infrastructure cost estimates

230. ACS and AT raise a concern about the extent of the funding proposed by the Applicant in terms of the cost estimates themselves (and whether they are sufficient) and the projects captured. This is illustrated in the table included in Mr Laing's evidence.¹⁵⁴

231. Our starting point is that the Applicant has proposed upgrades in Table 2 which forms part of I.7.3 (Staging of Subdivision and Development with Transport Upgrades). The content of the table specifies when the upgrades are to be in place. The Applicant has concurrently stated as part of this plan change process what upgrades will be funded through the IFF Act (or alternative mechanism, but not by the Council). Our understanding is that this is all roading upgrades *except for* the Whitford Bypass, which we come back to below.

232. In that context, debate about the cost estimates is somewhat of a red herring. Provision I.7.3(1) states (amongst other things) that:

Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table 2 until such time that the identified infrastructure upgrades are constructed and are operational.

233. The upgrades are then specified in Table 2, Column 2. The upgrades are not limited by cost – they must be delivered in accordance with the precinct provisions. The IFF Act regime can accommodate cost escalation (with resultant increase in levy cost) should the Applicant's estimates prove to be on the lean side.

¹⁵³ Summarised in the Reply Submissions at paragraph 9.2.

¹⁵⁴ Statement of Evidence of Mark William Laing at paragraph 10.12.

234. We have decided that PC 88 does not warrant inclusion of the Whitford-Maraetai safety improvements or four laning.
235. That leaves the Whitford Bypass. Our understanding of the Applicant's evidence on this is that there is merit in the Whitford Bypass going ahead. However, it will have wider community benefits than can be attributable to PC 88.¹⁵⁵ That appears to us to be correct, given that there is a designated corridor in place for the Whitford Bypass and all but one properties within that corridor have been purchased.
236. In opening, the Applicant's legal submissions stated that:¹⁵⁶

While the Bypass is also proposed to be funded by CIP, under the IFFA it will not all be attributed to PC88. Under the IFFA legislation, an analysis of who benefits is undertaken and rates are determined depending on the level of benefit individual houses receive. This means that the cost will be shared with the wider community, but not the Council.

While the residents of PPC88 will make a contribution to this project in the form of rates, it will be paid for by a wider group at the time it is needed. For the purposes of PPC88 it needs to be treated separately to the projects that are solely needed to accommodate the traffic from the residents of PC88.

237. The precinct provisions for PC 88 require the Whitford Bypass to be in place to enable more than 1,900 and up to 2,700 dwellings or residential lots; however we do not understand the Applicant to have committed to fund the bypass and nor, on the evidence, would that be reasonable. Instead, to address the impacts of PC 88, the Applicant has committed to upgrade the Whitford Roundabout. The note to Table 2 states:

If the Whitford Bypass is brought forward in timing prior to the Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout then this roundabout upgrade is not required.

238. It may transpire that the Whitford Bypass is accelerated and the upgrade to the Whitford Roundabout is not required. However, if the bypass is not delivered, then the Whitford Roundabout will need to be delivered in accordance with the precinct provisions.

Reasonable levy

239. The Addendum Hearing Report noted that total quantum of infrastructure costs remains unclear, and therefore Ms Trenouth was not sure whether the Infrastructure Funding and Financing levy proposed by the Applicant would be reasonable as previously indicated by Crown Infrastructure Partners.¹⁵⁷

¹⁵⁵ Joint Statement of Darryl Hughes and Brett Harries at 10.11(d).

¹⁵⁶ Synopsis of Legal Submissions at paragraphs 9.19 and 9.20.

¹⁵⁷ Addendum Hearing Report at paragraph 58.

240. The levy is set through the IFF Act which as discussed, is separate legislation over which we have no jurisdiction (much like the setting of rates or development contributions). Accordingly, we have some reservations as to how far we can go in assessing the reasonableness of a future levy. That said, we accept the evidence of Crown Infrastructure Partners and the Applicant as to their assessment.

Summary

241. We find that the Applicant's infrastructure funding proposals are appropriate and, with respect to the IFF Act, that it is a valid mechanism which the Applicant can rely on (absent which, it has a credible alternative).

Whitford Village

242. We received submissions which expressed concern about the impact of PC 88, including the proposed upgrade of the Whitford Roundabout, on the character of Whitford Village. As the Addendum Hearing Report noted:¹⁵⁸

The evidence of Nick Williamson on behalf of the Whitford Residents Association raises particular concerns about the impacts of PC88 on the character of Whitford Village. I did not specifically discuss this issue in the S42A Report but agree with Mr Williamson that adverse effects on the character of other villages is a relevant consideration. This matter was discussed at expert conferencing on landscape and urban design, as well as planning in relation to the policy framework.

I agree with Mr Williamson and Mr Reaburn that increased traffic through Whitford Village and the proposed Whitford roundabout upgrade would have adverse effects on the village's character by increasing traffic and impacting accessibility. I am aware that the Whitford Bypass was previously proposed to mitigate the impacts of growth at Beachlands on the road and character of the village, which is why the Manukau City Council designated it. The transport experts agree that if the Whitford Bypass was implemented the proposed roundabout upgrade would not be required (JWS Transportation and Planning Day 2, paragraph 3.8). In my opinion, the Whitford Bypass must be implemented to maintain the character of Whitford Village. I consider the increased volume of traffic through the village, and the subsequent intersection upgrade would have significant adverse effects on the village's character.

243. We acknowledge that PC 88 will result in a greater volume of traffic through the Whitford Roundabout, and that the upgrade to the roundabout will have a noticeable change on that location. However, Mr Brown's evidence for the Applicant is that the location where the Whitford Roundabout is, which contains the commercial/retail village face as Aucklanders would know it, is already heavily oriented towards vehicular traffic. Traffic lanes, car parks, vehicles etc already dominate the centre of the village at all times each day. The residential aspects of Whitford sit beyond the

¹⁵⁸ Addendum Hearing Report at paragraphs 22-23.

immediate roundabout. Accordingly, proposed alterations to road lanes on all three sides of the roundabout could subtly increase the visual presence of vehicles and road infrastructure within the village, more so at busy times of each day.¹⁵⁹

244. Our observations from the two site visits we carried out are consistent with Mr Brown's evidence with respect to the existing situation. The Whitford Roundabout is clearly a busy roundabout, the immediate environment is already dominated by traffic lanes, vehicles and parked cars, and access across Whitford-Maraetai Road appears difficult at present. We find that the upgrade proposed to the roundabout would not appreciably worsen that situation and in fact would improve safety for pedestrians.

FUZ

245. The submission of ACS and AT was that if we approved PC 88, the FUZ should not be approved for the following reasons:¹⁶⁰

- (a) It would set high expectations that a live zoning would follow;
- (b) There was an absence of detail as to if/how the FUZ could be developed in a way that infrastructure could be provided;
- (c) The FUZ is remote from Pine Harbour and employment and service areas;
- (d) Implications for the Council in having to be involved in the future planning for the FUZ; and
- (e) Uncertainty as to whether B2.7 of the AUP could be achieved.

246. We have particularly considered the following in deciding this matter:

- (a) The framework of the AUP, and in particular its expectations for putting future urban zones in place, and then ultimately converting future urban land to live zoning;
- (b) The implications for PC 88 if the live zoning were approved, and the FUZ were not, particularly with respect to the EPAN and indicative transport links;
- (c) The question of a 'defensible urban boundary' (live zone or FUZ).

247. The AUP does not provide direction, or any threshold, in respect of the zoning of land as Future Urban. Policy B2.2.2(3) is "Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines". Policy B2.2.2(7) is similarly enabling and sets out a list of matters which must be achieved, while Policy B2.2.2(8)

¹⁵⁹ Rebuttal Evidence of Stephen Kenneth Brown at section 3.

¹⁶⁰ Legal Submissions for ACS and AT paragraph 6.6, with reference to evidence.

is about rural activities being carried on in the interim provided they do not hinder or prevent the future urban use of the land.

248. While we accept that approving the FUZ sets *an* expectation that live zoning *may* follow in the future, we think the AUP is clear that in order for the FUZ to convert to live zoning, structure planning must be undertaken in accordance with Appendix 1 Structure plan guidelines. These are the same guidelines that PC 88 has been prepared in accordance with.
249. We questioned the Applicant early on in the hearing on the implications for PC 88 should the live zoning be confirmed, but not the FUZ. The operative zoning under the AUP is Countryside Living. Mr Lala and Mr Roberts indicated that, should we approve only the live zoned part of PC 88, then with respect to the land that would have been within the FUZ we would need to remove the Whitford Precinct and apply the Beachlands South Precinct to deliver the benefits that were proposed for the FUZ (such as the EPAN, the indicative transport links, and the pā site).
250. Having considered the options of having no FUZ (with either the Whitford Precinct or Beachlands South Precinct applying), or having the FUZ, we prefer the FUZ. It has the benefit of avoiding the fragmentation of land into 5 ha lots under the Countryside Living zone which would compromise the potential for future urbanisation, and it secures the matters proposed through PC 88 for the FUZ.
251. With respect to a defensible urban boundary, we heard evidence from Mr Brown on this. One submission requested that their land, to the south of the FUZ, be included within the FUZ.¹⁶¹ Mr Brown said that as the road turned to the right (south of the FUZ) there were relatively open views of the farmland and the FUZ, and that his view was that given the importance of the corridor, keeping that open space connection was important. Conversely, if one were to lose the FUZ, then a sense of balance may be lost.
252. On our subsequent (second) site visit we took close notice of the sweep of the road and topography, and we agree that the southern boundary of the FUZ makes sense and should not be extended southwards.
253. For these reasons we are satisfied that live zoning is not automatic, that there are benefits in ring fencing the FUZ for possible live zoning in the future, and that structure planning and plan change processes in accordance with Appendix 1 of the AUP (Structure plan guidelines) will be required.

PRECINCT PROVISIONS - MATTERS OF DETAIL

254. With respect to the precinct provisions, there were a limited number of changes sought by submitters which were *not* accepted by the Applicant. We have sought to address these as fulsomely as possible.

¹⁶¹ Submitter #206, Sielia Limited.

Activity status and policy framework for subdivision and development not complying with transport triggers standard, and subdivision and development above 2,700 dwellings

255. An issue raised by ACS/AT was whether there should be non-complying activity status where there is infringement of the transport triggers, or for subdivision and development above 2,700 dwellings.¹⁶² With reference to the AUP description of non-complying activity status, this was submitted to be appropriate because a greater degree of scrutiny is required.
256. In reply, the Applicant pointed to the directive language of Policies I.4(7) and I.4(9A), and the flexibility needed with respect to the Whitford Bypass, as justifying discretionary activity status.¹⁶³
257. The Environment Court has recently considered this issue. In considering the relative merits of non-complying versus discretionary activity status for a zone change from rural to industrial, the Court said:¹⁶⁴

[24] In terms of perception, we agree that non-complying consent is regarded generally as being a more restrictive pathway to consent than a discretionary consent (although whether that is the case in any given instance will depend very much on the nature of the proposal, its potential effects and the provisions of relevant objectives and policies). There are differences between the basis on which effects and plan provisions are considered under ss 104 and 104D and s 104D contains a “gateway test” which any application must pass to obtain consent. However any suggestion that actual and potential effects on the environment for applications being determined under s 104 are subject to a lesser degree of scrutiny than applications under s 104D is simply wrong. Section 104 contains no limitations on effects matters which can be brought into consideration when considering applications for (fully) discretionary activity consents nor on the scrutiny to which such effects might be subject by a consent authority which has a statutory obligation to assess actual and potential effects appropriately.

258. We agree that the expectations of the precinct provisions are clear, and where appropriate, directive. Further, as set out above, there are no limitations on effects matters which can be brought into consideration when considering applications for (fully) discretionary activities. Accordingly, we do not include non-complying activity status in the precinct provisions. Similarly, we have not included the amendments proposed to Policy (9A),¹⁶⁵ or the Activity Table.

¹⁶² Legal Submissions for ACS and AT paragraph 6.9 onwards; Evidence of Peter Reaburn.

¹⁶³ Reply Submissions at paragraph 8.7.

¹⁶⁴ *Fraser Auret Racing v Rangitikei District Council* [2024] NZEnvC 10 at [24].

¹⁶⁵ Referred to as Policy (13A) in Annexure A to the Legal Submissions for ACS and AT.

Appropriate Height Variation Control number in the MUZ

259. One of the issues outstanding as between the Applicant and the Council relates to the Applicant's proposal for a 24m Height Variation Control (22m + 2m for the roof) in the MUZ. This is additional to the Height Variation Control applying in the LCZ.
260. Although it was initially proposed to be 27m (in PC 88 as notified), and the Applicant has amended its proposal in response to the Council's concerns, Ms Skidmore recommends that the height limit in the MUZ be the default limit of 18m so as not to undermine the primacy of the village centre (LCZ). At the hearing, she explained that this allows the village centre to remain the dominant element rather than a large undefined area. Ms Skidmore also said that the developer can seek resource consent (to go higher) with that application to be assessed on its merits at time.
261. Mr Brown agreed that it would be appropriate to reduce the maximum height at that location, but to a lesser degree. He supported a revised Height Variation Control of 22-24m.¹⁶⁶
262. We find that we prefer Ms Skidmore's evidence on this topic. The default height limit of 18m serves to reinforce the primacy of the village centre. The resource consent process is available should there be a proposal to go higher, and that would allow the impact of any additional height on the primacy of the village centre to be assessed on its merits at the time.

Stormwater provisions

263. The Council's stormwater and flood management response stated that additional assessment criteria were required to manage flooding effects, particularly on the Jack Lachlan Drive properties below the PC 88 site. These additional assessment criteria were needed to incorporate the effects of climate change and the cumulative effects of subdivision and development for each stage. Mr Loutit did not address these as outstanding matters in his reply, but the Panel considers these additional assessment criteria would be useful in guiding the development of the Stormwater Management Plan and the design of flood attenuation and storage devices.
264. Accordingly, we decide to amend Assessment Criterion I.9.2.7A(c) as follows:

Whether the proposal ensures that subdivision and development manages stormwater discharge flooding effects upstream of and downstream of the precinct so that flooding risks to people, property and infrastructure on Jack Lachlan Drive are not increased for all flood events, up to a 1% AEP flood event including:

- i. Effects of climate change on flood attenuation within stormwater management devices; and*

¹⁶⁶ Statement of Evidence of Stephen Kenneth Brown at paragraph 10.6.

ii. Cumulative effects of subdivision and development.

Noise control along Whitford-Maraetai Road

265. AT sought an objective, policy and provisions to address potential health and amenity effects and the impact of road noise from the Whitford-Maraetai Road on noise sensitive activities within PC 88 adjoining it.¹⁶⁷
266. The only part of PC 88 which is to be live zoned along Whitford-Maraetai Road is zoned LIZ and MUZ, and does not involve residential activities, subject to workers' accommodation. Accordingly, the Applicant's response is that any concerns about road noise are appropriately managed through Chapter E25 Noise and Vibration of the AUP.¹⁶⁸
267. We do not consider that the objective, policy and provisions to address potential health and amenity effects and the impact of road noise from the Whitford-Maraetai Road on noise sensitive activities within PC 88 are necessary at this stage given the live zoned areas adjoining Whitford-Maraetai Road. Such controls may be necessary when the FUZ is live zoned, but we consider that can be addressed at that stage.

Sustainability Strategy

268. ACS sought that the Sustainability Strategy be referenced within the precinct provisions, and that it be included as an appendix. Examples given of matters from the Sustainability Strategy that were not reflected in the precinct provisions included optimising cut and fill volumes in bulk earthworks and design, and constructing low-energy use houses with orientation for solar gain and green star or higher certification.¹⁶⁹
269. Rather than refer to extraneous documents, it is preferable to embed key outcomes within the precinct provisions. Accordingly the Panel has not included reference to the Sustainability Strategy in the precinct provisions.
270. We comment briefly on earthworks and building certification. We do not think it is necessary to include reference to optimising cut and fill volumes in bulk earthworks and design as in our experience this occurs as a matter of course; with respect to building certification, we consider that the amendments proposed by the Applicant in reply provide more certainty and are appropriate. It follows that we have not included the changes sought in this regard to Policy (2).¹⁷⁰

¹⁶⁷ Statement of Evidence of Christopher James Freke at paragraphs 5.51-5.56 (#344.8).

¹⁶⁸ Synopsis of Legal Submissions at paragraph 12.9.

¹⁶⁹ Summary Hearing Statement of P Crimmins and A Bouzonville at paragraph 11.

¹⁷⁰ Referred to as Policy (6) in Annexure A to the Legal Submissions for ACS and AT.

Scheduling of pā site and/or HNZ suggested alternative relief

271. There is a pā site (R11/1619) within the FUZ that is of considerable significance to Ngāi Tai ki Tāmaki. Proposed standard I.7.10 is:

I.7.10 Mana Whenua

Purpose: To recognise and protect important sites associated with the cultural landscape at Beachlands South.

(1) No buildings or structures are permitted within the pā site and its surrounds as identified on Precinct Plan 4. Development that does not comply with this standard is a discretionary activity.

(2) Any modifications to the pā site or earthworks within its surrounds as identified on Precinct Plan 4 is a discretionary activity.

(3) Subdivision that results in the pā site as shown on Precinct Plan 4 extending across multiple contiguous lots is a discretionary activity.

272. Ngāi Tai ki Tāmaki agrees with this, but HNZ seeks that the pā site be scheduled in Schedule 14 of the AUP. Although the pā site would reach the threshold for scheduling, the Council is comfortable with PC 88 as proposed on the basis of Ngāi Tai ki Tāmaki's agreement.

273. At the hearing, Ms Morris (planner for HNZ) still supported scheduling but suggested an alternative method to address her concerns which involved additional precinct provisions to protect the pā site including an objective, amendment to the policies and additional standards.¹⁷¹

274. We are grateful to Ms Morris for her suggestions. Having considered the matter however we find that the level of protection afforded to the pā site is appropriate, particularly given that as an archaeological site it also has the protection afforded by the Heritage New Zealand Pouhere Taonga Act 2014.

Fire and Emergency New Zealand submission

275. Fire and Emergency New Zealand (**FENZ**) tabled a letter outlining its submission.¹⁷² It was satisfied that the proposed roads would meet their access requirements if they were designed to Auckland Transport standards. FENZ was concerned that the PC 88 provisions did not contain rules requiring a fire-fighting standard of water supply (pressure and volume).

276. The Applicant is proposing an urban standard of water supply, to Beachlands South, via bulk reservoir and underground reticulation, with the supply taken from an aquifer bore. The Panel is satisfied that specific rules are not needed in the precinct

¹⁷¹ Summary Statement of Alice Jane Morris.

¹⁷² Letter from Beca dated 21 November 2023. Evidence reference EV84.

provisions. It is also noted that the existing Beachlands area is reliant upon roof water collection and on-site tanks for water supply, supplemented by tanker trucks.

Watercare submission

277. Watercare submitted on PC 88 and Mr Iszard appeared on its behalf at the hearing. His evidence included amendments sought to the precinct provisions with respect to water and wastewater infrastructure, including water supply efficiency. Having considered the Applicant's response to these, which adopts some but not all of the suggestions, we are satisfied that Watercare's submission has been appropriately responded to in the reply version of the precinct provisions.

Other amendments sought by ACS/AT

278. We have dealt with the amendments to the precinct provisions sought by ACS/AT throughout the decision by subject matter. However, there are some additional submission points we have not discussed and we address those here.

279. We agree with and adopt the following suggestions:

(a) The addition of the word "safe" to I.7.8(2). We consider safety is important and should be borne in mind when arrangements for the Fairway Reserve are established.

(b) The addition of "trip generation" to I.9.2.2(e) which we consider is a fair reflection of the more detailed provisions referred to.

(c) The amendments to Appendix 1 with respect to Jack Lachlan Drive which we consider provides certainty of expectations for the Council, AT and the developer.

280. The Panel did not find it necessary to include any remaining suggestions, including suggested new policies 13B and 23AA.

DECISIONS ON SUBMISSIONS

281. This decision sets out the reasons why we have approved PC 88 and the reasons for our decisions on changes sought by submitters to the precinct provisions. Our decisions on submissions with reference to specific points are set out in Attachment 2. For ease of reference, the table in Attachment 2 includes the Council's recommendations from the Addendum Hearing Report, with our decisions recorded alongside. Attachment 2 should be read in conjunction with this decision.

PART 2 OF THE RMA

282. We find that PC 88 meets the purpose of the RMA being to promote the sustainable management of natural and physical resources for the following reasons:

(a) The plan change, and this decision, recognises and provides for the matters of national importance engaged in this case, including particularly:

- (i) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna (s 6(c)), primarily through the EPAN;
 - (ii) The maintenance and enhancement of public access to and along the coastal marine area (s 6(d)), primarily through the coastal walkway;
 - (iii) The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga (s 6 (e)), as evidenced by Ngāi Tai ki Tāmaki’s participation in the project;
 - (iv) The protection of historic heritage (the pā site) from inappropriate subdivision, use, and development (s 6(f)) through the precinct provisions; and
 - (v) The management of significant risks from natural hazards (s 6(h)) which are managed in this case.
- (b) We agree that the plan change has particular regard to the following matters:
- (i) Kaitiakitanga and the ethic of stewardship (ss 7(a) and (aa)) as evidenced by Ngāi Tai ki Tāmaki’s participation in the project;
 - (ii) The efficient use and development of natural and physical resources (s 7(b)) being the development of land for housing;
 - (iii) The maintenance and enhancement of amenity values, intrinsic values of ecosystems, and the maintenance and enhancement of the quality of the environment (ss 7(c) – (f)) as a result of the design of the development, and the EPAN and network of walkways; and
 - (iv) The effects of climate change (s 7(i)) given the site’s resilience from warming scenarios.
- (c) The principles of the Treaty of Waitangi have been taken into account (s 8) and are evidenced through Ngāi Tai ki Tāmaki’s participation in the project including the Cultural Values Assessment provided as part of the plan change request.

283. We find that PC 88 will enable the development of land for housing, and accordingly we consider that the objectives proposed by PC88 are the most appropriate way of achieving the purpose of the RMA.

DECISION

284. Our decisions on submissions are that:

- (a) Pursuant to Schedule 1, Clause 10 of the Resource Management Act 1991, Proposed Plan Change 88 to the Auckland Unitary Plan (Operative in Part) be **approved**, subject to the modifications as set out in this decision, and as set out in Attachment 1.

(b) Submissions on the plan change are accepted and rejected in accordance with this decision, and as set out in Attachment 2.

285. The reasons for the decision are that PC 88:

(a) is supported by necessary evaluation in accordance with s 32 and s 32AA of the RMA;

(b) will give effect to the NPSUD and the RPS;

(c) satisfies the provisions of Part 2 of the RMA; and

(d) will assist the Council in achieving the purpose of the RMA.



Vanessa Hamm
Chairperson

And on behalf of Commissioners Trevor Mackie and Dr Ian Boothroyd

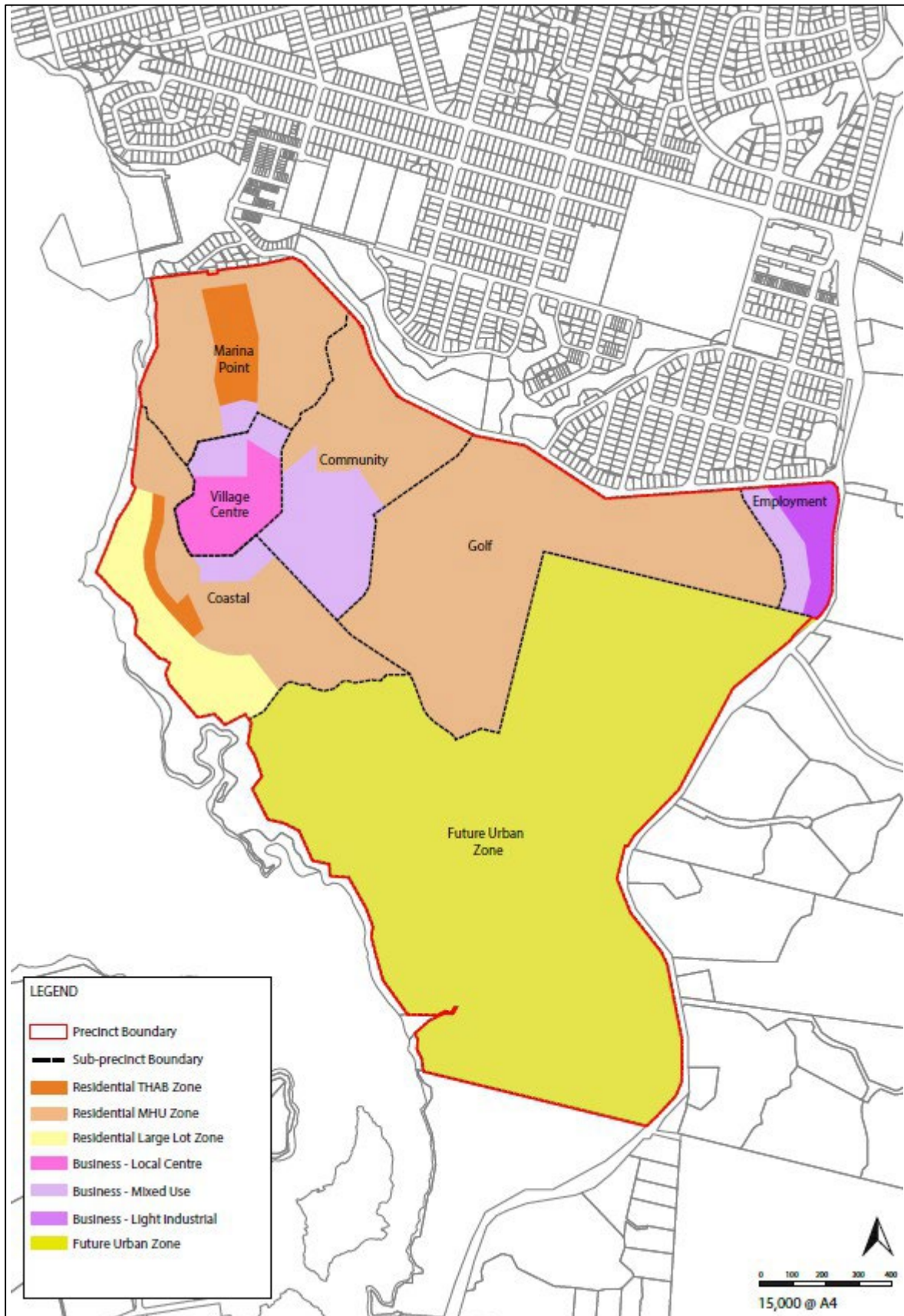
Date: 2 April 2024

Attachments

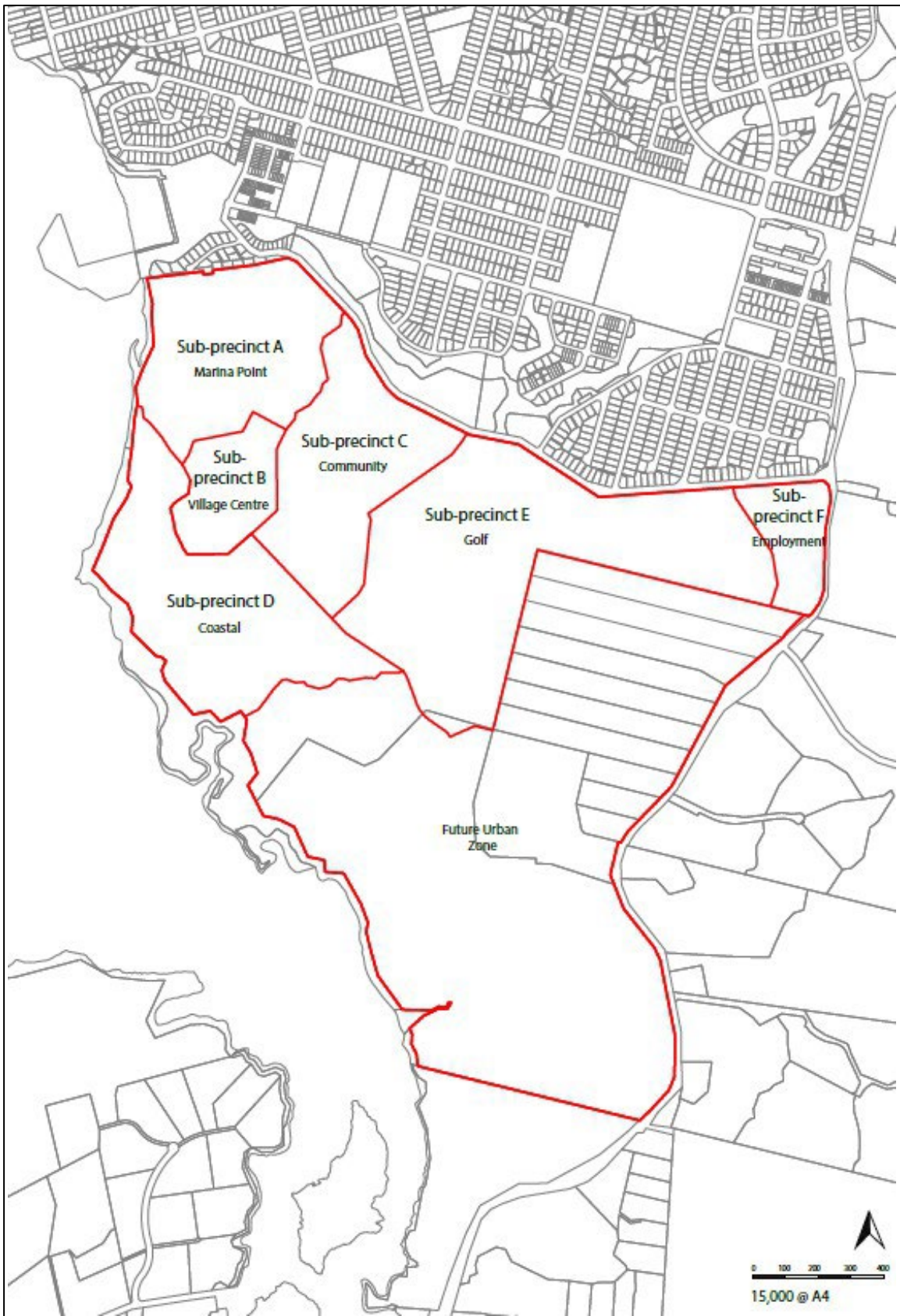
Attachment 1: Precinct provisions

Attachment 2: Table of decisions on submissions

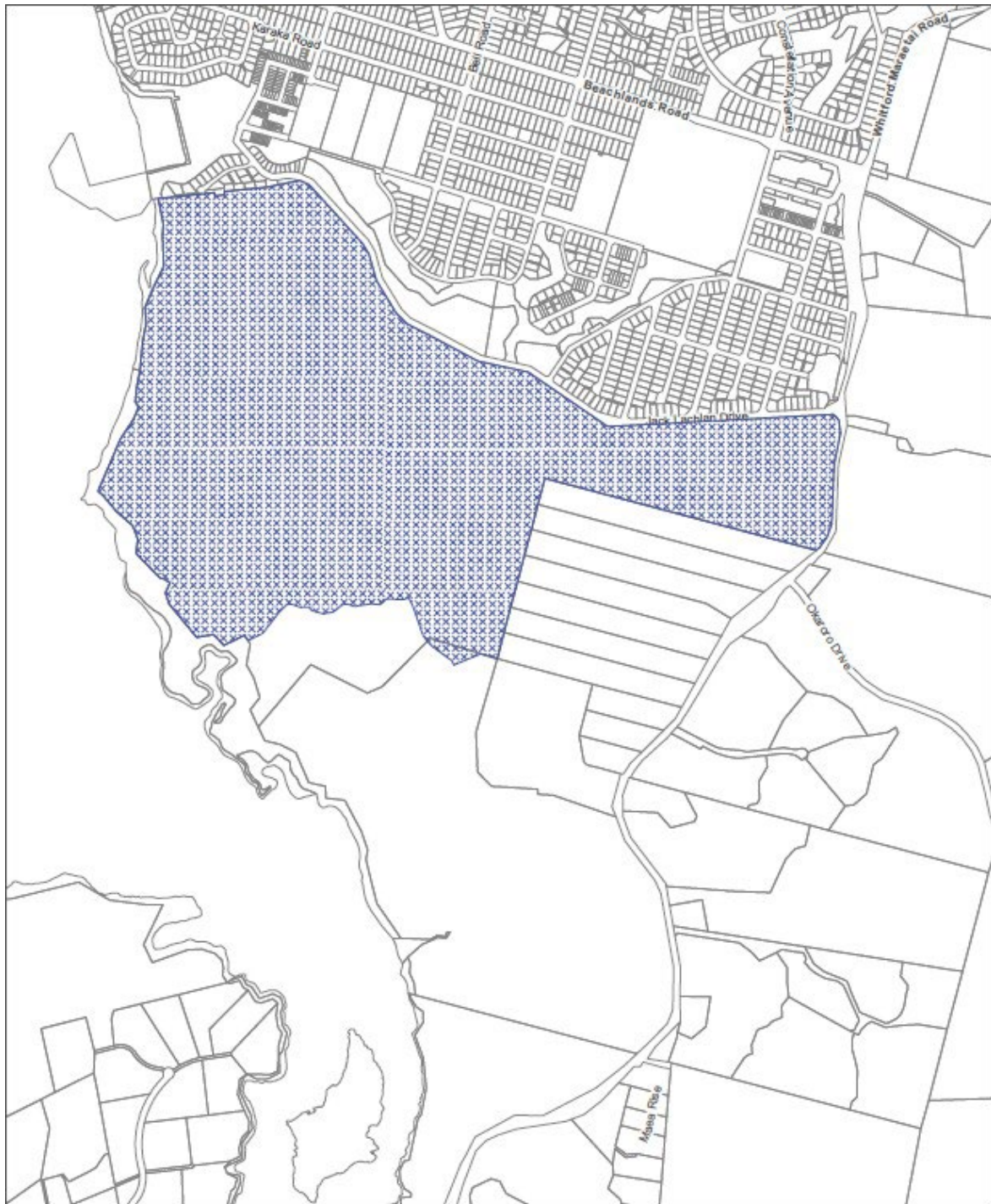
Plan Change 88: Zoning and Sub-precincts Plan



Plan Change 88: Sub-precincts Plan



Plan Change 88: Stormwater Management Area Flow 1 (SMAF 1) Control



Legend

- × Stormwater Management Area Control (Flow 1)

0 80 160 240
Scale @ A4
1:15,000

Attachment 1 – PC 88 Beachlands South Precinct provisions
DECISION VERSION

Beachlands South Precinct

Decision Version

IXXX Beachlands South Precinct

IXXX.1 Precinct Description

The Beachlands South Precinct applies to approximately 307 hectares of land with a contiguous boundary to the existing coastal town of Beachlands. The purpose of the Beachlands South Precinct is to provide for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community adjacent to the Pine Harbour ferry berths that supports the development of a well-functioning urban environment.

The precinct comprises a variety of urban zones for residential, business, light industrial and recreational development opportunities. This variety of urban zones will enable the development of a wide range of activities that will support the expansion of the existing coastal town of Beachlands. The remainder of the precinct is zoned Future Urban and will be rezoned for urban purposes in the future in coordination with identified infrastructure upgrades and funding.

Development of this precinct will be guided by the following precinct plans:

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

A high-quality built environment is planned for the Beachlands South Precinct. To ensure this high-quality design outcome, the resource consent process will enable a qualitative design assessment against the relevant matters of discretion and assessment criteria. Development in this precinct will also be externally assessed by the Beachlands South Design Review Panel to ensure the specific placemaking design outcomes for Beachlands South are achieved.

Open spaces and reserves depicted in the precinct plans are indicative only and may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council.

Mana Whenua Cultural Landscape

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

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

Sustainability

A key attribute of the Beachlands South Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss. The precinct achieves this by promoting a modal shift to public transport and requiring the provision of a highly integrated and connected walking and cycling network including a coastal walkway, implementation of water sensitive design principles and promoting low-carbon development with on-site carbon sequestration through native planting to enhance biodiversity values.

Natural Environment

Land within the precinct and in the adjoining coastal marine area contains significant terrestrial, freshwater and coastal ecological values. On land, these ecological values consist of terrestrial vegetation and habitat types containing a range of nationally significant species, freshwater wetlands and four mainstream catchments containing permanent and intermittent streams. Some of these stream catchments are located within forested gully systems and the Significant Ecological Area (SEA) Overlay – Terrestrial. The precinct provisions apply an Ecological Protected Area Network (EPAN) over the highest value terrestrial, wetland and stream habitats to ensure their long-term protection and to improve ecological values through a range of habitat restoration and enhancement measures. The adjacent coastal marine area is recognised as a marine SEA containing coastal marine habitats which include a range of native fauna and rich feeding grounds for a variety of international migratory and New Zealand endemic wading birds.

The Beachlands South Precinct provides for urban development of the land in a manner that protects, maintains and enhances the environmental quality of the area and ecological values on land and in the coastal marine environment.

In recognition of the receiving environments, the Auckland-wide Stormwater Management Area Flow 1 (SMAF 1) Control applies in this precinct to ensure hydrological mitigation.

Transport Infrastructure and Staging

The transport network in the wider Beachlands area and services at the Pine Harbour Ferry will be progressively upgraded and funded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction and delivery of

infrastructure, including upgrades to the road network and ferry services to manage adverse effects on the local and wider transport network.

Zoning and Sub-precincts

The zoning of land within the Beachlands South Precinct is Residential – Terrace Housing and Apartment Building, Residential - Mixed Housing Urban Zone, Residential – Large Lot, Business – Mixed Use, Business – Local Centre, Business – Light Industry, Open Space – Active Sport and Recreation and Future Urban.

There are six Sub-precincts in the Beachlands South Precinct:

- **Sub-precinct A, Marina Point** is zoned Residential – Terrace Housing and Apartment Buildings and Residential - Mixed Housing Urban. It's location between the Pine Harbour Ferry and the Precinct's Village Centre provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset. A key feature of this sub-precinct is the Fairway Reserve which is a generous band of recreational and amenity open spaces extending between the existing Marina to the north and the Village Centre to the south.
- **Sub-precinct B, Village Centre** is located on the central circulation spine and zoned Business – Local Centre and Business – Mixed Use. It is intended to provide for high density residential opportunities, employment, civic space and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry and is intended to complement the existing commercial activities within Beachlands/Maraetai. This sub-precinct is the focal point for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Development in this sub-precinct envisages a high-quality street environment for walking and cycling to the existing Beachlands community, within the Village Centre itself and to the Pine Harbour Ferry. The Village Centre is orientated with views down to the western gully over the coastal edge and beyond to Rangitōtō Island, reinforcing the connection with the sea.
- **Sub-precinct C, Community** is zoned Residential – Mixed Housing Urban, Open Space – Active Sport and Recreation and Business – Mixed Use. This sub-precinct is intended to be the focal point for civic and community facilities including a destination civic space to reinforce the Village Centre and public open spaces for informal recreation. Opportunities for visitor accommodation and associated amenities are also provided for through the adaptive reuse of existing buildings. The development of education facilities is provided for within this sub-precinct and its colocation with other enabled community facilities would enable the use of shared facilities/amenities accessible by strong active mode connections while maximising the efficient use of land. Given its proximity to the Village Centre, community facilities and the Pine Harbour Ferry, the development of high-density housing is envisaged along the northern boundary of this sub-precinct which will enjoy benefits of outlook over ecological areas that are being retained.

- **Sub-precinct D, Coastal** is zoned Residential – Terrace Housing and Apartment Buildings, Residential - Mixed Housing Urban and Residential – Large Lot. The sub-precinct is located along a coastal escarpment with significant landscape features including a central ridge sloping towards a densely vegetated gully of significant terrestrial and ecological value. Development in this sub-precinct will respect the natural rolling topography and landform character while ensuring people and property is protected from natural hazards. The coastal edge of this sub-precinct is celebrated with the provision of a high-quality public open space network for walking and cycling connections offering sweeping views of the Hauraki Gulf and Waikōpua Estuary. Residential densities in this sub-precinct are expected to be high to medium density closer to the Village Centre, in combination with terraced and detached housing, and provision for larger lots within the Large Lot Zone along the coastal edge which are subject to the Subdivision Variation Control.
- **Sub-precinct E, Golf** is zoned Residential - Mixed Housing Urban. The purpose of this sub-precinct is to provide for the maintenance and on-going activities of the remaining 9-holes golf course within the Golf Course Overlay while respecting significant ecological features. The underlying zoning provides opportunities for residential development in accordance with the planned urban built character of the MHU zone.
- **Sub-precinct F, Employment** is zoned Business - Mixed Use and Light Industry. Its location at the eastern edge will be accessible to the existing Beachlands-Maraetai community and will provide a local employment source. Development in this sub-precinct should ensure a high-quality built environment is achieved to ensure it is aligned with the overall high-quality development aspirations for Beachlands South overall.

IXXX.2 Objectives (precinct-wide) [rp/dp]

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified below.

- (1) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation, education and employment activities.
- (2) Development of Beachlands South creates a distinctive sense of place which maintains and enhances significant ecological features, and responds to natural site features, landform and mana whenua values.
- (3) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.
- (4) The tangible and intangible mana whenua values of the pā site identified on Precinct Plan 4 are protected and enhanced.

- (5) Beachlands South is a highly sustainable and low-carbon coastal town.
- (6) Beachlands South is public transport focussed development that supports high density residential, employment, retail and community activities within walking and cycling distance of the Pine Harbour ferry berths in a manner which prioritises active modes of transport.
- (7) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that:
 - (a) Results in a mode shift to public and active modes of transport including walking and cycling;
 - (b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, education facilities, housing, jobs, open spaces and the Pine Harbour Ferry; and
 - (c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.
- (8) Subdivision and development in the precinct is coordinated with the adequate provision of required transport, three waters, energy and telecommunications infrastructure.
- (9) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are mitigated, protected, restored, maintained and enhanced.
- (10) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.
- (11) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised and appropriately offset and/or compensated.
- (12) A high-quality coastal walkway and connected network of open spaces is established which recognises the need to protect and manage effects on the marine significant ecological areas.
- (13) Stormwater quality and quantity is managed to maintain the health and wellbeing of the receiving environment where it is excellent or good and is enhanced over time in degraded areas.
- (14) Development in Beachlands South integrates the built environment with the natural environment and coastal setting.

Sub-precinct A: Marina Point

(15) The highest density urban living is developed in sub-precinct A closest to the Pine Harbour Ferry berths and along key planned public transport routes and the Fairway Reserve.

(16) A series of high-quality, safe and well-connected of open spaces are established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.

Sub-precinct B: Village Centre

(17) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.

(18) A built form featuring a variety of mixed-use and multi-level buildings with increased vertical density that supports the social, economic and cultural well-being of the community.

(19) An innovation hub for employment, community facilities and social amenities to foster a sense of place, local identity and social interaction.

(20) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.

Sub-precinct C: Community

(21) Development of a destination public open space and associated public amenities as the focal point of sub-precinct C that serves Beachlands South and the wider community.

(22) Development of visitor accommodation in a high-quality architectural built form that complements the coastal environment.

(23) The development of education facilities provides for the educational needs of students within existing and planned communities.

(24) Opportunities for communities to use education facilities, and for the co-location of school and community facilities are provided.

Sub-precinct D: Coastal

(25) Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to coastal landforms and landscape features.

(26) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.

Sub-precinct E: Golf

(27) Provide for on-going organised sport and recreation (including golf) for the Beachlands community.

(28) Residential development complements the golf course.

Sub-precinct F: Employment

(29) Local employment opportunities in a quality-built environment and the development of residential accommodation above the ground floor in the Mixed Use Zone.

(30) Development is of a form, scale and design quality that reinforces Beachlands distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.

IXXX.3 Policies [rp/dp]

All relevant overlay, Auckland-wide and zone policies apply in this precinct in addition to those specified below.

Mana Whenua

(1) Recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the cultural landscape at Beachlands South. These values include but are not limited to:

- (a) The pā site identified on Precinct Plan 4, wāhi tapu and other taonga;
- (b) The key views and spiritual connection identified on Precinct Plan 4;
- (c) Freshwater quality; and
- (d) Mauri, particularly in relation to freshwater and coastal resources.

Sustainability

(2) Develop Beachlands South as a highly sustainable and low-carbon coastal town by:

- (a) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
- (b) Promoting modal shift to walking and cycling active modes and public transport including bus and ferry services through specific, measurable mode shift targets;
- (c) Protecting and enhancing biodiversity values in the precinct with restoration and regeneration native planting, particularly within the Ecological Protected Area Network;

- (d) Encouraging the development of energy efficient buildings including by the design of buildings with optimal solar orientation and on-site energy generation; and
 - (e) Encouraging the development of buildings that have reduced embodied carbon and operational carbon.
- (3) Contribute to mitigating the effects of climate change by encouraging native revegetation within the Ecological Protected Area Network identified on Precinct Plan 2 and across the wider precinct to enhance carbon sequestration and biodiversity values.

Ecology and Biodiversity

- (4) Enable the subdivision and development of land while mitigating, protecting, restoring, maintaining and enhancing identified terrestrial, wetland, stream, coastal marine and wetland ecological values, particularly within the Ecological Protected Area Network.
- (5) Recognise the landscape function of revegetation planting within the Ecological Protection Area Network to integrate the built environment with the natural coastal setting and to ensure restoration planting is implemented in a timely manner in relation to the surrounding environment.
- (6) Require the protection, restoration, maintenance and enhancement of terrestrial, wetland and permanent and intermittent stream habitats including within the Ecological Protected Area Network as shown on Precinct Plan 2 by native revegetation planting, including:
- (a) Terrestrial revegetation including within existing high value habitats;
 - (b) Wetland buffer planting; and
 - (c) Wetland native enrichment planting.
- (7) Require the restoration, maintenance and enhancement of biodiversity values in the coastal marine environment by:
- (a) Invasive weed management within coastal bird roosting and nesting sites;
 - (b) Selective mangrove management for the restoration and enhancement of coastal bird inter-tidal habitat;
 - (c) Mammalian pest control to improve biodiversity values and facilitate the recovery of threatened species.

Note 1

When having regard to Policy IXXX.3(4), (5), (6) and (7) above, the following documents or any updated version of them should be referred to:

- Auckland Council Technical Report 2011/009: Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams (October 2011) for guidance on how the location and extent of any offset may be calculated and assessed;
- Biodiversity Offsetting under the Resource Management Act: A Guidance Document (September 2018), prepared for the Biodiversity Working Group on behalf of the BioManagers Group.
- Ecological Impact Assessment (EclA): EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems. 2nd Edition (May 2018).

None of these reference documents has precedence. An acceptable offsetting proposal may combine elements from any of the documents.

Transport, Infrastructure and Staging

(8) Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.

(9) Promote a mode shift to public transport and active modes by:

- (a) Requiring walking and cycling connections to the Pine Harbour Ferry, including along the indicative coastal walkway, active mode connections within the precinct, Jack Lachlan Drive and the indicative primary and secondary collector roads as shown in Precinct Plan 5;
- (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads;
- (c) Providing direct active mode connections to ferry and centres at the same time as resident development establishes; and
- (d) Encouraging connections and linkages to be effectively enabled within the precinct and to the existing Beachlands township.

(10) Require subdivision and development in the precinct to be coordinated with the provision of adequate stormwater, wastewater, water supply, energy and telecommunications infrastructure.

(11) Require that residential subdivision and development does not occur in advance of the availability of operational transport infrastructure and ferry services, unless:

- (a) An alternative integrated transport infrastructure solution is approved which minimises adverse effects on the safety and effectiveness of the transport network; or

- (b) An alternative legal mechanism is provided to ensure infrastructure is completed and operational prior to release of s224(c) or occupation of dwellings.

Movement Network

(12) Require primary and secondary collector roads to be generally in the locations as shown on Precinct Plan 5, while allowing for variation, where it would achieve a better-connected street layout that integrates with the surrounding transport network.

(13) Require the design of new collector and local roads to be in general accordance with the road design details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table.

(14) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, the surrounding transport network, and supports the safety and amenity of the open space and stream network.

(15) Require streets to be attractively designed to appropriately provide for all modes of transport by:

- (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and
- (b) Providing for and prioritising active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations in the precinct and connecting to the existing Beachlands township; and
- (c) Providing for the safe and efficient movement of vehicles.

Open Space Network

(16) Establish an integrated movement and public open space network within and across the precinct as indicatively shown on Precinct Plan 3, including:

- (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways in the precinct and connecting to the existing Beachlands township;
- (b) Require provision of the indicative coastal walkway to enable access to and along the coast while avoiding adverse effects on the marine significant ecological areas;
- (c) Requiring provision of the Fairway Reserve and connection to the coastal walkway;
- (d) Enabling the provision of a high-quality civic space adjacent to the Village Centre;

- (e) Encouraging the establishment of a network of suburban and neighbourhood parks, walkways and pedestrian linkages.

Built Form

(17) Manage building height and form to:

- a) Maximise densities close to the Pine Harbour Ferry berths, the planned public transport network and around the Village Centre;
- b) Enable greater building height in the Village Centre to reinforce sub-precinct B as the commercial core of Beachlands South;
- c) Contribute positively to Beachlands South's sense of place, including by:
 - i) Responding to landform and the coastal environment; and
 - ii) Transitioning the scale of built form to visually integrate with adjoining areas.

(18) Promote high-quality and diversity in architecture and urban design that enhances the relationship of buildings with public open spaces and reflects the coastal character of the precinct.

(19) Requiring buildings to be set back behind the Whitford-Maraetai Road landscape buffer area as shown on Precinct Plan 1.

Stormwater Management

(20) Require subdivision and development to achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and devices designed in accordance with GD01 for other impervious surfaces.

(21) Require subdivision and development to be consistent with any approved network discharge consent and the treatment train approach outlined in the supporting stormwater management plan for the precinct including:

- a) Application of water sensitive design to achieve water quality and hydrology mitigation;
- b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
- c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01 and/or the Auckland Transport 'Transport Design Manual';

- d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating; and
- e) Providing planting on the riparian margins of permanent or intermittent streams.

Natural Hazards

- (22) Ensure development manages flooding effects upstream and downstream of the site and in the Beachlands South Precinct so that the risks to people and property (including infrastructure) are not increased for flood events, up to a 1% AEP flood event.

Sub-precinct A: Marina Point

- (23) Provide for a variety of highest density residential typologies responding to its close proximity to the Pine Harbour Ferry berths and Village Centre.
- (24) Require provision of the Fairway Reserve Area as shown on Precinct Plan 1 as a high-quality linear park linking to the indicative coastal walkway and Pine Harbour Ferry berths.
- (25) Encourage the development of highest density residential typologies along both sides of the Fairway Reserve to reinforce the amenity and quality of this open space and provide passive surveillance.

Sub-precinct B: Village Centre

- (26) Provide for employment opportunities and the development of commercial activities to complement the existing Beachlands centre.
- (27) Provide for the development of supporting community activities and residential activities above the ground floor.
- (28) Encourage for the development of a civic space exhibiting high architectural quality that enhances the distinctive coastal character and is surrounded by commercial and retail activities.

Sub-precinct C: Community

- (29) Enable a range of activities including residential, education, recreation, early childhood learning services, community, and appropriate accessory activities.
- (30) Provide for community use of education land, buildings and infrastructure used for educational purposes and enable the co-location of education and community facilities.

Sub-precinct D: Coastal

(31) Require subdivision and development to respond to the natural coastal topography and landform.

(32) Require subdivision to achieve larger lot sizes along the coastal edge by application of a subdivision variation control in the Large Lot Zone.

Sub-precinct E: Golf

(33) Provide for the on-going use and enjoyment of a golf course within the Golf Course Overlay and the development of complementary residential activities.

Sub-precinct F: Employment

(34) Provide for the development of commercial, light industrial and employment activities in a manner that supports the Village Centre and wider Beachlands community.

(35) Achieve a quality-built form at the Whitford-Maraetai Road gateway by encouraging buildings to be attractive and designed to a high standard.

(36) Enable the development of residential activities above the ground floor within the Mixed Use Zone in a manner that does not compromise the efficient operations of employment generating activities.

IXXX.4 Activity table [rp/dp]

The provisions in any relevant overlays, zone and the Auckland-wide apply in this precinct unless otherwise specified below.

Activity Table IXXX.4.1 specifies the activity status for land use and development activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

Table IXXX.4.1 Activity table All Sub-Precincts

Activity		Activity Status
Use		
Development		
(A1)	Buildings for more than 3 residential units per site in a residential zone	RD
(A2)	New buildings	RD
(A3)	Development that does not comply with Standard IXXX.6.3 Staging of Development with Transport Upgrades	D
(A4)	Development that does not comply with Standard IXXX.6.4 Water Supply and Wastewater	NC

(A5)	Development of publicly accessible open spaces greater than 1000m ²	RD
(A6)	Development of a civic space as shown on Precinct Plan 3	C
(A7)	Establishment of the Coastal Pathway as shown on Precinct Plan 5	C
(A8)	Development that does not comply with Standard IXXX.6.13 Water Supply Efficiency	D
Ecological Protected Area Network		
(A9)	Pest and invasive vegetation removal within the Ecological Protected Area Network as shown on Precinct Plan 2	P
(A10)	Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) to form the indicative shared path links as shown on Precinct Plan 5	P
(A11)	Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) for routine operation, maintenance and repair of existing tracks	P
(A12)	Vegetation alteration or removal within the Ecological Protected Area Network for all other purposes not otherwise provided for	D
(A13)	Subdivision or development that does not comply with standard IXXX.6.6 Ecological Protected Area Network	D
Subdivision		
(A14)	Subdivision that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades	RD

(A15)	Subdivision that does not comply with Standard IXXX.6.3 Staging of Development with Transport Upgrades	D
(A16)	Subdivision that complies with Standard IXXX.6.4 Water Supply and Wastewater	RD
(A17)	Subdivision that does not comply with Standard IXXX.6.4 Water Supply and Wastewater	NC
(A18)	Subdivision and/or development that does not comply with Standard IXXX.6.14 Road Design	RD

Sub-Precinct A, Marina Point

Activity		Activity Status
Development		
(A19)	Development that does not provide the indicative Fairway Reserve area as shown on Precinct Plan 1	D
(A20)	Development that does not comply with Standard IXXX.6.8 Fairway Reserve	D
(A21)	Development that does not comply with Standard IXXX.6.15 Coastal Walkway	D

Sub-Precinct C, Community

Activity		Activity Status
Use		
Community		
(A22)	Education facilities	P
(A23)	Community facilities	P
(A24)	Visitor accommodation	P

Sub-Precinct E, Golf

Activity		Activity Status
Use		
Community		

(A25)	Organised sport and recreation including associated maintenance in the Golf Course Overlay shown on Precinct Plan 1	P
-------	---	---

Sub-Precinct D, Coastal

Activity		Activity Status
Use		
Subdivision		
(A26)	Subdivision of land complying with Standard IXXX.6.12 Large Lot Zone	RD
(A27)	Subdivision of land not complying with Standard IXXX.6.12 Large Lot Zone	D
(A28)	Development that does not comply with Standard IXXX.6.15 Coastal Walkway	D

Sub-Precinct F, Employment

Activity		Activity Status
Use		
Development		
(A29)	New buildings	RD
(A30)	Additions and alterations to existing buildings	RD

IXXX.5 Notification

- (1) Any application for resource consent for an activity listed in Activity Table IXXX.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IXXX.6 Standards

All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:

- H1 Residential – Large Lot Zone Standards
 - H1.6.6 Maximum impervious area
 - H1.6.7 Building Coverage
- H17 Business – Light Industry Zone
 - H17.6.4(1) Front Yard
- H18 – Future Urban Zone
 - H18.6.3(1) Front Yards

All activities listed in Activity Table IXXX.4.1 must comply with the following permitted activity standards.

IXXX.6.1 Building Height

Purpose:

- Enable building height to be optimised close to the Pine Harbour Ferry and the frequent transport service.
 - Positively contribute to Beachlands South’s sense of place.
 - Manage the effects of building height and visual dominance effects.
- (1) Buildings must not exceed the height in metres of the underlying zone standards, unless otherwise specified in the Height Variation Control on the planning maps and Precinct Plan 1.
 - (2) If the site is subject to the Height Variation Control, buildings must not exceed the height in metres, as shown in Table IXXX.6.1.1 below and on Precinct Plan 1.
 - (3) Any part of a building greater than the occupiable building height is to be used only for roof form, roof terraces, plant and other mechanical and electrical equipment.

Table IXXX.6.1.1: Total building height shown in the Height Variation Control on the Planning Maps

Occupiable building height	building	Height for roof form	Total building height
22m		2m	24m

IXXX.6.2 Building Setback along Whitford-Maraetai Road

Purpose: To establish native planting within the landscape buffer strip adjacent to Whitford-Maraetai Road to soften views towards the coast and the appearance of development along the western Whitford Maraetai Road frontage of the precinct.

- (1) A 10m or 15m wide building setback must be provided along the entire frontage of the land adjoining Whitford-Maraetai Road measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022, as shown on Precinct Plan 1. No buildings, structures or parts of a building shall be constructed within either of these building setbacks.
- (2) The front yard required for land adjoining Whitford-Maraetai Road shall be measured from the 10m or 15m wide building setbacks required in Standard IXXX.6.2(1) above.
- (3) The 10m or 15m wide building setback in Standard IXXX.6.2(1) above must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of these building setbacks indicated as the landscape buffer on Precinct Plan 1. This planting requirement does not apply over any vehicle accessways. This planting must be maintained in perpetuity.
- (4) Subdivision or development that does not comply with Standard IXXX.6.2(1) – (3) is a discretionary activity.

IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades

Purpose: Manage the adverse effects of traffic generation on the safety and efficiency of the surrounding road network by ensuring subdivision and development is coordinated with infrastructure upgrades.

- (1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table - IXXX.6.3.1 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of activities, development or subdivision identified in Column 1 of Table IXXX.6.3.1 will be deemed to comply with this standard IXXX.6.3 if the corresponding infrastructure identified in Column 2 of the Table is:
 - (a) Constructed and operational prior to lodgement of the resource consent application; or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
 - (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and / or
 - (ii) The occupation of any dwellings in the case of a land use consent application; or
 - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to:

- (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) Prior to the occupation of any dwellings in the case of a land use consent application.
- (2) Any application lodged in terms of IXXX.6.3(1)(a), (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
- (a) no dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
 - (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational, unless an alternative legal mechanism is provided to ensure to that infrastructure is operational prior to the occupation of dwellings.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant infrastructure upgrades are operational, or an alternative legal mechanism is provided.

- (3) For the purpose of this standard:
- (a) 'Dwelling' means buildings for this activity that have a land use consent, retirement units or subdivision that has a section 224(c) certificate that creates additional vacant lots;
 - (b) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and
 - (c) 'Operational' means the relevant upgrade is available for use and open to all traffic (be it road traffic in the case of road upgrades, or ferry services in the case of ferry passenger numbers during specified times).

Table IXXX.6.3.1: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6

Column 1 Land use enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,		Column 2 Transport infrastructure required to enable activities or subdivision in column 1
(a)	Up to a maximum of 250 dwellings and/or residential lots	Upgrade of Jack Lachlan Drive to provide two-way cycling facilities along the full length of one side of

		<p>the road; and a footpath on the northern side of the road.</p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection; and</p> <p>Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to a double lane roundabout*.</p> <p>Site (E) on Precinct Plan 6: Upgrade of Somerville Road / Whitford Road / Point View Drive roundabout to provide a double north-west bound through-lane for additional capacity.</p>
(b)	<p>A provision of:</p> <p>i. More than 250 and up to 500 dwellings or residential lots</p>	<p>Upgrades in (a) above; and</p> <p>Provision for a total capacity of at least 592 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays.</p>
(c)	<p>A provision of:</p> <p>i. More than 500 and up to 850 dwellings or residential lots;</p>	<p>Upgrades in (a) and (b) above; and</p> <p>Provision for a total capacity of at least 692 ferry passengers from Pine Harbour Ferry during the two-hour peak period between 0630-0830 on weekdays; and</p> <p>Site (D) on Precinct Plan 6: Provision of an additional left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout.</p>
(d)	<p>A provision of:</p> <p>i. More than 850 and up to 1,900 dwellings or residential lots;</p>	<p>Upgrades in (a) – (c) above;</p> <p>Provision for a total capacity of at least 952 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays; and</p> <p>Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford-Maraetai Road intersection.</p>

(e)	A provision of: i. More than 1,900 and up to 2,700 dwellings or residential lots;	Upgrades in (a) – (d) above; and Provision for a total capacity of at least 1224 ferry passengers from Pine Harbour during the two-hour peak period between 0630-0830 on weekdays. Site (F) on Precinct Plan 6: Whitford Bypass providing a two-way single lane each way between the Trig Road (south) / Whitford-Maraetai Road intersection and the Saleyard Road / Whitford Park Road / Sandstone Road intersection, including upgrades to the intersections at both ends.
-----	--	--

*Note: If the Whitford Bypass is brought forward in timing prior to the Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout then this roundabout upgrade is not required.

- (4) The subdivision or development of land for more than 2,700 dwellings or residential allotments-precinct-wide is a discretionary activity.

IXXX.6.4 Water Supply and Wastewater

Purpose To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.

- (1) Adequate water supply and wastewater infrastructure must be provided at the time of subdivision or development.

IXX.6.5 Riparian Margins

Purpose: Contribute to improvements to water quality, habitat, biodiversity and contribute to addressing residual ecological effects.

- (1) A minimum riparian yard setback of 10m measured from the top of the bank must be provided along permanent or intermittent streams including those as shown on Precinct Plan 2. No buildings or structures are permitted in the riparian yard setback.
- (2) The riparian yard setback required in Standard IXXX.6.5(1) above must be planted either side to a minimum width of 10m. This riparian planting must be native species and protected and maintained in perpetuity by an appropriate legal mechanism or vested in Council.
- (3) Walkways and cycleways must not be located within the riparian planting area required in standard IXXX.6.5(1) above.

- (4) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

IXXX.6.6 Ecological Protected Area Network

Purpose: To protect and enhance identified significant terrestrial vegetation/habitat types, recorded archaeological sites and significant ecological areas from subdivision and development and contribute to addressing residual ecological effects.

- (1) No earthworks or development of buildings or structures are permitted within the Ecological Protected Area Network (EPAN) shown on Precinct Plan 2.
- (2) All existing terrestrial vegetation and habitat types within the EPAN must be protected and maintained, except as provided for by IXXX.4.1 (A9), (A10) and (A11).
- (3) Any application for subdivision within the precinct must include the following on the subdivision scheme plan, as identified on Precinct Plan 2:
 - (a) Areas subject to the EPAN and proposed to be planted as part of any ecological offsetting or compensation package;
 - (b) Areas subject to the Significant Ecological Area – Terrestrial overlay;
 - (c) High Value Terrestrial Planting areas;
 - (d) Wetland Margin Buffer Planting areas;
 - (e) Indicative Native Revegetation areas; and
 - (f) Identified archaeological sites.
- (4) The areas listed in Standard IXXX.6.6(3)(a) – (f) inclusive above must be legally protected and maintained by a covenant (or other legal protection mechanism) on the Certificate of Title for each site within the precinct where they are not vested with the Council.
- (5) The covenant (or other legal protection mechanism) must require the areas listed in Standard IXXX.6.6(3)(a) – (f) inclusive above to be revegetated, maintained, restored and enhanced in accordance with the Biodiversity Management Plan required in Special Information Requirement IXXX.9(2).
- (6) The covenant (or other legal mechanism) must require every landowner within the precinct to be a member of a Residents Association (or similar) that will manage the areas listed in Standard IXXX.6.6(3)(a) – (f) inclusive above and contribute a proportional sum each year to ensure the Biodiversity Management Plan is implemented on an on-going basis.
- (7) A minimum 5m building setback must be provided from the High Value Terrestrial Planting and Wetland Margin Buffer Planting as shown on Precinct Plan 2. No

buildings, structures or parts of a building shall be constructed within this 5m wide setback.

IXXX.6.7 Stormwater Quality

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from all impervious areas other than roofs must be either:
 - (a) Treated at source by a stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) Treated by a communal stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)' that is designed and authorised to accommodate and treat stormwater from the site; or
 - (c) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'
- (2) For all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements shall apply.
- (3) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

IXXX.6.8 Fairway Reserve

Purpose: To provide a recreational open space and connection between the Village Centre and Pine Harbour Ferry while enhancing the amenity of highest density residential areas.

- (1) Prior to the occupation of buildings in sub-precinct A, the indicative Fairway Reserve area as shown on Precinct Plan 1 must be provided in the form of an open green space linear park for a minimum width of 20 metres. For the purposes of this standard, 'occupation' means occupation and use for the purposes permitted by the resource consent but not including occupation by personnel, engaged in construction, fitting out or decoration.
- (2) A continuous safe walking and cycling connection must be provided within the Fairway Reserve connecting between the Village Centre and the Pine Harbour Ferry berths.

- (3) The Fairway Reserve must be available for public use at all times unless written approval has been obtained from the council for an alternative. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.
- (4) The Fairway Reserve must be formed and vested in the Council; or maintained by way of an appropriate legal protection mechanism which must include the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.
- (5) Fences, or walls, or a combination of these structures, adjoining the Fairway Reserve must not exceed the heights specified below, measured from the ground level at the boundary:
 - (a) 1.2m in height; or
 - (b) 1.8m in height if the fence is at least 50% visually open.

IXXX.6.9 Coastal Protection Yard

Purpose: To ensure buildings are adequately setback from the coastal edge to maintain water quality and provide protection from natural hazards.

- (1) All buildings and structures must comply with the minimum coastal protection yard setback requirement of 30 metres.

Note 3:

For the avoidance of doubt this standard does not apply to development of the indicative coastal walkway as shown on Precinct Plan 3.

IXXX.6.10 Mana Whenua

Purpose: To recognise and protect important sites associated with the cultural landscape at Beachlands South.

- (1) No buildings or structures are permitted within the pā site and its surrounds as identified on Precinct Plan 4. Development that does not comply with this standard is a discretionary activity.
- (2) Any modifications to the pā site or earthworks within its surrounds as identified on Precinct Plan 4 is a discretionary activity.
- (3) Subdivision that results in the pā site as shown on Precinct Plan 4 extending across multiple contiguous lots is a discretionary activity.

IXXX.6.11 Earthworks

Purpose: To minimise sediment runoff and manage discharge effects on the receiving environment.

- (1) The maximum disturbed area for all catchments in Precinct Plan 7 must not exceed 20 hectares cumulatively across all catchments at any one time.
- (2) Up to 15 hectares of earthworks (disturbed and stabilised areas) may be undertaken within each catchment over any single earthworks season 1 October – 30 April).
- (3) The maximum disturbed area for each catchment in Precinct Plan 7 must not exceed 5 hectares exposed at any one time.
- (4) Sediment retention pond volumes must be sized for a minimum 3.75% of the disturbed area that discharges to the sediment retention pond, up to a maximum catchment size of 4 hectares.

Note: Areas of earthworks that are completed and subsequently stabilised (stabilised area) are no longer considered a disturbed area.

IXXX.6.12 Large Lot Zone

- (1) Proposed sites identified in the Subdivision Variation Control in Precinct Plan 1 must comply with the minimum net site in the table below.

Area	Minimum net site area
Large Lot Zone in Sub-precinct D, Coastal	1,000m ²

- (2) The maximum building coverage must not exceed 35% of the net site area.
- (3) The maximum impervious area must not exceed 50% of the net site area.

IXXX.6.13 Water Supply Efficiency

Purpose: ensure new buildings adopt minimum water efficiency measures to provide cost, comfort and health benefits to their occupants, and sustainability benefits to the wider community.

- (1) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems.
- (2) All new buildings (except dwellings as provided for in IXXX.6.13(1) above) must be designed to have non-potable water requirements supplied by rainwater tank. Rainwater tanks can be provided as either individual or communal rainwater systems.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 Star standard for shower heads, 4 Star standard for toilets, and a minimum 5 Star

standard for kitchen taps and bathroom hand wash taps (as rated (under the Water Efficiency Labelling Scheme (WELS)).

- (4) The minimum sizes for rainwater tanks (or bladders) in Table IXXX.6.13.1 and Table IXXX.6.13.2 apply to detached and attached housing in all sub-precincts.

Table IXXX.6.13.1: All dwellings except apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	3000L*
4 bedroom	5000L (roof area up to 110m ²), or 3000L (roof area greater than 110m ²)
5 bedroom	5000L

* All attached houses to be 3000L max

Table IXXX.6.13.2: Apartments

Dwelling type	Minimum tank (or bladder)
1 bedroom (includes Studio)	1000L
2 bedroom	2000L
3 bedroom	1500L*
4 bedroom	2000L
5 bedroom	2500L

IXXX.6.14 Road Design

Purpose: To ensure that any activity, development and/or subdivision complies with Appendix 1 Beachlands South Precinct, Road Function and Design Details Table.

- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Beachlands South Precinct, Road Function and Design Details Table.

IXXX.6.15 Coastal Walkway

Purpose: To provide public access to and along the coastal edge.

- (1) Prior to the occupation of any building in the Marina Point and Coastal sub-precincts, the indicative coastal walkway as shown on Precinct Plan 5 must be progressively formed to a minimum width of 3m to link each stage of development with the Pine Harbour Ferry berth. This coastal walkway must be maintained by way of an appropriate legal protection mechanism. For the purposes of this standard, 'occupation' means occupation and use for the purposes permitted by the resource consent but not including occupation by personnel, engaged in construction, fitting out or decoration.

IXXX.6.16 Site Access

Purpose: Maintain a safe road frontage and shared space footpath uninterrupted by driveways and to provide for the safe efficient operation of the arterial network.

(1) Where subdivision and development adjoin an arterial road identified on the planning maps or planned cycle path in Appendix 1 Beachlands South Precinct, Road Function and Design Details Table, rear access must be provided so that no driveway is provided directly from the arterial road or over the planned cycle path.

IXXX.7 Assessment – controlled activities

IXXX.7.1 Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) Development of a civic space as shown on Precinct Plan 3:
 - (a) Orientation of views to Rangitoto Island and the Hauraki Gulf;
 - (b) Provision of public amenities;
 - (c) Enhancement of coastal character;
 - (d) Interaction and engagement with surrounding commercial and retail spaces; and
 - (e) Scale and design for shade and protection from wind.
- (2) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
 - (a) Connectivity to existing connections and the Pine Harbour Ferry.
 - (b) Effects on archaeological sites.
 - (c) CPTED

IXXX.7.2 Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) Development of a civic space as shown on Precinct Plan 3:
 - (a) The extent to which it is designed with views orientated to Rangitoto Island and the Hauraki Gulf;
 - (b) The extent to which the design incorporates a range of public amenities to enhance the amenity and use of this space;
 - (c) The extent to which it is located and designed to enhance the distinctive coastal village character of sub-precinct B Village Centre;

- (d) The extent to which it is located and designed to complement and engage with surrounding commercial and retail spaces in the Village Centre; and
 - (e) The scale and design of the space to provide suitable shade and shelter from wind.
- (2) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
- (a) The extent to which the indicative coastal pathway within sub-precinct A facilitates a safe and convenient route that responds to topography for pedestrians and cyclists to the Pine Harbour Ferry;
 - (b) The extent to which the coastal pathway connects to existing connections within and outside the Precinct;
 - (c) The extent to which establishing the coastal pathway adversely affects archaeological sites; and
 - (d) The extent to which the design of the coastal pathway is consistent with CPTED principles.

IXXX.8 Assessment – restricted discretionary activities

IXXX.8.1 Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application:

- (1) More than 3 residential units per site in a residential zone:
 - (a) Matters of discretion H5.8.1(2) and H6.8.1(2) apply;
 - (b) Building sustainability certification
 - (c) Building adaptability and reduction of building material waste
 - (d) Reductions in energy demand
- (2) New buildings, other than buildings for residential units in a residential zone:
 - (a) Matters of discretion H13.8.1(3) and H11.8.1(4) apply;
 - (b) Design and external appearance of buildings and landscape design;
 - (c) Infrastructure servicing;
 - (d) Design and sequencing of upgrades to the existing transport network and ferry services; and
 - (e) Movement network on Precinct Plan 5.
 - (f) Building sustainability certification

- (g) Building adaptability and reduction of building material waste
 - ~~(g)~~(h) Reductions in energy demand
- (3) Subdivision and development that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades:
- (a) Design and sequencing of upgrades and or mitigation measures to address adverse effects on the transport network; and
 - (b) Whether the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.
 - (c) Funding arrangements to provide the necessary infrastructure required by Standard IXXX.6.3.
 - (d) The quality of walking and cycling connections:
 - (i) Within the subdivision or development;
 - (ii) Between the subdivision or development and the ferry berth; and
 - (iii) Between the subdivision or development connecting to the existing Beachlands township.
- (4) Subdivision and development that complies with Standard IXXX.6.4 Water Supply and Wastewater:
- (a) Staging and design of development to align with the provision of water supply and wastewater servicing infrastructure; and
 - (b) Confirmation of funding, supply arrangements or other such measures necessary to ensure the provision of water supply and wastewater infrastructure.
- (5) Development of publicly accessible open space greater than 1000m²
- (a) Location, design and function of the indicative publicly accessible open spaces shown on Precinct Plan 3; and
 - (b) Location and design of any other publicly accessible open spaces greater than 1000m².
- (6) Infringement to standard IXXX.6.5 Riparian Margins:
- (a) Effects on water quality, biodiversity and stream erosion.
- (6A) Any subdivision or development application
- (a) Stormwater and Flooding

- (7) Infringement to standard IXXX.6.7 Stormwater Quality
 - (a) Matters of discretion E9.8.1(1) apply.
- (8) Infringement to standard IXXX.6.9 Coastal Protection Yard
 - (a) Effects of coastal hazards.
- (9) Infringement to IXXX.6.11 Earthworks
 - (a) Matters of discretion E11.8.1(1) and E12.8.1(1) apply
- (10) Subdivision of sites in sub-precinct D within the Subdivision Variation Control:
 - (a) Matters of discretion E38.12.1(7) apply.
- (11) Infringement of standard IXXX.6.~~14~~¹⁴⁶ Road Design
 - (a) The design of the road and associated road reserve and where it achieves policies IXXX.3(12), (13), (14) and (15).
 - (b) Design constraints.
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (12) Infringement of standard IXXX.6.16 Site Access
 - (a) Matters of discretion E27.8.1(12) apply.

IXXX.8.2 Assessment Criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) More than 3 residential units per site in a residential zone:
 - (a) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned urban built character.
 - (b) The extent to which development achieves attractive and safe streets and public open space by:
 - (i) Providing windows and/or balconies facing the street and public open spaces;
 - (ii) Creating a well-connected movement network with through-links to the wider movement network across the Precinct;

- (iii) Designing large scale development (generally more than 15 dwellings) to provide for variations in building form, façade design and materiality as viewed from streets and public open spaces;
 - (iv) Providing high quality landscape and boundary treatment in the front yard;
 - (v) Providing safe pedestrian access to buildings from the street; and
 - (vi) Minimising the visual dominance of garage doors and carparking when viewed from streets or public open spaces.
- (c) Whether there is a pre-commitment for the dwelling(s) to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
- (i) Residential – Minimum of 7-star Homestar
- (d) Whether the design and/or construction of the dwelling(s) demonstrates a reduction in building material waste
- (e) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (2) Subdivision and development that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades:
- (a) The implementation of mitigation measures proposed to address adverse effects which may include measures such as travel planning, providing alternatives to private vehicle trips including accessibility to public transport (for example the provision of a shuttle service from within the Precinct to the Pine Harbour ferry), staging development, or contributing to improvements to the local transport network and ferry services;
 - (b) the extent of subdivision and development that have been previously approved under this standard.
 - (c) The extent to which intersections are designed to provide safe and efficient movement for pedestrians and cyclists.
 - (d) The extent to which funding options are available to provide the required transport infrastructure upgrades.
 - (e) The extent to which monitoring confirms the forecast mode share splits, assumed trip generation, development mix and safety monitoring in clauses IXXX.9(4)(b) – (f) are achieved and where they are not achieved measures to minimise adverse effects on the safety and effectiveness of the transport network.

- (3) Subdivision and development that complies with Standard IXXX.6.4 Water Supply and Wastewater
 - (a) The extent to which any staging of subdivision will be required due to the co-ordination of the provision of water supply and wastewater infrastructure; and
 - (b) The extent to which there is confirmation of funding and/or supply arrangements for the provision of adequate water supply and wastewater infrastructure.
- (4) New buildings, other than buildings for residential units in a residential zone:
 - (a) The relevant assessment criteria in H13.8.2(3) for new buildings in the Mixed Use Zone and H11.8.2(4) for new buildings in the Local Centre Zone apply in addition to the below;
 - (b) The extent to which buildings address the street and open spaces to create an attractive frontage alongside high-quality landscape and boundary treatment;
 - (c) The extent to which buildings are designed to achieve interactive frontages at the ground floor to enable public view or experience of activities within the building;
 - (d) For buildings located on corner sites, the extent to which buildings are designed to achieve positive frontages with high quality architectural and landscape design responses on both frontages;
 - (e) The extent to which the visual effects of ancillary car parking is minimised or mitigated; and
 - (f) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
 - (g) In addition to the above, for new buildings in sub-precinct A Marina:
 - (i) The extent to which development complements the landform by designing buildings to step down east and west;
 - (ii) The extent to which highest-density buildings are designed along both sides of the Fairway Reserve to enhance on-site amenity and passive surveillance over this public space; and
 - (iii) The extent to which a continuous walking and cycling connection to the Pine Harbour Ferry is provided within the Fairway Reserve.
 - (h) In addition to the above, for new buildings in sub-precinct B Village Centre:
 - (i) The extent to which multi-level buildings are designed to create a sense of enclosure and intimacy to adjacent public spaces while reinforcing a low-speed walkable environment for pedestrians;

- (ii) The extent to which buildings and open spaces are orientated to celebrate key views toward the Hauraki Gulf and Rangitoto Island; and
 - (iii) The extent to which design features and the selection of materiality reinforce a distinctive village character.
 - (iv) The extent to which the proposal gives effect to relevant structuring elements in Precinct Plan 3.
- (i) In addition to the above, for new buildings in sub-precincts A Marina, B Village Centre, and D Coastal:
- (i) Consider the visibility of buildings from the CMA and adjacent coastal margins and how the building design responds to the setting through design methods such as variation in the roofscape, modulation and articulation and use of exterior material and finishes.
 - (j) Whether there is a pre-commitment for the building to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
 - (i) Commercial over 1000m² of GFA (excluding retail and industrial) – Minimum of 5-star NABERS
 - (k) Whether the design of the building(s) can be adapted to accommodate future changes in use and/or demonstrates a reduction in building material waste
 - (l) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (5) In addition to the above, for new buildings in sub-precinct F Employment:
- (a) The extent to which buildings at the corner of Jack Lachlan Drive and Whitford-Maraetai are designed in response to the site's prominence in the roading network and the adjoining intersection;
 - (b) The extent to which building and landscape design should be used to frame and define edges to roads and emphasise key intersections; and

- (c) The extent to which front activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets or open spaces; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are located in less visible locations.
- (6) Development of publicly accessible open space greater than 1000m²:
- (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on Precinct Plan 3 and have adequate street frontage to ensure the open spaces are visually prominent and safe;
 - (b) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood; and
 - (c) Encourage the location and design of open spaces to integrate with surrounding natural features including the network of permanent and intermittent streams.
- (7) In addition to the criteria under E38.12.2(7), the following criteria apply to subdivision:
- (a) The extent to which collector and local roads are provided within the Precinct in general accordance with Precinct Plan 5 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform. This shall include whether one of the two alternative Indicative Primary Collector Spine Road connections is provided to enable direct access from Jack Lachlan Drive to Whitford Maraetai Road.
 - (b) If an alternative alignment is proposed, the extent to which that alignment provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - (i) The presence of natural features, natural hazards or contours and how this impacts the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for it to be delivered by a single landowner.
 - (c) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network
 - (d) The extent to which the design of roads within the precinct prioritises the provision of active mode facilities including walking and cycling;

- (e) the extent to which the design of primary and secondary collector roads and local roads are designed in general accordance with road design and cross section details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table; and
 - (f) The extent to which enhanced pedestrian facilities through Whitford Village are provided in association with the construction of the Whitford Village roundabout upgrade.
 - (g) The extent to which the subdivision provides the Structuring Elements on Precinct Plan 3 in including open space linkages, green links, coastal pathways, and the connections between them and existing connections in a timely manner to support development.
 - (h) The extent to which subdivision within the Golf Course Overlay in sub-precinct E Golf implements a street network that maintains connectivity.
- (7A) Stormwater and flooding - subdivision or development:
- (a) Whether development is in accordance with an approved Stormwater Management Plan and policies IXXX.3(20) – (21).
 - (b) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.
 - (c) Whether the proposal ensures that subdivision and development manages stormwater discharge flooding effects upstream or and downstream of the site and in the Beachlands South Precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event including:
 - (i) Effects of climate change on flood attenuation within stormwater management devices; and
 - (ii) Cumulative effects of subdivision and development.
- (8) Infringement to standard IXXX.6.5 Riparian Margins:
- (a) Whether the infringement is consistent with policy IXXX.3(6).
- (9) Infringement to standard IXXX.6.7 Stormwater Quality
- (a) Assessment criteria E9.8.2(1) apply;
 - (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (14) and
 - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects lower contaminant generating surfaces.

- (d) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (10) Infringement to standard IXXX.6.9 Coastal Protection Yard
- (a) Whether people and property will be susceptible to the effects of coastal hazards; and
 - (b) Whether the infringement will cause or exacerbate coastal hazards.
- (11) Infringement to IXXX.6.11 Earthworks
- (a) The assessment criteria in E11.8.2 Land Disturbance – Regional and E12.8.2 Land Disturbance – District apply.
- (12) Subdivision of sites in sub-precinct D within the Subdivision Variation Control:
- (a) The matters in E38.12.1(7) and assessment criteria in E38.12.2(7) apply.
- (13) Infringement to standard IXXX.6.14 Road Design
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
 - (b) Whether the design of the road and associated road reserve achieves policies IXXX.3(12), (13), (14) and (15).
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (14) Infringement to standard IXXX.6.16 Site Access
- (a) The assessment criteria in E27.8.2(11) applies; and
 - (b) The extent to which the driveway achieves a safe street environment where cyclists have priority.

IXXX.9 Special information requirements

An application for resource consent in this Precinct must be accompanied by:

(1) Riparian Planting Plan

- (a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be native.

(2) Biodiversity Management Plan

- (a) Any application for subdivision in the precinct involving the Ecological Protected Area Network (EPAN) as identified on Precinct Plan 2 must be accompanied by a Biodiversity Management Plan for the EPAN addressing staged implementation of the following:

- Native revegetation strategy and plant details including:
- Riparian planting to restore and enhance existing streams
- Terrestrial vegetation to enhance habitats and create additional habitats for terrestrial biodiversity
- Wetland buffer planting
- Wetland revegetation
- Invasive weed and mammalian pest control management measures;
- Ongoing maintenance and enhancement measures; and
- Vegetation clearance constraints during bird nesting seasons.

(3) Archaeological Vegetation Management and Planting Plan

- (a) An application for subdivision or development along the coastal edge of the EPAN identified on Precinct Plan 2 must be accompanied by a vegetation management and planting plan which takes into account the location of recorded archaeological sites and the potential to discover additional archaeological sites, prepared by a suitably qualified archaeologist in consultation with mana whenua. The management plan should cover but is not limited to the following:

- Vegetation management and planting recommendations
- Site condition assessment and monitoring provisions
- Management recommendations for site protection and enhancement
- Opportunities for on and off site heritage interpretation and education.

(4) Integrated Transport Assessment (ITA)

An application to requiring and ITA in accordance with E27.6.1 – Trip Generation or to infringe Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades must be accompanied by an integrated transport assessment prepared by suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under Standard IXXX.6.3 Staging of Development with Transport Upgrades.

Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:

- (a) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a proportionate reduction in vehicle trips from the precinct;
- (b) Whether the proposal will result in a different mix of consented, constructed or enabled development to that specified in Table IXXX.9.1: Development Mix and whether, in light of the associated trip generation and effects on the surrounding transport network, the transport infrastructure upgrades in Table IXXX.6.3.1 Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6 are appropriate or any alternatives that are proposed;

Table IXXX.9.1: Development Mix

Residential	Non-Residential
More than 500 dwellings and up to 850 dwellings or residential lots	a) Minimum of 900m ² light industrial GFA;
More than 850 dwellings and up to 1,900 dwellings or residential lots	a) Minimum of 1,500m ² light industrial GFA; b) Minimum of 1,100m ² commercial GFA; c) Education facilities with capacity for 750 pupils.

More than 1,900 dwellings and up to 2,700 dwellings or residential lots	<ul style="list-style-type: none"> a) Minimum of 8,000m² light industrial GFA; b) Minimum of 3,300m² commercial GFA; c) Education facilities with capacity for 1,600 pupils.
---	---

- (c) For every 500 dwellings or residential lots cumulatively within the precinct, a monitoring report demonstrating the following public transport mode share for employment and education trips have been achieved:

Table IXXX.9.2: Mode Share

Dwellings	Public Transport
Base Scenario	7%
Up to 1200 Dwellings	13%
Up to 2700 Dwellings	17%

If monitoring demonstrates that mode share splits are less than shown in the above table, the ITA shall identify any transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment. This may include consideration of the percentage of people working from home if different to the 11% recorded in the 2018 census.

- (d) For every 500 dwellings or residential lots cumulatively within the precinct, a monitoring report demonstrating vehicle trips rates per apartment are 0.4 trips or less. If the monitoring demonstrates that the trips rates are greater an 0.4, the ITA shall identify any transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment.
- (e) For every 500 dwellings or residential lots cumulatively within the precinct, a safety monitoring report for Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village shall be prepared to identify if any death or serious incident or death or serious incident patterns are evident and which may reasonably be related to increased traffic flows from the precinct along this section of Whitford-Maraetai Road. The monitoring report must include an update of the crash history for this section of Whitford-Maraetai Road. If any increase in death or serious incidents are identified as a result of increased vehicle movements from the Precinct, the report must recommend safety improvements required to be implemented as a condition or resource consent.

- (f) Whether Whitford-Maraetai Road can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall route and intersections along it;
- (g) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;
- (h) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and
- (i) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the precinct.

(5) Lizard and Bat Management Plan

- (a) An application for bulk earthworks in the precinct requiring land use consent under Chapter E11 Land disturbance – Regional must be accompanied by a Lizard and Bat Management Plan. This management plan must specify measures to salvage and relocate lizards, bats and associated habitat features from the earthworks areas to appropriate habitats within the Ecological Protected Area Network.

(6) Travel Management Plan

A Travel Management Plan (TMP) is required for commercial activities greater than 500m² within this precinct. A TMP must be prepared by a suitably qualified and experienced person and include:

- (a) Operational measures to be established on-site to encourage reduced vehicle trips;
- (b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;
- (c) Details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and
- (d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.

(7) Coastal Bird Management Plan

An application for subdivision in the precinct adjoining the coastal marine area must be accompanied by a Coastal Bird Management Plan, addressing the following:

- (a) The control of mammalian predators along the coastal margin including dogs and domestic cats;

- (b) The enhancement of existing nesting and roosting sites in the adjacent coastal marine area including elevation and expansion of shell banks and invasive weed and mangrove management;
- (c) The enhancement and maintenance of high-quality coastal bird foraging habitat in the inter-tidal mud/sand flats within the adjacent coastal marine area including selective mangrove management;
- (d) Controls to minimise disturbance to roosting or nesting coastal birds; and
- (e) A framework for monitoring and adaptive management.

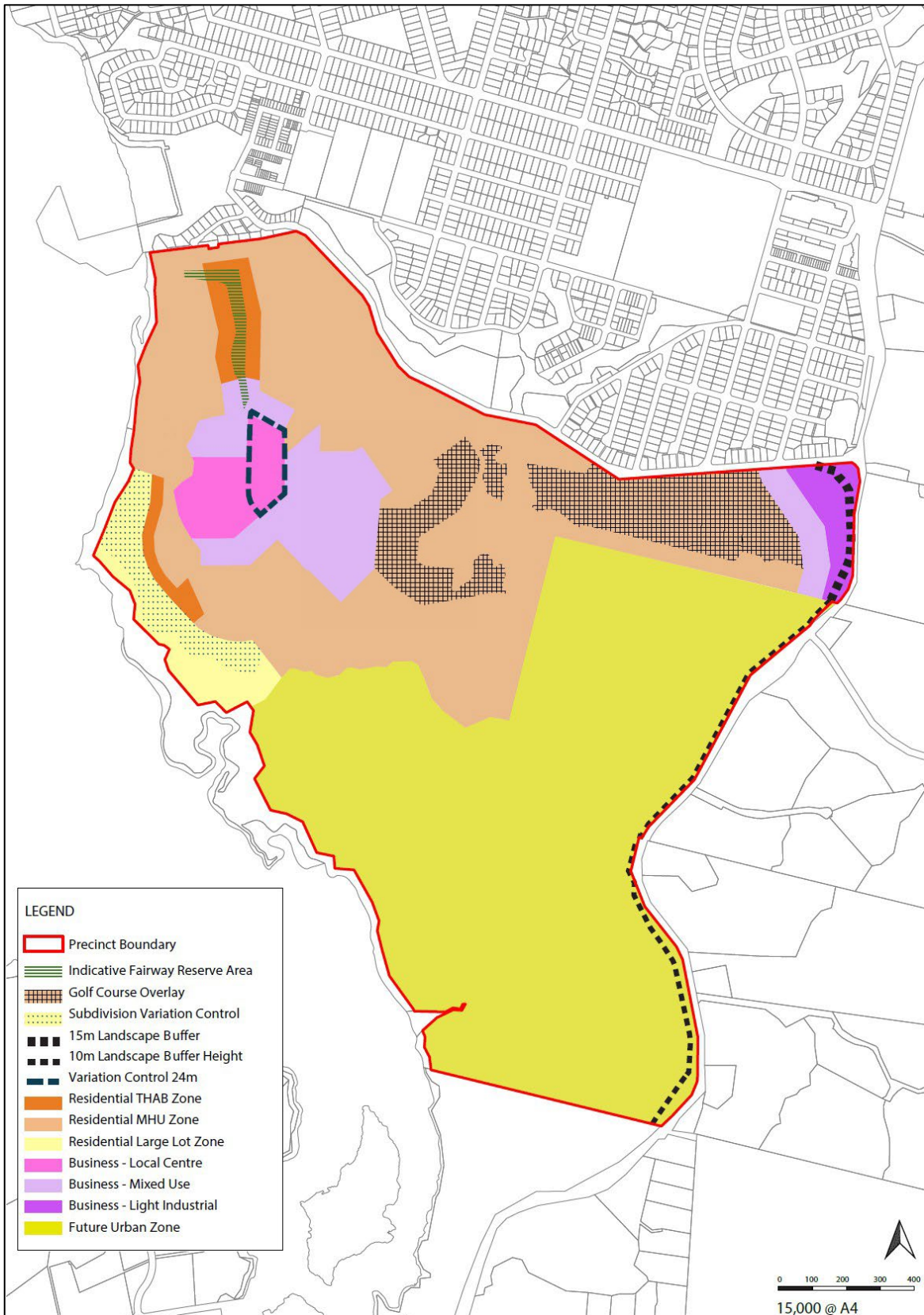
(8) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections identified on Precinct Plan 6 shall be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. This may be included within a transport assessment supporting a land use consent.

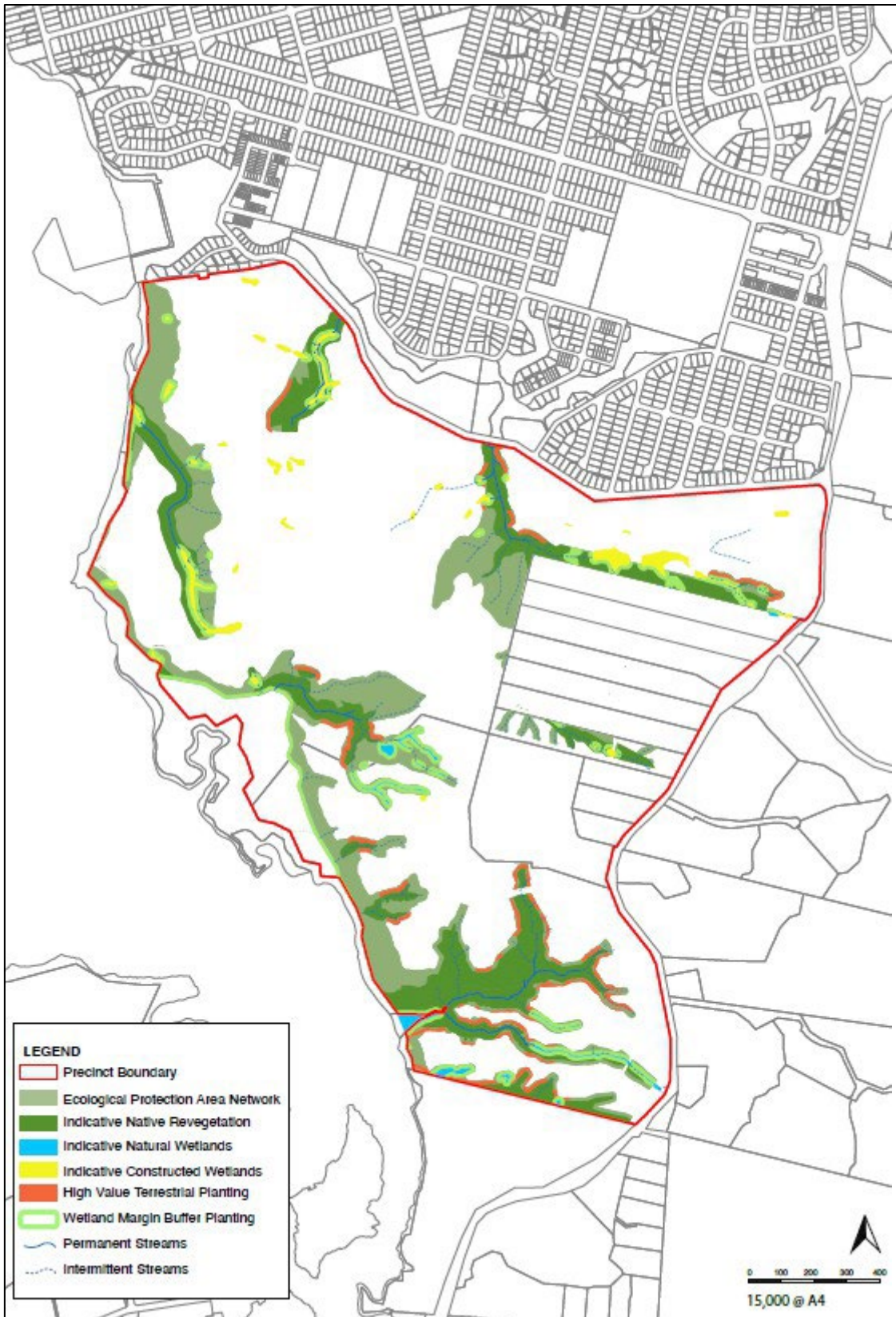
In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

IXXX.10 Precinct plans

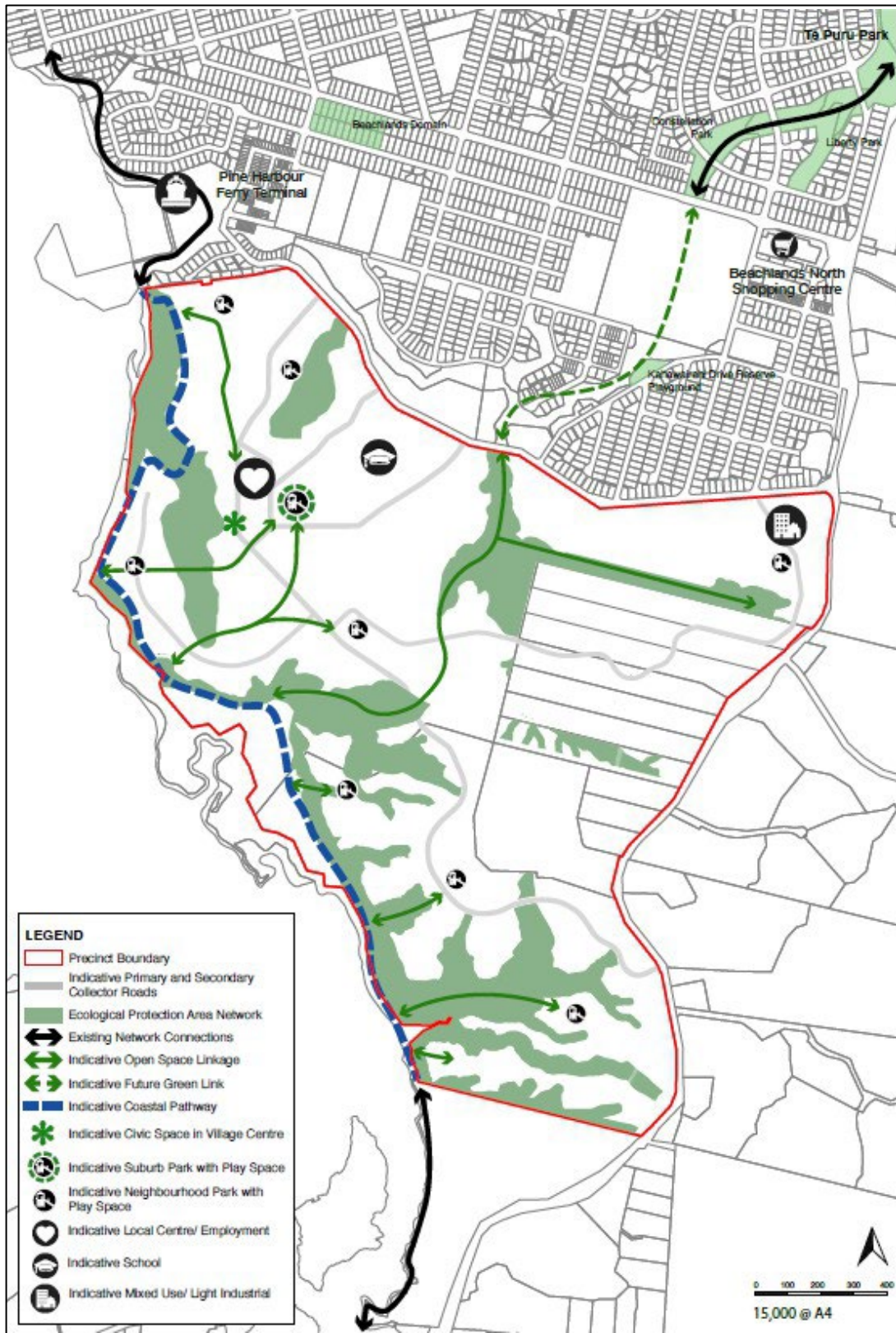
IXXX.10.1 Precinct Plan 1 – Additional Controls and Overlays Plan



IXXX.10.2 Precinct Plan 2 – Natural Features

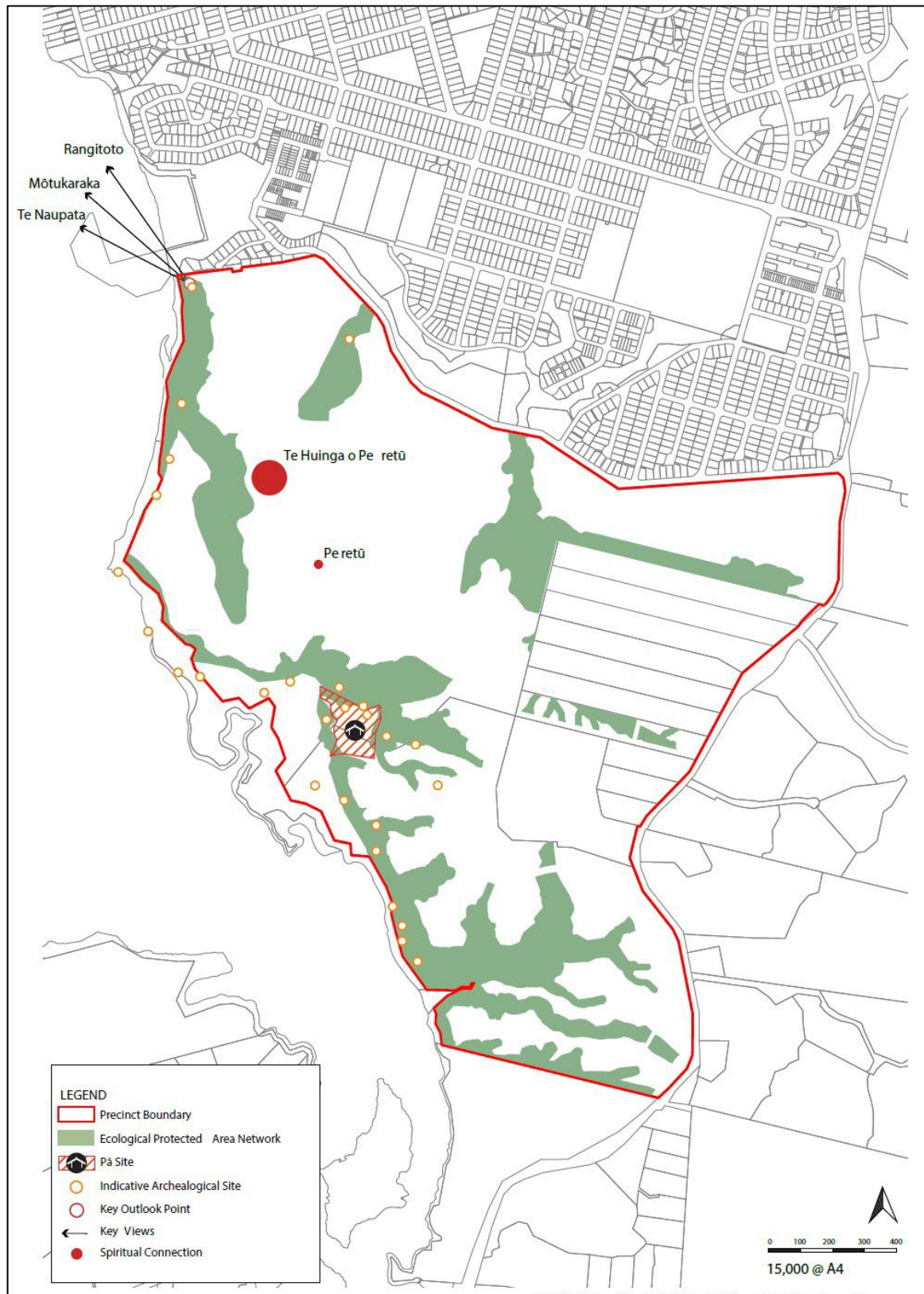


IXXX.10.3 Precinct Plan 3 – Structuring Elements

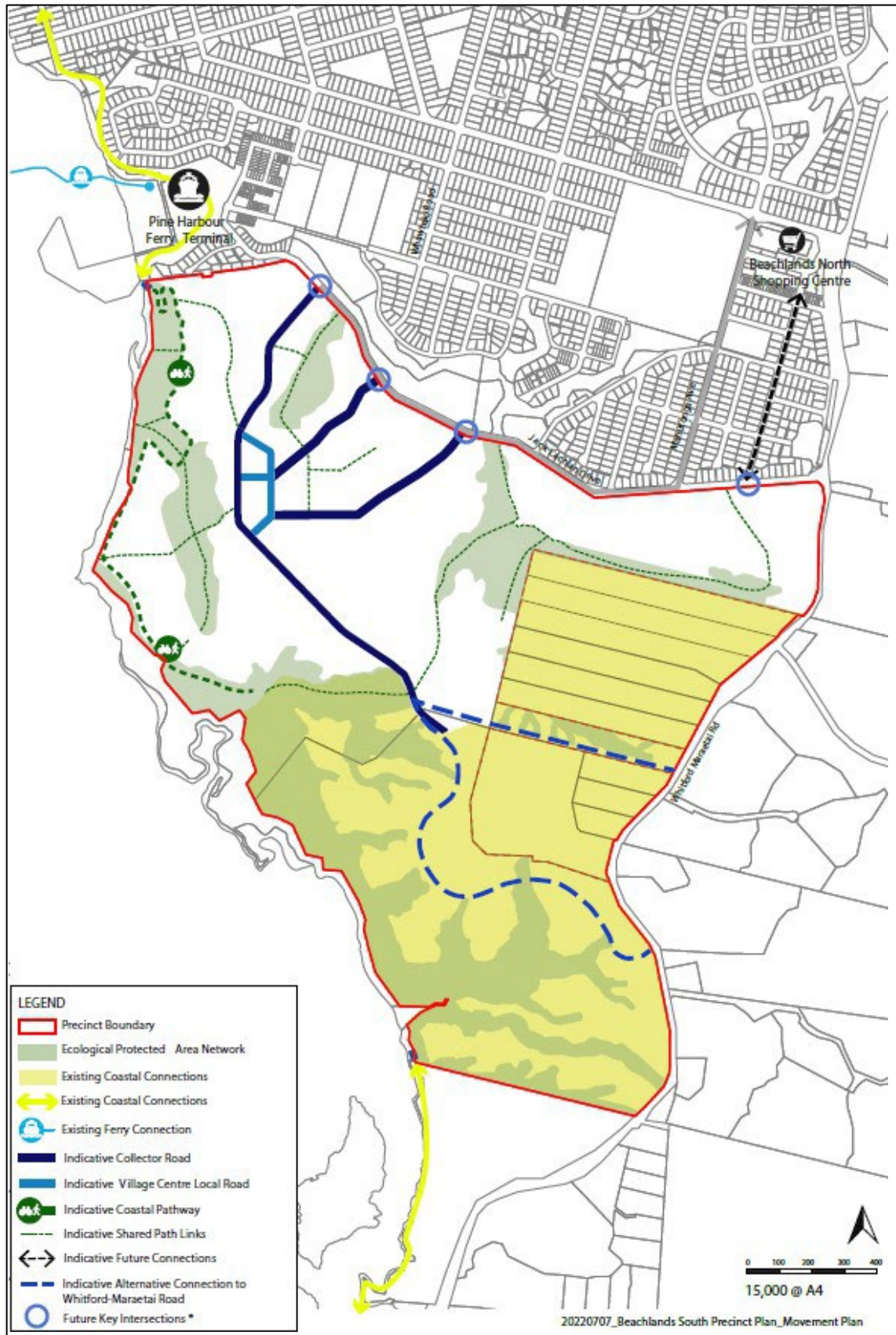


Note: All elements and locations shown are indicative only and subject to detailed design and assessment as part of the resource consent process.

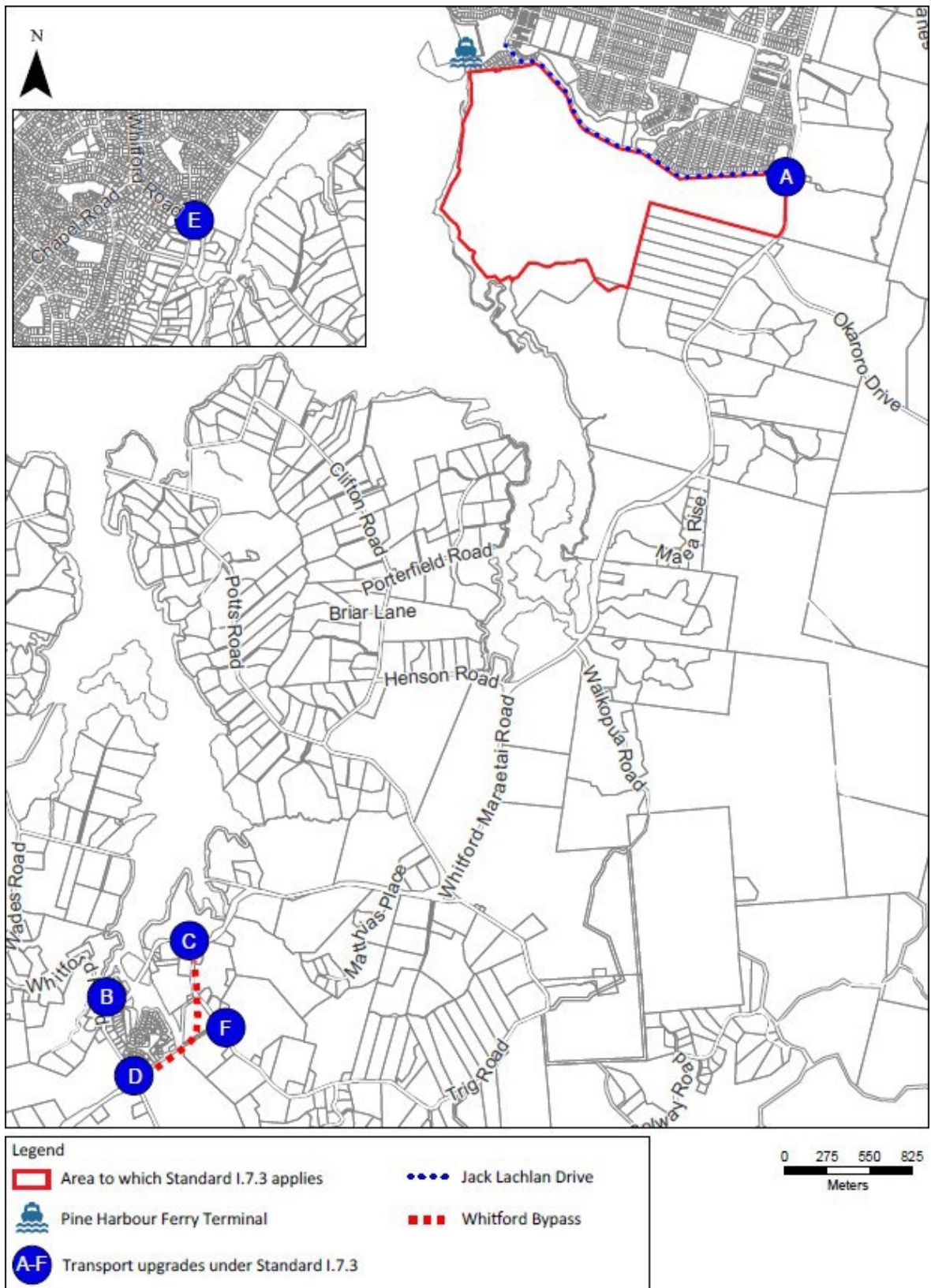
IXXX.10.4 Precinct Plan 4 – Cultural Landscape



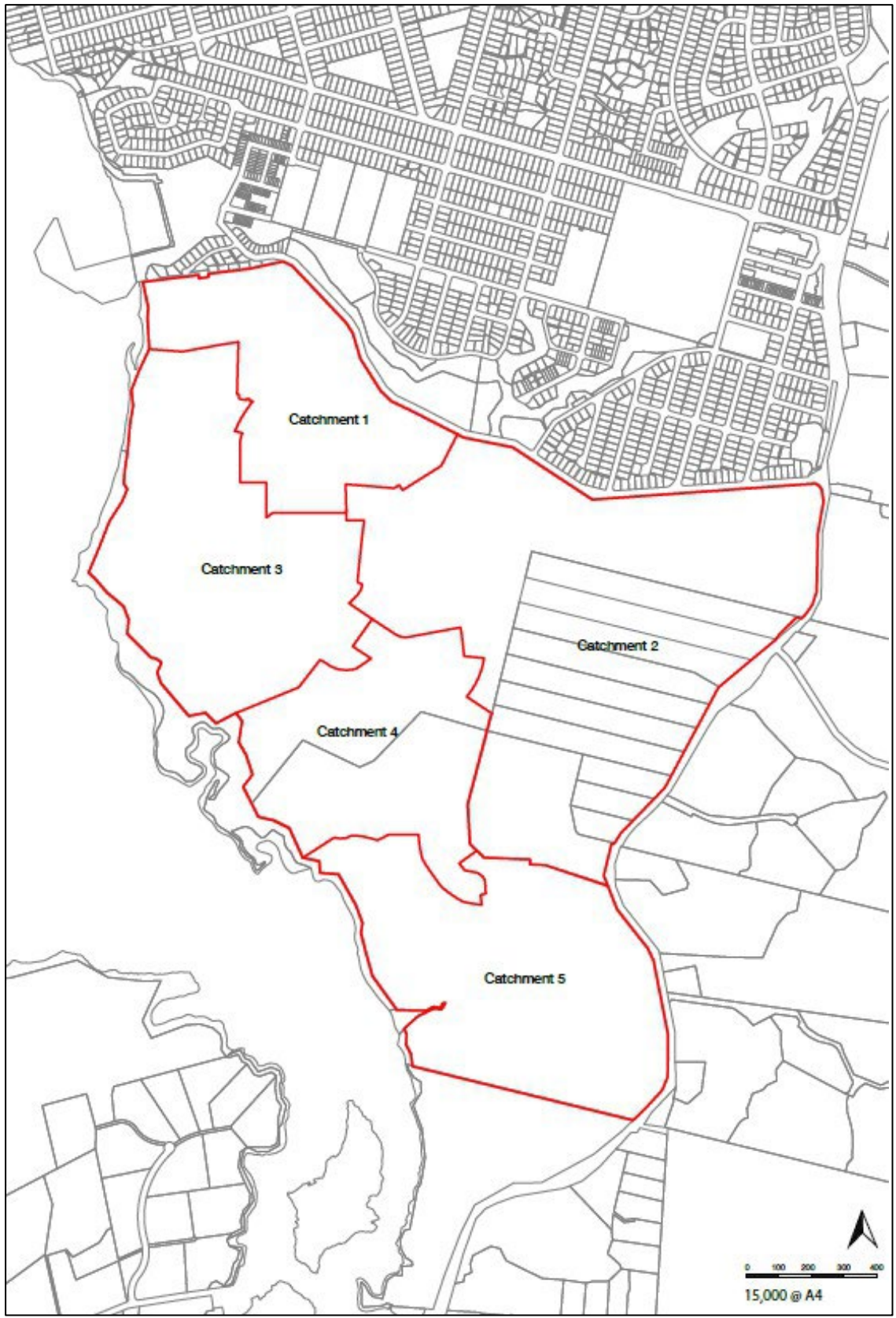
IXXX.10.5 Precinct Plan 5 – Movement Network



IXXX.10.6 Precinct Plan 6 – Transport Staging and Upgrades



IXXX.10.7 Precinct Plan 7 – Earthworks Catchments



Attachment 2 Table of Decisions on Submissions (Revision 180424)

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
1.1	Zainal Trustee Limited	Approve the plan change without any amendments	Approve the plan change as notified because it will help the growth of Auckland and develop greater opportunities for the city.	Reject	Accepted in part, to the extent the plan change is amended
2.1	Karin Vince	Approve the plan change with the amendments I requested	[Amend the plan change] because of concerns that the existing transport infrastructure insufficient, including Whitford-Maraetai Road and Jack Lachlan Drive.	Accept in part	Accepted in part, to the extent the plan change is amended
2.2	Karin Vince	Approve the plan change with the amendments I requested	Amend the plan change to retain the area proposed to be Future Urban Zone as rural land because higher density housing in this area will adversely effect the green landscape and view points for all out across Whitford.	Accept in part	Rejected
3.1	Adam Johnson	Approve the plan change without any amendments	Retain the provision for a high school to be built.	Reject	Accepted in part, to the extent the plan change is amended
3.2	Adam Johnson	Approve the plan change without any amendments	Approve the plan change as notified.	Reject	Accepted in part, to the extent the plan change is amended
4.1	Ashti Chauhan	Approve the plan change without any amendments	Approve the plan change as notified because the Beachlands Secondary School will be easy for families and children.	Reject	Accepted in part, to the extent the plan change is amended
5.1	Catherine White	Approve the plan change without any amendments	Approve the plan change as notified because support new housing in the area and a new secondary school.	Reject	Accepted in part, to the extent the plan change is amended
6.1	Harriett Brownell	Approve the plan change with the amendments I requested	Amend the plan change to include adequate amenities, including primary and high school education, employment, healthcare services and transport.	Reject	Accepted in part, to the extent the plan change is amended
7.1	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal provides an inadequate waste water assessment.	Accept in part	Accepted in part, to the extent the plan change is amended including for wastewater

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
7.2	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal provides an inadequate transport assessment.	Accept in part	Accepted in part, to the extent the plan change is amended and transport assessment provided
7.3	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require approval of consent for a water treatment plant with relevant conditions prior to further housing development.	Accept in part	Accepted in part, to the extent the plan change is amended and water supply and treatment is now proposed
7.4	Jason Wayne Monson	Decline the plan change, but if approved, make the amendments I requested	Require the developer to provide funding to widen Whitford-Maraetai Road to allow two lanes in both directions to be built within the next 5 years.	Accept	Rejected
8.1	Justine Benson	Decline the plan change	Decline the plan change because there is inadequate infrastructure including the roading in and out of Whitford and Maraetai.	Accept	Rejected
8.2	Justine Benson	Decline the plan change	Decline the plan change because the proposed Light Industrial complex is out of step with the rest of Beachlands and will devalue properties along Jack Lachlan Drive.	Accept in part	Rejected
8.3	Justine Benson	Decline the plan change	Decline the plan change because it will adversely affect the enjoyment of nature and the beach and will demolish ecology.	Accept in part	Rejected
9.1	Nathir Natic Dawood	Decline the plan change	Decline the plan change because the existing roads are inadequate and the development will increase congestion.	Accept	Rejected
10.1	Samuel James Nobilo	Approve the plan change without any amendments	Approve the plan change as notified provided the school and commercial space go ahead and the roads are improved.	Reject	Accepted in part, to the extent the plan change is amended
11.1	Valerie Oldfield	Decline the plan change	Decline the plan change because the presence of industrial and commercial buildings will devalue properties throughout Beachlands.	Accept in part	Rejected
11.2	Valerie Oldfield	Decline the plan change	Decline the plan change because it will ruin the natural beauty of the area.	Accept in part	Rejected
11.3	Valerie Oldfield	Decline the plan change	Decline the plan change because infrastructure is inadequate, in particular roading.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
12.1	Guohong Li	Approve the plan change without any amendments	Approve the plan change as notified because will lead to more local business and centres which improves the accessibility of local living.	Reject	Accepted in part, to the extent the plan change is amended
13.1	Jeremy Stockton	Decline the plan change	Decline the plan change because roading, and infrastructure related to water and waste is currently insufficient.	Accept in part	Rejected
13.2	Jeremy Stockton	Decline the plan change	Decline the plan change because further expansion of light industry and unneeded commercial and residential expansion will negatively impact the area.	Accept in part	Rejected
13.3	Jeremy Stockton	Decline the plan change	Decline the plan change because the use of existing green spaces for leisure and lifestyle is essential for ongoing community wellbeing.	Accept in part	Rejected
14.1	Barney Sharland	Approve the plan change with the amendments I requested	Amend the plan change and upgrade the roads to support the increase in volume.	Accept in part	Accepted in part, to the extent the plan change is amended
15.1	Rhonda Mary Pike	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept	Rejected
15.2	Rhonda Mary Pike	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part	Rejected
16.1	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads in and out of the area are already at capacity, in poor condition, the coastal road is subject to natural hazards and these issues need to be fixed before further development is allowed.	Accept in part	Rejected
16.2	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no high school in the area and the primary and intermediate school is at capacity.	Accept in part	Accepted in part, to the extent the plan change is amended and schools are enabled
16.3	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing power supply is unreliable and tank water supply is limited.	Accept in part	Accepted in part, to the extent the plan change is amended

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
16.4	Rita Olga Yakich	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing health infrastructure (e.g. fire, ambulance and medical centre) is inadequate and at capacity, and needs to be upgraded before further development is allowed.	Accept	Rejected
17.1	Lauren Hewitt	Decline the plan change	Decline the plan change because existing roads and infrastructure (including water supply, waste water, power) are already under pressure due to rapid growth	Accept in part	Rejected
17.2	Lauren Hewitt	Decline the plan change	Decline the plan change because a secondary school, recreation facilities, library and community facilities to cater for younger and older people are needed before any more housing is allowed	Accept in part	Rejected
18.1	Kayleigh Shaw	Decline the plan change	Decline the plan change because there is no guarantee there will be improvements to infrastructure such as roads, public transport options, electricity and water.	Accept in part	Rejected
18.2	Kayleigh Shaw	Decline the plan change	Decline the plan change because the existing electricity supply is unreliable and there is no guarantee of improved electricity infrastructure.	Accept in part	Rejected
18.3	Kayleigh Shaw	Decline the plan change	Decline plan change as there is no guarantee of a high school within the next 10 years, this should be compulsory.	Accept	Rejected
18.4	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to water infrastructure and the area needs town water supply and better waste water services.	Accept in part	Rejected
18.5	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to council services such as council pools, gyms, and library.	Accept in part	Rejected
18.6	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to healthcare, emergency, policing and wrap-around services to accommodate extra housing and people.	Accept in part	Rejected
18.7	Kayleigh Shaw	Decline the plan change	Decline the plan change because there are no improvements to competitive retail on the Pohutukawa Coast.	Accept in part	Rejected
19.1	Martina Katharina Toebosch	Decline the plan change	Decline the plan change due to inadequate roading in and out of Beachlands, which will result in higher volume of traffic and extra emissions from passenger cars, commercial vehicles and heavy trucks.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
19.2	Martina Katharina Toebosch	Decline the plan change	Decline the plan change because building and disturbing the natural flow of the land and building many hectares of hard surfaces will be detrimental to sea water quality, sea life and recreational activities in and on the water.	Accept in part	Rejected
20.1	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to include a fit for purpose water supply if development is approved.	Accept in part	Accepted in part, to the extent the plan change is amended
20.2	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to include new primary, middle and secondary schools.	Reject	Accepted in part, to the extent the plan change is amended and enables new schools
20.3	Brian Reed	Approve the plan change with the amendments I requested	Amend the plan change to require a new waste water system before development is allowed.	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater proposals available
20.4	Brian Reed	Approve the plan change with the amendments I requested	Upgrade the existing public [boat] ramps, including dredging the silted ramp, to meet existing and future needs.	Accept in part	Rejected
21.1	Zanel Burger	Decline the plan change	Decline the plan change because do not want to lose the golf course and nature or to increase traffic on the road to Howick which is already busy.	Accept	Rejected
22.1	Hilary Frances Hetherington	Decline the plan change	Decline the plan change because the area and infrastructure (e.g. waste water, water supply, roading, stormwater) cannot support the level of proposed development.	Accept in part	Rejected
23.1	Arvin Gardiola	Decline the plan change	Decline the plan change as traffic, road, schools and other amenities cannot support the additional housing/people.	Accept in part	Rejected
24.1	Shane norton	Decline the plan change	Decline the plan change as there is no infrastructure.	Accept in part	Rejected
25.1	Glenis Clapham	Decline the plan change	Decline the plan change because it does not allow for an upgrade of the main road into the area.	Accept	Rejected
25.2	Glenis Clapham	Decline the plan change	Decline the plan change because the adverse environmental impacts on this area could endanger native birds, lizards and frogs.	Accept in part	Rejected
25.3	Glenis Clapham	Decline the plan change	Decline the plan change because the existing water supply (water tanks) would not be adequate for high rise	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			apartments/intensive housing.		
25.4	Glenis Clapham	Decline the plan change	Decline the plan change because of concerns regarding cultural significance in the area adjoining the gold course.	Accept in part	Rejected
25.5	Glenis Clapham	Decline the plan change	Decline the plan change it will adverse effect the property value and peaceful lifestyle of 6 Tui Brae, Beachlands which borders onto the golf course.	Accept in part	Rejected
26.1	Hayden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are at capacity and further development will significantly increase commuter traffic, which will negatively impact existing residents and road safety.	Accept in part	Accepted in part, to the extent that road intersection changes are proposed and upgraded ferries
26.2	Hayden	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require Whitford-Maraetai Road to be upgraded to four lanes and the bridge on Whitford Road to be widened.	Accept in part	Rejected
27.1	Adriana Janssen	Approve the plan change with the amendments I requested	Amend the plan change to require infrastructure, specifically roading, to be upgraded before further housing development	Accept in part	Rejected
28.1	Micaela Watson	Decline the plan change	Decline the plan change due to lack of infrastructure, including water, footpaths, drainage, high school and roads.	Accept in part	Rejected
29.1	Benjamin Doidge	Decline the plan change	Decline the plan change because increased housing will have impact on the roads.	Accept	Rejected
30.1	David Kemshall	Decline the plan change	Decline the plan change due to the lack of infrastructure. This will cause more traffic, will have safety risks, and increase carbon emissions due to travel delays for the existing population.	Accept	Rejected
31.1	Cheryl Jones	Decline the plan change	Decline the plan change due to lack of infrastructure (e.g. schools, roads, shopping, water) to support the additional housing/people.	Accept in part	Rejected
32.1	Mathew Guadagni	Decline the plan change	Decline the plan change because the current transport infrastructure (e.g. public transport, school buses, roads) cannot support new developments.	Accept in part	Rejected
32.2	Mathew Guadagni	Decline the plan change	Require infrastructure to be upgraded before development is approved.	Accept in part	Rejected
33.1	Phoebe Taylor	Decline the plan change	Decline the plan change because existing infrastructure is	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			already at capacity and cannot support this many new houses, including the roads in and out of Beachlands, schools and the ferry.		
33.2	Phoebe Taylor	Decline the plan change	Decline the plan change because the long commute to Auckland will add to environmental harm.	Accept	Rejected
33.3	Phoebe Taylor	Decline the plan change	Decline the plan change because it will have a negative impact on the lifestyle of the people living in Beachlands and Maraetai.	Accept in part	Rejected
34.1	Rebecca Almond	Decline the plan change	Decline the plan change because the roads are insufficient to meet existing needs let alone more housing.	Accept	Rejected
34.2	Rebecca Almond	Decline the plan change	Decline the plan change because a new high school is needed now, not in 10 years time.	Accept	Rejected
35.1	Philip Stout	Decline the plan change	Decline the plan change because it is inconsistent with the regional plan and the area between Whitford and Beachlands should remain rural..	Accept	Rejected
35.2	Philip Stout	Decline the plan change	Decline the plan change because the existing transport infrastructure in the local and wider surrounding area is at capacity and is inadequate to support the development e.g. no space for additional parking to sustain a bigger ferry service, the road is unsuitable for a doubling of traffic (Whitford), congestion at Flat Bush and Botany.	Accept	Rejected
35.3	Philip Stout	Decline the plan change	Decline the plan change because the desire of property in Auckland is waning because people can now work from home in areas outside of Auckland such as Hamilton, Tauranga, Wellington.	Accept in part	Rejected
36.1	Terry ray Honey	Decline the plan change	Decline the plan change because there is no supporting infrastructure and it will cause environmental and social issues.	Accept in part	Rejected
37.1	Louise Barratt	Decline the plan change	Decline the plan change because development should not proceed until road safety is addressed for the existing traffic volume.	Accept	Rejected
38.1	Lorna Peachey	Decline the plan change	Decline the plan change because existing infrastructure is inadequate to meet current needs, including roads, school bus, water supply and doctors.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
39.1	Alistair Dinnis	Decline the plan change	Decline the plan change because the existing transport infrastructure is at capacity and the proposal does not adequately provide the transport infrastructure required and will directly contribute to Auckland's existing transport problem.	Accept	Rejected
40.1	Jennifer Anderson	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick - Maraetai roads.	Accept	Rejected
40.2	Jennifer Anderson	Decline the plan change	Decline the plan change because there are insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part	Rejected
41.1	Lyndsay Gerard Turner	Decline the plan change	Decline the plan change because the roads in and of the area are overcrowded and are a health and safety risk.	Accept	Rejected
41.2	Lyndsay Gerard Turner	Decline the plan change	Decline the plan change because concerned the council is limiting the number of properties that can have a minor dwelling so it can swap the numbers over to help the development proceed.	Accept in part	Rejected
42.1	Keith Walker	Decline the plan change	Decline the plan change because the existing transport infrastructure (roads and ferry) is inadequate to meet existing needs or to support a development of this size.	Accept	Rejected
43.1	Paul David Mason	Decline the plan change	Decline the plan change because the roads cannot handle extra traffic.	Accept	Rejected
44.1	Linsey Karen Mason	Decline the plan change	Decline the plan change because the area cannot support extra residential properties and roading is a danger.	Accept	Rejected
45.1	Lisa Ball	Decline the plan change	Decline the plan change because the area of land proposed to be rezoned, especially the proposed Future Urban Zone; is too large and impactful on the surrounding environment, transport network, utilities network and social amenities (schools, medical/hospital).	Accept	Rejected
45.2	Lisa Ball	Decline the plan change	Decline the plan change because the road network is already busy and in poor condition, the ferry service is very busy, and there are no plans to widen or upgrade the entire length of the road corridor despite [designations] in the Auckland Unitary Plan for the Whitford bypass and road widening.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
45.3	Lisa Ball	Decline the plan change	Decline the plan change because environmental impact is already occurring due to mature trees/bush being cut down in the area, and the plan change will have a detrimental impact on all wildlife on the coastline from Beachlands to Whitford.	Accept in part	Rejected
46.1	Jack Benson	Decline the plan change	Decline the plan change because it will increase vehicle emissions and is inconsistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which seeks to halve Auckland's emissions by 2030, reach net zero emissions by 2050 and prepare for the impacts of climate change.	Accept	Rejected
46.2	Jack Benson	Decline the plan change	Decline the plan change because the existing roads are inadequate (only one road in/out), and combined with increased growth in surrounding areas (e.g. Whitford, Clevedon, Maraetai) the plan change will increase traffic and congestion and funnel traffic into Whitford, Howick, Flat Bush and East Tamaki.	Accept	Rejected
46.3	Jack Benson	Decline the plan change	Decline the plan change because the area has insufficient medical facilities and emergency services may not be able to access the area if the roads are inaccessible.	Accept in part	Rejected
46.4	Jack Benson	Decline the plan change	Decline the plan change because the cost of additional infrastructure needed to support the development will unfairly increase rates.	Accept in part	Rejected
46.5	Jack Benson	Decline the plan change	Decline the plan change because there is a risk it will adversely effect the character of the community especially multi-storey buildings on the coastline.	Accept in part	Rejected
47.1	Angus James Scott-Knight	Decline the plan change	Decline the plan change because long standing impacts from previous developments have not yet been addressed, including the lack of roading/transport capacity and infrastructure into and out of the area.	Accept	Rejected
47.2	Angus James Scott-Knight	Decline the plan change	Require the two lane highway between Ormiston and Beachlands to be four- laned before any further development is allowed.	Accept	Rejected
47.3	Angus James Scott-Knight	Decline the plan change	Decline the plan change because the Ministry of Education has not committed to providing a secondary school in the area, which means the children will need to bus to schools in Howick, Botany etc.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
47.4	Angus James Scott-Knight	Decline the plan change	Decline the plan change because it contributes to Auckland's transport problems and climate change footprint, while doing nothing to mitigate the social and environmental impact of further car journeys e.g. most people will still need to commute out of the area to work.	Accept	Rejected
47.5	Angus James Scott-Knight	Decline the plan change	Decline the plan change because other infrastructure such as sewage, drinking water and storm water lack capacity for increased population.	Accept in part	Rejected
47.6	Angus James Scott-Knight	Decline the plan change	Decline the plan change because the planned multi-story buildings along hillside at Formosa will negatively affect kite-surfers creating turbulence/wind effects which is a hazard for kite-surfers.	Accept in part	Rejected, no evidence received on wind effects
47.7	Angus James Scott-Knight	Decline the plan change	Require the council to remove mangroves along the Pine Harbour foreshore to prevent hazards to kite-surfers. Mangrove encroachment and silting on the intertidal zone has already increased due to increased rainfall and run off from the development at Jack Lachlan and tree removal at Formosa.	Accept in part	Rejected
47.8	Angus James Scott-Knight	Decline the plan change	Require intensification and any changes to the foreshore to provide a reserved kitesurf rigging area to preserve the existing amenity value of the estuary for kite-surfers.	Accept in part	Rejected
48.1	Murray R Stevens	Decline the plan change	Decline the plan change because rezoning from rural countryside living to a mixed use, including high density apartment dwellings and townhouses, will severely degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part	Rejected
48.2	Murray R Stevens	Decline the plan change	Decline the plan change because the waste water infrastructure does not have capacity and will require a major upgrade of Watercare facilities.	Accept in part	Rejected
48.3	Murray R Stevens	Decline the plan change	Decline the plan change because the proposed land disposal of waste water will potentially pollute the Maraetai-Whitford aquifer and local beaches, and negatively impact endangered bird breeding grounds adjoining the development.	Accept in part	Rejected
48.4	Murray R Stevens	Decline the plan change	Decline the plan change because the proposal to supply water from a new bore field and some existing bores has not been adequately assessed in terms of potential impacts on the aquifer or existing users.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
48.5	Murray R Stevens	Decline the plan change	Decline the plan change because the existing roads will need upgrading to two lanes in each direction and roundabouts at entry ways to the development.	Accept	Rejected
48.6	Murray R Stevens	Decline the plan change	Decline the plan change because there is no guarantee the Ministry of Education will build a new school.	Accept	Rejected
48.7	Murray R Stevens	Decline the plan change	Decline the plan change because intensive housing is not appropriate, due to an active landslide on the west part of the proposed plan change area that is moving out onto the adjoining beach, (Kahawairahi Beach) and indicates land instability in this area.	Accept in part	Rejected
49.1	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing and proposed infrastructure is inadequate, including roads, waste water, water supply, emergency services, schools, public transport and power supply.	Accept in part	Rejected
49.2	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is a lack of employment opportunities therefore roads get congested as people commute to employment areas.	Accept in part	Accepted in part, to the extent the plan change is amended and increased employment land created
49.3	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Require the two lane roading to become four lanes.	Accept in part	Rejected
49.4	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the waste water infrastructure.	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater options are available
49.5	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the water supply.	Accept in part	Accepted in part, to the extent the plan change is amended and water supply will be provided to Beachlands South

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
49.6	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the emergency and medical services and facilities.	Accept	Rejected
49.5	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Require a high school to be built.	Accept in part	Accepted in part, to the extent the plan change is amended and schools are enabled
49.7	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve public transport because.	Accept in part	Accepted in part, to the extent the plan change is amended and ferry upgrades proposed
49.8	John and Elizabeth Oudney	Decline the plan change, but if approved, make the amendments I requested	Improve the power supply.	Accept in part	Rejected
50.1	Dahya Hira	Approve the plan change without any amendments	Approve the plan change without amendments because it will increase housing choice, increase in rates which will provide funding to improve the local amenities and it will help local businesses increase sales and help with finding staff.	Reject	Accepted in part, to the extent the plan change is amended
51.1	Susan Scott-Knight	Decline the plan change	Decline the plan change because the area does not have reticulated water and an increase in population will increase the number of water trucks on the Whitford-Maraetai Road.	Accept	Rejected
51.2	Susan Scott-Knight	Decline the plan change	Decline the plan change because the existing wastewater plant that services Maraetai/Beachlands does not have the capacity to cope with the increase in wastewater from the proposed development.	Accept in part	Rejected
51.3	Susan Scott-Knight	Decline the plan change	Decline the plan change because the road from Whitford to Beachlands/Maraetai is already at capacity and cannot cope with additional road users, and the developers do not intend to make any improvements beyond where the new roads will join the existing roads.	Accept	Rejected
51.4	Susan Scott-Knight	Decline the plan change	Decline the plan change because public transport is inadequate and does not serve the area well enough to provide an alternative to personal car ownership and driving.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
51.5	Susan Scott-Knight	Decline the plan change	Decline the plan change because the development will put pressure on existing primary and intermediate schools, the area does not have a secondary school and school buses to Howick are already at capacity.	Accept	Rejected
51.6	Susan Scott-Knight	Decline the plan change	Decline the plan change because the existing medical infrastructure is not sufficient to cope with the extra population.	Accept in part	Rejected
51.7	Susan Scott-Knight	Decline the plan change	Decline the plan change because concerned that as a kite surfer the development will have a negative impact on access to the beach at Pine Harbour.	Accept in part	Rejected
51.8	Susan Scott-Knight	Decline the plan change	Decline the plan change because concerned that as a kite surfer the buildings will have a negative effect on the wind on the foreshore.	Accept in part	Rejected, no evidence received on wind effects
52.1	Craig Anderson	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept	Rejected
52.2	Craig Anderson	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part	Rejected
53.1	Hewitt attn: Kirsten	Decline the plan change	Decline the plan change due to insufficient roading and infrastructure, including power and water supply, wastewater, high school and recreational areas.	Accept in part	Rejected
54.1	Jane O'Neill	Decline the plan change	Decline the plan change because infrastructure (e.g. roads and secondary school) is inadequate to meet existing demand or proposed development.	Accept in part	Rejected
55.1	Deborah Lea Keane	Decline the plan change	Decline the plan change because infrastructure (e.g. roads, schools, power, wastewater, doctors) is inadequate to meet current demand or proposed development.	Accept in part	Rejected
56.1	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless there is a commitment from Watercare that the water supply can meet the future and long-term needs of the community, including during a long-term drought.	Accept in part	Accepted in part, to the extent the plan change is amended and water will be supplied to Beachlands South

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
56.2	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to address transport and road issues in and out of Beachlands, taking into account the large increase in vehicles and the safety of all road users.	Accept in part	Accepted in part, to the extent the plan change is amended and road intersection and ferry upgrades proposed
56.3	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to address issues with waste water disposal.	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater solution proposed
56.4	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the Ministry of Education commits to additional primary schools and a new high school to avoid the need to bus students to over crowded high schools.	Accept in part	Accepted in part, to the extent the plan change is amended, schools are enabled, but Ministry of Education cannot be compelled to provide schools
56.5	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to improve public transport, including the ferry.	Accept in part	Accepted in part, to the extent the plan change is amended and ferry upgrades proposed
56.6	Jean Alphonsus Philippus Toebosch John	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a solution can be found before development is approved to avoid adverse environmental impact from run off, silt and litter into the sea.	Accept in part	Accepted in part, to the extent the plan change is amended and stormwater management proposed
57.1	Peter Jansen	Decline the plan change	Decline the plan change because the proposed rezoning to a mix of high density apartment living and townhouses will significantly degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part	Rejected
57.2	Peter Jansen	Decline the plan change	Decline the plan change because waste water infrastructure is inadequate and the proposed disposal method will potentially pollute the underground aquifer	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			thereby effecting all local residents using water bores.		
57.3	Peter Jansen	Decline the plan change	Decline the plan change because the proposed bore water supply will have significant adverse effects on existing local water bore users.	Accept	Rejected
57.4	Peter Jansen	Decline the plan change	Decline the plan change because the existing roads will need to be upgraded to support the significant increase in traffic expected following completion of the proposed development.	Accept	Rejected
57.5	Peter Jansen	Decline the plan change	Decline the plan change because land set aside for a proposed school does not mean that the Ministry of Education will necessarily have the funds to build a new school.	Accept	Rejected
58.1	Malcolm Pike	Decline the plan change	Decline the plan change because the roading infrastructure is insufficient and should be upgraded before development is approved, including doubling the lanes of the Howick-Maraetai roads.	Accept	Rejected
58.2	Malcolm Pike	Decline the plan change	Decline the plan change because there is insufficient sewage facilities and the sewerage treatment plant and infrastructure should be upgraded before development is approved.	Accept in part	Rejected
59.1	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads, including the road to/from Beachlands/Maraetai cannot cope with increased vehicles from the development.	Accept in part	Rejected
59.2	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the waste water infrastructure cannot cope with the proposed development.	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater solutions proposed
59.3	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless new schools (primary, intermediate, secondary) are built at the beginning of the project.	Accept in part	Accepted in part, to the extent the plan change is amended, schools are enabled, but Ministry of Education cannot be compelled to provide schools

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
59.4	Rocelle (Shelly) Geddes	Decline the plan change, but if approved, make the amendments I requested	Require a new community facility to be provided to support the development because the existing facilities will not be big enough.	Accept	Rejected
60.1	Christopher Havill	Decline the plan change	Decline the plan change because the proposed rezoning will degrade the visual amenity of Beachlands and Pine Harbour.	Accept in part	Rejected
60.2	Christopher Havill	Decline the plan change	Decline the plan change unless the road between Whitford and Beachlands is upgraded to four lanes before development is approved, to improve road safety.	Accept	Rejected
60.3	Christopher Havill	Decline the plan change	Decline the plan change because the waste water infrastructure does not have capacity to support new development and would require a major upgrade of the Watercare facility.	Accept in part	Rejected
60.4	Christopher Havill	Decline the plan change	Decline the plan change because the proposal and the Tonkin and Taylor report does not provide an adequate assessment of effects on aquifers from the proposed bore water take.	Accept	Rejected
61.1	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless significant improvements (i.e. wider shoulders or four lane carriageway) are made to the existing road between Beachlands and Whitford because the proposed intersection improvements will not improve road safety.	Accept in part	Rejected
61.2	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless further investigation is undertaken to ensure waste water requirements for the proposed development can be met and comply with existing and proposed Environmental regulations (i.e.. no leeching to ground and compromising existing Aquifer quality)	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater solutions proposed
61.3	Paul Stephen McKay	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless further investigation is undertaken to look at alternatives to bore water supply for the development to ensure the current aquifer source is not compromised (i.e. reticulated water via Watercare).	Accept in part	Rejected
62.1	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
62.2	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
62.3	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
62.4	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
62.5	Allan Henry McGilvray	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent the plan change is amended and wastewater solutions proposed
63.1	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed intersection improvements will not sufficiently improve future traffic flows, the assumption that future residents will use the ferry is unreliable, and there is no consideration of effects of construction vehicles on existing roads.	Accept in part	Rejected
63.2	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no indication that MD housing [medium density housing] will provide sufficient garage space from offroad parking.	Accept in part	Rejected
63.3	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Require an alternate or secondary water supply source because the proposal provides insufficient information to determine the quantity of water to be taken from bore holes for the development.	Accept in part	Rejected
63.4	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage scheme with one that does not rely on disposal to existing ground.	Accept in part	Rejected
63.5	Derek Spencer	Decline the plan change, but if approved, make the amendments I requested	Require a duel carriageway from Whitford Road to Beachlands to be provided as a priority before substantial work is undertaken on this development.	Accept in part	Rejected
64.1	Michaela martinez	Decline the plan change	Decline the plan change due to lack of infrastructure, including roads, school transport and high school.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
65.1	Dr Gail Fleming	Decline the plan change	Decline the plan change as the infrastructure, including roads, water and power supply, cannot support more housing.	Accept in part	Rejected
66.1	Kelvin Beere	Decline the plan change	Decline the plan change in its entirety until it includes a responsible upgrade to the roading system to access the area to handle additional traffic volumes.	Accept	Rejected
67.1	Michael Bond	Decline the plan change	Decline the plan change because the additional development will severely impact the existing community with impact on existing infrastructure.	Accept in part	Rejected
67.2	Michael Bond	Decline the plan change	Decline the plan change because the increase in population would have a negative effect on the character and quality of life of the area.	Accept in part	Rejected
68.1	Graeme Watt	Decline the plan change	Decline the plan change because roads are already congested and the additional houses will make roads unsafe and congested, including getting out of Clifton Road into Whitford-Maraetai Road.	Accept	Rejected
68.2	Graeme Watt	Decline the plan change	Decline the plan change because the high density nature of the development will likely decrease the value and enjoyment of property over looking the Formosa golf course (309 Clifton Road).	Accept in part	Rejected
68.3	Graeme Watt	Decline the plan change	Decline the plan change because of concerns that light and noise pollution will increase, especially at high tide.	Accept in part	Rejected
68.4	Graeme Watt	Decline the plan change	Decline the plan change because of loss of natural beauty and effects on the environment.	Accept in part	Rejected
69.1	Natalie Balemi	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the road in and out of Beachlands and Maraetai are in poor condition.	Accept in part	Rejected
69.2	Natalie Balemi	Decline the plan change, but if approved, make the amendments I requested	Improve the current infrastructure including the main roads, the bridges at Whitford and Mangemangeroa Gorge, and include a school as priority before any more future developments.	Accept in part	Rejected
70.1	Maryon Wils	Approve the plan change with the amendments I requested	Upgrade the roading infrastructure ahead of construction of 3000 homes to take advantage of efficiencies and lessen disruption.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
71.1	Jacqueline Cooe	Decline the plan change	Decline the plan change as there is lack of infrastructure to support more people and cars on the roads, including roads/transport, reticulated water, sewerage, and high school.	Accept in part	Rejected
72.1	Martin Sommerville	Decline the plan change	Decline the plan change in order to retain the area as a large undeveloped area that provides residents of the more densely populated areas a space to recreate and relax, i.e. a great place for the wider south east Auckland community to get away from the "city".	Accept in part	Rejected
72.2	Martin Sommerville	Decline the plan change	Decline the plan change until a plan for the whole Pohutukawa Coast is developed which recognises the area's special nature and importance to the whole of south east Auckland.	Accept in part	Rejected
73.1	Sam Benson	Decline the plan change	Decline the plan change because of concerns that the community's desire for a high school is being used to justify the proposed development.	Accept	Rejected
73.2	Sam Benson	Decline the plan change	Decline the plan change because the existing roads are not adequate to support the additional vehicles and the increased traffic is a health and safety risk, especially if emergency services are unable to access the area due to traffic constraints.	Accept	Rejected
73.3	Sam Benson	Decline the plan change	Decline the plan change because the vehicle emissions from the increased traffic goes against the council's transport emissions targets.	Accept	Rejected
73.4	Sam Benson	Decline the plan change	Decline the plan change because of concerns that the proposed industrial area will cause pollution and adversely effect the character of the community.	Accept in part	Rejected
73.5	Sam Benson	Decline the plan change	Decline the plan change because the current infrastructure (water, wastewater and power) is not suitable to support the development.	Accept in part	Rejected
74.1	Michele Cadman	Decline the plan change	Decline the plan change because the current infrastructure (schools, roads, sewerage, shops) is unable to support the development/increased population.	Accept in part	Rejected
75.1	Mark Clapham	Decline the plan change	Decline the plan change because the current roading infrastructure along the Whitford/Maraetai road is inadequate to support the development, and increased traffic will impact current residents.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
75.2	Mark Clapham	Decline the plan change	Decline the plan change because of concerns about the environmental impacts around the coastal shoreline and on the bird life, lizards and frogs, which are scarce and should be protected.	Accept in part	Rejected
75.3	Mark Clapham	Decline the plan change	Decline the plan change because the existing primary schools in the area are at capacity, there is no secondary school in the area, and school commuters will increase traffic.	Accept	Rejected
75.4	Mark Clapham	Decline the plan change	Decline the plan change because existing public transport (bus and ferry) is inadequate to meet current or future needs.	Accept	Rejected
76.1	Amber Lee Sorrenson	Decline the plan change	Decline the plan change due to lack of infrastructure.	Accept in part	Rejected
77.1	Michael John bartlett	Decline the plan change	Decline the plan change because the existing roads and ferry service are inadequate to support the development.	Accept	Rejected
78.1	Grahame Cain	Decline the plan change	Decline the plan change because the existing infrastructure is already inadequate.	Accept in part	Rejected
79.1	Rebecca Owen	Decline the plan change	Decline the plan change because infrastructure is inadequate to support the development.	Accept in part	Rejected
80.1	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing infrastructure is inadequate to support the development, including the roads, waste water, water and power supply.	Accept in part	Rejected
80.2	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, upgrade transport infrastructure first, including upgrades to Whitford-Maraetai Road and Jack Lachlan Drive and safe pavements from Beachlands Village to the new housing and marina.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes upgrades of intersections, Jack Lachlan Drive and pedestrian linkages
80.3	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, upgrade infrastructure first including alternative water supply source and upgraded sewage treatment plant.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					proposals
80.4	Mrs Sandra Magdalena Pike	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, provide a high school first.	Accept in part	Rejected
81.1	Sam Noon	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Beachlands is not identified as a location or priority area for growth in the Auckland Plan 2050 Development Strategy.	Accept	Rejected
81.2	Sam Noon	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend the plan change to address concerns about funding and investment of infrastructure, including transport, power supply, water and community facilities.	Accept	Rejected
83.1	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, because it will visually destroy the beauty of the golf course [and the area], including the current outlook from 740 Whitford- Maraetai Road.	Accept in part	Rejected
83.2	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure and facilities are inadequate to meet current needs or to support the development, including power supply, water supply, waste water, stormwater, first response (fire, ambulance, police) schools, and roads.	Accept in part	Rejected
83.3	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require road infrastructure to be improved before any dwellings are planned including road widening and increased to four lanes.	Accept in part	Rejected
83.4	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require water supply, waste water and stormwater infrastructure to be improved before any dwellings are planned.	Accept in part	Accepted in part, to the extent that water supply, wastewater and stormwater will be managed
83.5	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require health and community infrastructure to be improved before any dwellings are planned, including: first response, recreational facilities, fields, undercover amenities and junior and secondary schools to be built.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
83.6	Edith Anne Riddick attn: Christopher John Riddick	Decline the plan change, but if approved, make the amendments I requested	Require power supply infrastructure to be improved before any dwellings are planned.	Accept in part	Rejected
84.1	Rodger Shepherd	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the roads in Whitford are already congested and it will change the nature of Whitford from a quite enclave with 5 acre sections to a busy thoroughfare.	Accept in part	Rejected
84.2	Rodger Shepherd	Decline the plan change, but if approved, make the amendments I requested	Require the previously shelved road from bottom of Ormiston Road straight across the estuary and up behind Trig Road is implemented before development goes ahead.	Accept in part	Rejected
85.1	Geoff Bignell	Approve the plan change with the amendments I requested	Amend the plan change to include a retirement village.	Reject	Rejected
85.2	Geoff Bignell	Approve the plan change with the amendments I requested	Amend the plan change to include a secondary school.	Reject	Accepted in part to the extent that a secondary school is enabled by zoning
85.3	Geoff Bignell	Approve the plan change with the amendments I requested	Amend the plan change to include upgraded infrastructure i.e. roading [roading], sewerage, storm water.	Reject	Accepted in part to the extent that some infrastructure upgrades were proposed during the hearing process
86.1	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing power supply is unreliable and inadequate to meet current needs or to support the development and additional population.	Accept in part	Rejected
86.2	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no mains water supply which inadequate to meet current needs or to support the development and additional population.	Accept in part	Rejected
86.3	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing waste water infrastructure is at capacity and there are no plans to upgrade this to adequately service the increased population.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					wastewater proposals
86.4	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the road between Howick/Whitford and Beachlands is already at capacity and the alternative route through Maraetai/Clevedon/Papakura is subject to natural hazards.	Accept in part	Rejected
86.5	Stephen George Pawsey	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require improvements to infrastructure to adequately support the development and increased population, including water supply, waste water, roads and a secure power supply.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
87.1	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of insufficient consultation and information available to the property owners of 680 Whitford-Maraetai Road which is within the proposed Whitford-Maraetai sub-precinct.	Accept	Rejected
87.2	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the increased noise, traffic congestion, and surrounding high-density property will adversely affect the peaceful lifestyle, tranquil rural coastal view and reduce the property value of 680 Whitford- Maraetai Road.	Accept in part	Rejected
87.3	Yueliang He	Decline the plan change, but if approved, make the amendments I requested	Redesign the layout of the proposed development that surrounds 680 Whitford-Maraetai Road, including relocating the proposed spine road and village centre (medium density residential) so that they are not so close to the southern and western boundaries of 680 Whitford-Maraetai Road.	Reject	Rejected
88.1	Angela Turner	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area has experienced exponential growth over the last 10 years and the existing infrastructure is inadequate and at capacity, including roads and schools.	Accept	Rejected
88.2	Angela Turner	Decline the plan change, but if approved, make the amendments I requested	Require infrastructure to be fixed, including roads, a high school, swimming pool, more facilities for medical, grocery stores, and public transport.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
89.1	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed infrastructure is inadequate to meet existing or future needs, including roading, water supply, waster water and schools.	Accept in part	Rejected
89.2	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Reduce the amount of high rise development.	Accept in part	Rejected
89.3	Eugenie Wendelien Hansen	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund/contribute to roading improvements, including road surfaces.	Accept	Rejected
90.1	Shelly Young	Decline the plan change	Decline the plan change because the area needs to keep its quaint community rural feel.	Accept in part	Rejected
90.2	Shelly Young	Decline the plan change	Decline the plan change because the roads will not support the proposed development.	Accept	Rejected
90.3	Shelly Young	Decline the plan change	Decline the plan change because of concerns that crime will increase.	Accept in part	Rejected
91.1	Alison Christine Jurd	Decline the plan change	Decline the plan change due to lack of infrastructure to support the increased population, including roading, water supply and schools.	Accept in part	Rejected
92.1	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing transport infrastructure is inadequate, including congested roads and a lack of footpaths and bike lanes.	Accept in part	Rejected
92.2	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Improve the roads, including more roundabouts to allow side street traffic to access Whitford Road, increasing the number of lanes on the roads to Howick and Ormiston and a new Mangemangeroa bridge [Mangemangeroa].	Accept in part	Rejected
92.3	Brenda Milbank	Decline the plan change, but if approved, make the amendments I requested	Provide footpaths and cycle lanes to allow safe walking and cycling.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes footpaths and cycle lane proposals
93.1	Greg Lowe	Decline the plan change	Decline the plan change as these changes will radically alter the landscape and change the character of the Beachlands area.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
93.2	Greg Lowe	Decline the plan change	Decline the plan change as these changes will put a huge additional strain on the under performing infrastructure around the area.	Accept in part	Rejected
94.1	Stacy Joseph Shramana	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved improve the infrastructure before any developments, including the roads.	Accept in part	Rejected
95.1	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected
95.2	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
95.3	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
95.4	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
95.5	Scott Jason Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
96.1	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected
96.2	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
96.3	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
96.4	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
96.5	Gregory Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
97.1	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected
97.2	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
97.3	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
97.4	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
97.5	Stephen Gregory Marsden	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
98.1	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected
98.2	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
98.3	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
98.4	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
98.5	Christine Bannan	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
99.1	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will adversely impact on the identity of Beachheads as a rural community, and the fabric/character of the Beachlands Village.	Accept in part	Rejected
99.2	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
99.3	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
99.4	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
99.5	Sean Patrick Cleary	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
100.1	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
100.2	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected
100.3	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
100.4	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	101.4	Rejected
100.5	Michelle Marie Pietras	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
101.1	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
101.2	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
101.3	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
101.4	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
101.5	Cheryl Lynette Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
102.1	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
102.2	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected
102.3	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
102.4	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
102.5	Ian Reid Marsden	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
103.1	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
103.2	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Reject plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected
103.3	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
103.4	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
103.5	Chrissy Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
104.1	Brenda Mary Saunders	Decline the plan change	Decline plan change as there is inadequate infrastructure to serve the development with improvements to power, water, sewerage, roading or education.	Accept in part	Rejected
104.2	Brenda Mary Saunders	Decline the plan change	Decline plan change as subject site lies within floodplains and flood prone areas. Development requires infrastructure to withstand severe weather events.	Accept in part	Rejected
105.1	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
105.2	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
105.3	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
105.4	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
105.5	Hunter Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
106.1	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
106.2	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected
106.3	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
106.4	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
106.5	Zach Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
107.1	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as roading, waste and water infrastructure cannot support the increased housing proposed in the Beachlands area	Accept in part	Rejected
107.2	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, as public transport is not practical, roading must be improved before development commences.	Accept in part	Rejected
107.3	Stephen Leach	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, secondary school should be built	Accept in part	Rejected
108.1	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
108.2	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure an agreement can be made where applicant can fund all infrastructure and associated services required.	Accept	Rejected
108.3	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, upgrade Whitford-Maraetai Road to four lanes and upgrade other roads too.	Accept in part	Rejected
108.4	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved water reticulation system must not be reliant on borehole water.	Accept in part	Rejected
108.5	Shaun Bannan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved wastewater treatment must be adequate for size of development and made flood-proof.	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
109.1	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless roading in the area can be upgraded to accommodate the new development	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
109.2	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless wastewater treatment is upgraded to accommodate the new development	Accept in part	Accepted in part, to the extent that the plan change is amended and includes water supply and wastewater proposals
109.3	Deborah Garty	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless primary and secondary school capacity can be provided.	Accept in part	Rejected
110.1	Barry Wade	Decline the plan change	Decline plan change as opposed to any treated wastewater discharge into the Waikopua/ Whitford Embayment or the Tamaki Strait. If approved wastewater output should be connected to wider Auckland network	Accept in part	Rejected
110.2	Barry Wade	Decline the plan change	Decline plan change as increased traffic volumes will impact roads in the area. If approved access roads and intersections must be upgraded to take further traffic.	Accept	Rejected
111.1	Sarah Buckland	Decline the plan change	Decline plan change due to roading, power and other infrastructure effects. Infrastructure is not proposed to be upgraded to manage these effects.	Accept in part	Rejected
111.2	Sarah Buckland	Decline the plan change	Decline plan change due potential noise effects	Accept in part	Rejected
112.1	Melissa Fahey	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road to ensure traffic safety for vehicles and cyclists. Without improvements more deaths and injuries will occur.	Accept in part	Rejected
113.1	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road as the road is nearly at capacity, as supported by Auckland Council's Beachlands Transport Constraints Control Evaluation Report	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
113.2	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to four lanes to support additional traffic.	Accept in part	Rejected
113.3	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure no traffic light intersections are incorporated into intersection roading upgrade design. Traffic lights interrupting that flow will cause severe backlogs. Flyovers or tunnels should be implemented to preserve the traffic flow.	Accept in part	Rejected
113.4	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to deficiencies in public transport provision make reliance on private car use essential.	Accept in part	Rejected
113.5	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account additional intensification of the Countdown area as well as Pine Harbour, 250 new homes from Fletchers, PC78 intensification and increased high school student commuting.	Accept in part	Rejected
113.6	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account the commuting patterns of the local population as many people do not commute directly to Auckland CBD.	Accept in part	Rejected
113.7	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment assumes a self-contained system when local amenities like schooling and medical care are not unavailable or at capacity.	Accept in part	Rejected
113.8	Paul Andrew Hebditch	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment relies on \$75 million dollars of funding which will only upgrade local roads and the ferry terminal and will not affect the wider transport issues as outlined.	Accept	Rejected
114.1	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved make significant improvements to Whitford-Maraetai road as the road is nearly at capacity, as supported by Auckland Council's Beachlands Transport Constraints Control Evaluation Report	Accept in part	Rejected
114.2	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to four lanes to support additional traffic.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
114.3	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure no traffic light intersections are incorporated into intersection roading upgrade design. Traffic lights interrupting that flow will cause severe backlogs. Flyovers or tunnels should be implemented to preserve the traffic flow.	Accept in part	Rejected
114.4	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to deficiencies in public transport provision that make reliance on private car use essential.	Accept in part	Rejected
114.5	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account additional intensification of the Countdown area as well as Pine Harbour, 250 new homes from Fletchers, PC78 intensification and increased high school student commuting.	Accept in part	Rejected
114.6	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment it does not take into account the commuting patterns of the local population as many people do not commute directly to Auckland CBD.	Accept in part	Rejected
114.7	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment assumes a self-contained system when local amenities like schooling and medical care are not unavailable or at capacity.	Accept in part	Rejected
114.8	Susan Elizabeth Denby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, as traffic assessment relies on \$75 million dollars of funding which will only upgrade local roads and the ferry terminal and will not affect the wider transport issues as outlined.	Accept	Rejected
115.1	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic.	Accept in part	Rejected
115.2	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part	Rejected
115.3	Maureen Elizabeth Pepper	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
116.1	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as residents currently travel outside of Beachlands for the majority of education and community service opportunities. There is no commitment from central government to provide funding for any additional schooling facilities and therefore commuting traffic will increase.	Accept	Rejected
116.2	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as residents currently travel outside of Beachlands for the majority of employment and community service opportunities. Light commercial zoning provided would not be sufficient to sustain the level of employment that is provided in areas such as East Tamaki, Mt Wellington where existing Beachlands residents work and therefore commuting traffic will increase.	Accept in part	Rejected
116.4	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as it makes no attempt to address that the existing Pine Harbour ferry car parking facility, which has already reached maximum capacity. Increased development will increase demand for parking in this area.	Accept in part	Rejected
116.5	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as public transport via bus access to business and commercial areas in Manukau, East Tamaki, Mount Wellington and Penrose is not addressed and unlikely to be funded.	Accept	Rejected
116.6	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as walking and cycling is not a practical form of transport to areas outside Beachlands and therefore most travel will be via private car, causing additional congestion.	Accept in part	Rejected
116.7	Mr Terence Bruce Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline as the plan change does not provide a valid reason for overturning problems raised in the existing PC78 Intensification Plan qualifying matter [Beachlands Transport Constraint Control] for Beachlands precinct.	Accept in part	Rejected
117.1	Chris Currell	Decline the plan change	Decline plan change as the infrastructure is not available to support this development, it has been made clear that the developers would not upgrade the road or other infrastructure such as schools to a suitable standard.	Accept in part	Rejected
118.1	Maria Currell	Decline the plan change	Decline plan change due to inadequate infrastructure.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
119.1	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part	Rejected
119.2	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part	Rejected
119.3	Philip Paul Madigan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part	Rejected
120.1	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part	Rejected
120.2	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part	Rejected
120.3	Christina Mary Opie	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part	Rejected
121.1	Simon Watts	Decline the plan change	Decline the plan change due to congestion effects on Whitford-Maraetai Road and other roading infrastructure.	Accept	Rejected
121.2	Simon Watts	Decline the plan change	Decline the plan change due to strain on volunteer fire service.	Accept in part	Rejected
122.1	Ferdi Du Plessis	Approve the plan change without any amendments	Approve plan change due to the shortage of housing and rental properties in Auckland	Reject	Accepted in part to the extent the plan change has been approved with amendments
122.2	Ferdi Du Plessis	Approve the plan change without any amendments	Approve plan change as transport effects can alleviated by smart traffic light signals at the Whitford roundabout and also at the Jack Lachlan and Whitford-Maraetai intersection.	Reject	Accepted in part to the extent the plan change has been approved with amendments

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
123.1	Catherine Watts	Decline the plan change	Decline plan change as the recent development of housing around Jack Lachlan Rd and Pine Harbour is already putting significant impact on the infrastructure and roading on the Pohutukawa Coast.	Accept in part	Rejected
123.2	Catherine Watts	Decline the plan change	Decline the plan change as Whitford Maraetai Road is only 2 lanes and isn't fit for purpose for this kind of development. More vehicles will increase congestion and the number of traffic accidents.	Accept	Rejected
123.3	Catherine Watts	Decline the plan change	Decline the plan change as there is no local high school and students will have to be bussed out. MoE has not promised a new school. There is also no capacity at Beachlands School.	Accept	Rejected
123.4	Catherine Watts	Decline the plan change	Decline the plan change as the local medical centre does not have capacity	Accept in part	Rejected
123.5	Catherine Watts	Decline the plan change	Decline the plan change as the development will affect local beauty and have an environmental impact.	Accept in part	Rejected
123.6	Catherine Watts	Decline the plan change	Decline the plan change as the local wastewater treatment centre is overcapacity	Accept in part	Rejected
123.7	Catherine Watts	Decline the plan change	Decline the plan change as bore water will not cope with the development, is not sustainable and there is no water reticulation in the area.	Accept	Rejected
124.1	Ian and Elizabeth Scarborough	Decline the plan change	Decline plan change as the infrastructure is not available to support this development.	Accept in part	Rejected
124.2	Ian and Elizabeth Scarborough	Decline the plan change	Decline the plan change as the proposed high rise apartments are not in keeping with the present environment and destroys the village atmosphere	Accept in part	Rejected
124.3	Ian and Elizabeth Scarborough	Decline the plan change	Decline the plan change as the roading improvements will not be enough to alleviate the increased congestion and increased wear and tear.	Accept	Rejected
124.4	Ian and Elizabeth Scarborough	Decline the plan change	Decline the plan change as the ferry terminal, including parking and jetties is already at capacity and will not be able to cope with further demand.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
124.5	Ian and Elizabeth Scarborough	Decline the plan change	Decline the plan change due to concerns that increased water bore usage will have an effect on existing bores.	Accept	Rejected
125.1	Jodi Litherland	Decline the plan change	Decline the plan change as the roads that service Beachlands are already at capacity and there are already long delays.	Accept	Rejected
125.2	Jodi Litherland	Decline the plan change	Decline the plan change as the proposed use of public transport by new residents is unrealistic as the ferry is unreliable and inefficient for commuters.	Accept	Rejected
126.1	Joel Lindsey attn: J M W Lindsey	Decline the plan change	Decline the plan change as the intersection of Clifton Rd (and Henson Rd) requires an upgrade as the current traffic flows make it difficult to use safely. [Further traffic will make this worse]	Accept	Rejected
126.2	Joel Lindsey attn: J M W Lindsey	Decline the plan change	Decline the plan change as the Whitford-Maraetai (and Whitford) Roads are heavily congested at peak hours and a village bypass is required now. Heavy vehicle traffic for the proposed housing development will make this worse.	Accept	Rejected
126.3	Joel Lindsey attn: J M W Lindsey	Decline the plan change	Decline the plan change as the reliance on public transport as a transport solution is inadequate and the proposed ferry upgrades are not enough. The ferry service is at capacity during peak hours and the bus service is a skeleton service. Many commuters drive and do not travel to the CBD.	Accept	Rejected
127.1	Michael J Carroll	Decline the plan change	Decline the plan change as the transport infrastructure, including roads and ferry is almost at capacity.	Accept	Rejected
127.2	Michael J Carroll	Decline the plan change	Decline the plan change as the council proposed to stop future secondary dwellings in Beachlands in the proposed PC78. The council's primary reason for this change was that the transport infrastructure was not capable of managing intensification. The council should be consistent in its application of this approach.	Accept	Rejected
128.1	Ms Barbara Jan Miller	Decline the plan change, but if approved, make the	Decline the plan change as the council proposed to stop future secondary dwellings in Beachlands in the proposed	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
		amendments I requested	PC78. The council's primary reason for this change was that the transport infrastructure was not capable of managing intensification. This plan change does not address this issue. If approved, the plan change should align with option 3 of the Beachlands Transport Constraints Control Evaluation report.		
129.1	Gavin Fisher	Decline the plan change	Decline the plan change as there is inadequate infrastructure to support wastewater, education, policing and traffic demands.	Accept	Rejected
130.1	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed intersection improvements are not enough.	Accept	Rejected
130.2	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part	Rejected
130.3	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept	Rejected
130.4	Ms Margaret Cecilia Ramsey	Decline the plan change	Decline plan change as the pollution of local streams and marine environments will be inevitable.	Accept in part	Rejected
131.1	Karen Cowie	Approve the plan change with the amendments I requested	Amend the plan change to include more provision for infrastructure upgrades, including the safety and maintenance of Whitford-Maraetai Road with increased demand. Increased traffic makes intersections (Jack Lachlan and Whitford-Maraetai Road) and accessways (671 Whitford-Maraetai Road) more dangerous.	Accept in part	Rejected
131.2	Karen Cowie	Approve the plan change with the amendments I requested	Amend the plan change to include a secondary school in the area. This would also help reduce commuting traffic.	Reject	Rejected
132.1	John and Robyn Randle	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved, amend to upgrade Whitford-Maraetai Road for the increase in traffic.	Accept in part	Rejected
133.1	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
133.2	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept	Rejected
133.3	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part	Rejected
133.4	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part	Rejected
133.5	Kurt Willcocks	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part	Rejected
134.1	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
134.2	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept	Rejected
134.3	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part	Rejected
134.4	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part	Rejected
134.5	Leonard Smith	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part	Rejected
135.1	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
135.2	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
135.3	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part	Rejected
135.4	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part	Rejected
135.5	Charmaine Smith	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part	Rejected
136.1	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
136.2	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept	Rejected
136.3	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part	Rejected
136.4	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part	Rejected
136.5	Angela Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved, ensure wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part	Rejected
137.1	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as multi-storey and high density development will affect rural community character of Beachlands	Accept in part	Rejected
137.2	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless agreement can made where applicant can fund all infrastructure and associated services required	Accept	Rejected
137.3	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved ensure Whitford-Maraetai Road can be upgraded to four lanes and other roads upgraded.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
137.4	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved amend water reticulation system so it is not reliant on borehole water.	Accept in part	Rejected
137.5	Russell Heenan	Decline the plan change, but if approved, make the amendments I requested	Decline unless wastewater treatment is adequate for size of development and is made flood-proof.	Accept in part	Rejected
138.1	Bret Vogel	Decline the plan change	Decline the plan change as there needs to be development to infrastructure, improve public transport, water, and more roads.	Accept in part	Rejected
138.2	Bret Vogel	Decline the plan change	Amend plan change to build a high school.	Accept	Rejected
139.1	Sarah Owen	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless improvements can be made to road infrastructure and public transport to cater for increased traffic from new development.	Accept in part	Rejected
140.1	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai road, (including Jack Lachlan Drive) must be upgraded to four lanes to support additional traffic. The proposed in intersection improvements are not enough.	Accept in part	Rejected
140.2	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved wastewater system must be changed to ensure that it does not rely on disposal to the ground.	Accept in part	Rejected
140.3	Graham Smith	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved water supply system should be amended to not rely on bore water.	Accept in part	Rejected
141.1	Shayne Skinner	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved Whitford-Maraetai Road must be upgraded to dual carriageway to cope with the extra 3000 households.	Accept in part	Rejected
142.1	Brian Slingsby	Approve the plan change with the amendments I requested	Amend plan change to ensure traffic lights or roundabouts are required at all intersections off Whitford Maraetai Road especially Clifton Road intersection prior to any further development, due to capacity and safety issues.	Accept in part	Rejected
143.1	Steven Lucas	Decline the plan change	Decline plan change as the Whitford-Maraetai Road is already congested, there are frequently accidents and there is no proposal to widen this road or any of the traffic interchanges.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
143.2	Steven Lucas	Decline the plan change	Decline plan change as local schools are overcrowded and there is no local secondary school.	Accept	Rejected
143.3	Steven Lucas	Decline the plan change	Decline plan change as the ferry has limited capacity, is weather dependent and relies on road shuttles when cancelled. Additionally fewer workers commute to the CBD.	Accept	Rejected
143.4	Steven Lucas	Decline the plan change	Decline plan change as local medical services are under pressure, increasingly difficult to get GP appointments. This would be compounded by the plan change.	Accept	Rejected
143.5	Steven Lucas	Decline the plan change	Decline plan change as local employment will not materialise. There are relatively few locals working in the commercial area especially the Countdown supermarket where most staff are from South Auckland.	Accept	Rejected
143.6	Steven Lucas	Decline the plan change	Decline plan change as previous development was justified on the capacity of the Waikato aquifer to supply bore water. Will this still cope with the expanded population?	Accept	Rejected
143.7	Steven Lucas	Decline the plan change	Decline plan change as it will result in the lost of one of the best golf courses in the country.	Accept in part	Rejected
143.8	Steven Lucas	Decline the plan change	Decline plan change as recent storms show stormwater runoff will increase when absorbent ground is covered in houses and concrete etc.	Accept in part	Rejected
143.9	Steven Lucas	Decline the plan change	Decline plan change due to potential runoff into the Gulf from sewage works outflows.	Accept in part	Rejected
144.1	Christine Jansen	Decline the plan change	Decline plan change as proposed rezoning from rural countryside living to a mixed use including high density apartment dwellings and townhouses will severely degrade the visual amenity value of Beachlands and Pine Harbour.	Accept in part	Rejected
144.2	Christine Jansen	Decline the plan change	Decline plan change as sewerage and wastewater treatment and disposal will require a major upgrade of Watercare facility as there is not the capacity. On land disposal as proposed potentially will pollute the Maraetai-Whitford aquifer and the local beaches, negatively impact endangered bird breeding grounds that adjoin the development.	Accept in part	Rejected
144.3	Christine Jansen	Decline the plan change	Decline plan change as proposed water supply from a new bore field and some existing bores has not been assessed in terms of potential impacts on the aquifer. There are numerous private bores in Beachlands drawing from this aquifer.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
144.4	Christine Jansen	Decline the plan change	Amend plan change to include roading upgrade to two lanes each way to cope with doubling of population and traffic movements. New roundabouts will be required at entry ways to the development for safe turning.	Accept	Rejected
144.5	Christine Jansen	Decline the plan change	Decline plan change as land set aside for schooling does not guarantee the Ministry of Education will build a new school. There is no certainty that they will nor within a realistic time frame.	Accept	Rejected
144.6	Christine Jansen	Decline the plan change	Decline plan change due to an active landslide on the west part of the proposed plan change area that is moving out onto the adjoining beach, (Kahawairahi Beach) and indicates land instability in this area. Intensive housing not appropriate here.	Accept	Rejected
145.1	Melinda Krushinska	Decline the plan change	Decline the building of additional 3000 houses. Beachlands has no roads, sewer, water infrastructure to accommodate 3000 additional houses.	Accept in part	Rejected
146.1	Equal Justice Project	Decline the plan change	Decline as the plan change does not have regard to either Te hau mārohi ki anamata: Towards a productive, sustainable and inclusive economy: Aotearoa New Zealand's First Emissions Reduction Plan (June 2022) nor Urutau, ka taurikura: Kia tū pakari a Aotearoa i ngā huringa āhuarangi Adapt and thrive: Building a climate-resilient New Zealand Aotearoa New Zealand's First National Adaptation Plan (August 2022).	Accept	Rejected
146.2	Equal Justice Project	Decline the plan change	Decline the plan change as it will result in an increase in Vehicle Kilometres Travelled (VKT) and greenhouse gas emissions. There is no public transport or cycling network for these trips that will be easier than driving. A small increase in additional ferry capacity to one location in the city will not mitigate this. Auckland cannot provide a low car lifestyle overall without residential development being built in proximity to the amenities of the city	Accept	Rejected
147.1	Linda Whickman	Decline the plan change	Decline the plan change because is already insufficient infrastructure for the existing Beachlands population and therefore an increase in population of this magnitude is not feasible.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
147.2	Linda Whickman	Decline the plan change	Decline the plan change because only half of the students attending Howick college have the ability to catch a designated bus, there is insufficient capacity.	Accept	Rejected
147.3	Linda Whickman	Decline the plan change	Decline the plan change due to insufficient transport capacity, to exit at roundabout onto Whitford-Maraetai road can already take 20 minutes in the morning.	Accept	Rejected
148.1	Robert Jaffrey Gray	Decline the plan change	Decline the plan change as infrastructure such as transport, water, parks and community facilities are not in place to accommodate this growth	Accept in part	Rejected
148.2	Robert Jaffrey Gray	Decline the plan change	Decline plan change as the development will lead to longer journeys, with increased emissions and congestion Construction will takes years and the minor improvements proposed will not mitigate this.	Accept	Rejected
148.3	Robert Jaffrey Gray	Decline the plan change	Decline plan change as there is already substantial housing growth in Beachlands and Maraetai and this addition is neither wanted or needed.	Accept	Rejected
149.1	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Require the proposal to provide for a secondary school within the site. The need for a local secondary school has been identified and the CCBA support the establishment of this school by the Ministry as soon as possible.	Accept in part	Accepted in part, to the extent that schools are enabled
149.2	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to include on and off-road trail connections to the wider Pohutukawa Coast environment.	Accept in part	Accepted in part, to the extent that off-road walking and cycling
149.3	Clevedon Community and Business Association	Decline the plan change, but if approved, make the amendments I requested	Request better ferry services and public transport connections to service the increase in population.	Accept in part	Accepted in part, to the extent that improvements will be made to ferry and public transport services
150.1	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure, including roads and schools, is of poor quality and not adequate to meet demand.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
150.2	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Require infrastructure to be added and upgraded before development is allowed.	Accept in part	Rejected
150.3	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Improve road access and the quality of the roads before development is allowed.	Accept in part	Rejected
150.4	Yvonne Clare	Decline the plan change, but if approved, make the amendments I requested	Require water mains to be supplied and schools to be built before development is allowed.	Accept in part	Rejected
151.1	Karen McKnight	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing infrastructure is not adequate to sustain all the plans the council is submitting.	Accept in part	Rejected
151.2	Karen McKnight	Decline the plan change, but if approved, make the amendments I requested	Require roading infrastructure to be upgraded with the amount of buildings the council has submitted.	Accept in part	Rejected
152.1	Lesley Pearce	Decline the plan change	Decline the plan change because Whitford-Maraetai Road has known safety issues and is inadequate to meet existing demands and planned development at 109 Beachlands Road.	Accept	Rejected
152.2	Lesley Pearce	Decline the plan change	Decline the plan change because the infrastructure needed for the proposed Beachlands South development is ad hoc at best.	Accept in part	Rejected
152.3	Lesley Pearce	Decline the plan change	Decline the plan change because the existing public transport, including buses, is inadequate to meet existing demands.	Accept	Rejected
153.1	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roading infrastructure, including the two lane road, is insufficient to meet demands.	Accept in part	Rejected
153.2	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed sewerage system is inadequate and disposing to existing land will not work.	Accept in part	Rejected
153.3	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because using bore water as the method of water supply is inadequate for a development of the size proposed.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
153.4	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Provide a four lane road from Whitford Road along Whitford-Maraetai Road to the site and upgrade Jack Lachlan Drive.	Accept in part	Rejected
153.5	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage system with one that does not rely on disposal to existing ground.	Accept in part	Rejected
153.6	Sheena Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part	Rejected
154.1	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roading infrastructure, including the two lane road, is insufficient to meet demands and road maintenance is poor.	Accept in part	Rejected
154.2	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed sewerage system is inadequate and disposing to existing land will not work.	Accept in part	Rejected
154.3	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because using bore water as the method of water supply is inadequate for a development of the size proposed.	Accept in part	Rejected
154.4	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved provide a four lane road from Whitford Road along Whitford-Maraetai Road to the site and upgrade Jack Lachlan Drive.	Accept in part	Rejected
154.5	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed sewerage system with one that does not rely on disposal to existing ground.	Accept in part	Rejected
154.6	Kelvin Michael Terry	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part	Rejected
155.1	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Whitford-Maraetai Road, Sandstone Road and Gorge Road need urgent upgrades and will get worse with increased traffic and the proposed upgrades to the Whitford roundabout will not improve safety or the state of feeder roads.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
155.2	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of safety concerns about the impact of providing a hotel and intoxicated drivers.	Accept in part	Rejected
155.3	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Build communities of secure lifestyle retirement homes with garaging, motorhome parking and appropriate facilities.	Accept in part	Rejected
155.4	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure no social housing because there is little employment opportunity.	Accept in part	Rejected
155.5	Mr Kenneth Mervyn Clough	Decline the plan change, but if approved, make the amendments I requested	Require standalone houses instead of high density housing to reduce stress on existing water and wastewater infrastructure.	Reject	Rejected
156.1	Fire and Emergency New Zealand	Approve the plan change with the amendments I requested	Require that the development is designed in accordance with the SNZ PAS 4509:2008 New Zealand Fire Service Firefighting Water Supplies Code of Practice	Reject	Rejected
156.2	Fire and Emergency New Zealand	Approve the plan change with the amendments I requested	Require the proposed roads development is designed in accordance with the relevant transport standards to ensure that fire appliances can easily access each road even with cars parked either side of the road	Reject	Accepted in part, to the extent the roads will meet Auckland Transport Standards
157.1	Michaela Campbell	Decline the plan change	Decline the plan change because infrastructure is inadequate to meet the demands of the development.	Accept in part	Rejected
158.1	Jenny Barrett	Decline the plan change	Decline the plan change because there are no plans to upgrade roaming or surrounding infrastructure to meet the demands of the development.	Accept in part	Rejected
159.1	Jacob Mackenzie	Decline the plan change	Decline the plan change because there is a lack of infrastructure, particularly road infrastructure, to meet the demands of the development.	Accept in part	Rejected
159.2	Jacob Mackenzie	Decline the plan change	Decline the plan change because there is no local high school which will put the roads under more pressure from commuters.	Accept	Rejected
159.3	Jacob Mackenzie	Decline the plan change	Require infrastructure to be developed before housing development is allowed, as demonstrated by recent events.	Accept in part	Accepted in part, to the extent that development triggers for infrastructure are

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					included
160.1	Sam Shephard	Decline the plan change	Decline the plan change because road infrastructure must be improved first.	Accept	Rejected
161.1	Chantal Ward-Tuala	Decline the plan change	Decline the plan change because existing infrastructure, including roads, is in poor quality and inadequate to meet existing or future demands.	Accept in part	Rejected
162.1	Deborah Christine Forman	Decline the plan change	Decline the plan change because the roads are inadequate to meet existing or future demand from the development and will cause congestion through Whitford village which is the only road to motorways or high schools.	Accept	Rejected
163.1	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is insufficient infrastructure or plans to improve infrastructure to support a development of this size e.g. Middlemore Hospital and primary schools are at capacity, no plan for a guaranteed high school to cater for growth, and local health care providers are unable to support growth.	Accept	Accepted in part, to the extent that further infrastructure is proposed and schools are enabled
163.2	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Reduce the number of proposed dwellings by a significant amount to ensure that the development size is aligned with existing infrastructure capacity and limitations.	Accept in part	Accepted in part, to the extent that proposed dwelling numbers are reduced and further infrastructure is proposed
163.3	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund additional infrastructure and to ensure the infrastructure is in place before housing is completed.	Accept	Accepted in part, to the extent that further infrastructure is proposed and development triggers require infrastructure upgrades
163.4	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Whitford-Maraetai Road is poor quality and inadequate to meet existing and future demands.	Accept in part	Rejected
163.5	Karen Carter	Decline the plan change, but if approved, make the	Decline the plan change because existing public transport (buses and ferries) is inadequate e.g. lack of destinations,	Accept in part	Rejected in part, to the extent that ferry

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
		amendments I requested	unreliable, lack of parking at ferry terminal, inefficient use of time.		improvements are proposed
163.6	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there is no evidence to prove the proposal to use existing bore for the water supply will have sufficient capacity.	Accept in part	Rejected in part, to the extent that evidence has been provided on bore water capacity
163.7	Karen Carter	Decline the plan change, but if approved, make the amendments I requested	Oppose the proposed disposal of treated waste water into ponds and the coastal environment because of concerns with compliance and the risk to health and the environment.	Accept in part	Rejected in part, to the extent that wastewater treatment and disposal will need resource consenting
164.1	Katie Pike	Decline the plan change	Decline the plan change because there is insufficient infrastructure [two lane roads needed]	Accept	Rejected
164.2	Katie Pike	Decline the plan change	Decline the plan change because insufficient sewage facilities	Accept in part	Rejected
165.1	Daniel udy	Approve the plan change without any amendments	Approve the plan change if a high school is provided	Reject	Accepted in part, to the extent that a high school is enabled
165.2	Daniel udy	Approve the plan change without any amendments	Approve the plan change if roading upgrades are provided	Reject	Rejected
166.1	Stephen David Melrose	Decline the plan change	Decline the plan change because of the development will require connection to main water treatment plant to prevent degradation of the coastline	Accept in part	Rejected
166.2	Stephen David Melrose	Decline the plan change	Decline the plan change because there is no reason to create a light industrial zone in the area	Accept in part	Rejected
166.3	Stephen David Melrose	Decline the plan change	Decline the plan change because of the existing inadequate roading conditions	Accept	Rejected
167.1	Peter John Williams	Decline the plan change	Decline the plan change because of the existing inadequate roading conditions	Accept	Rejected
167.2	Peter John Williams	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
167.3	Peter John Williams	Decline the plan change	Decline the plan change because of the inadequate proposals for sewage/water/stormwater	Accept in part	Rejected
167.4	Peter John	Decline the plan change	Decline the plan change because the essential services need	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
	Williams		to be under Council's control		
167.5	Peter John Williams	Decline the plan change	Decline the plan change because of suggestion that sewage overflow could go to the beach	Accept in part	Rejected
167.6	Peter John Williams	Decline the plan change	Decline the plan change because of the proposal for dwellings over 3 storeys	Accept in part	Rejected
168.1	Jason Shaw	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
168.2	Jason Shaw	Decline the plan change	Decline the plan change because of the lack of funding being provided for necessary infrastructure	Accept	Rejected
168.3	Jason Shaw	Decline the plan change	Decline the plan change because of the pressure on essential services [volunteer fire brigade]	Accept in part	Rejected
169.1	Maria Money	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
169.2	Maria Money	Decline the plan change	Decline the plan change because of the lack of funding being provided for necessary infrastructure	Accept	Rejected
169.3	Maria Money	Decline the plan change	Decline the plan change because of the pressure on essential services [volunteer fire brigade]	Accept in part	Rejected
170.1	Jeanette Hilton	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
170.2	Jeanette Hilton	Decline the plan change	Decline the plan change because of the impact on the community	Accept	Rejected
171.1	Lynne Richardson	Decline the plan change	Decline the plan change because of the existing inadequate roading	Accept	Rejected
171.2	Lynne Richardson	Decline the plan change	Decline the plan change because of the lack of provision of public transport	Accept	Rejected
172.1	Helen Els	Decline the plan change	Decline the plan change because of the existing inadequate medical services	Accept in part	Rejected
172.2	Helen Els	Decline the plan change	Decline the plan change because of the lack of education facilities	Accept	Rejected
172.3	Helen Els	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
173.1	Serena Waldron	Decline the plan change	Decline the plan change because of the lack of planned infrastructure	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
173.2	Serena Waldron	Decline the plan change	Decline the plan change because of the lack of planned education facilities	Accept	Rejected
174.1	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless upgrades to roading are included	Accept in part	Rejected
174.2	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional capacity for wastewater and water is included	Accept in part	Rejected
174.3	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional education facilities are included	Accept in part	Accepted in part, to the extent that schools are enabled
174.4	Richard Peter Betts	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless bus services are provided	Accept in part	Rejected
175.1	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the existing inadequate infrastructure	Reject	Accepted in part to the extent the plan change is amended
175.2	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the lack of education facilities	Reject	Accepted in part to the extent the plan change is amended
175.3	Pam Bruinsma	Approve the plan change without any amendments	Decline the plan change because of the density of the proposal [density]	Reject	Accepted in part to the extent the plan change is amended
176.1	Colin Nicholas Nunweek	Approve the plan change with the amendments I requested	Approve the plan change if funding is provided by applicants to enable upgrade and expansion of roading network prior to development being completed	Accept in part	Rejected
177.1	Will Owen	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure	Accept in part	Rejected
177.2	Will Owen	Decline the plan change	Decline the plan change because of the lack of education facilities	Accept	Rejected
178.1	Fiona Fraser	Decline the plan change	Decline the plan change because of the impact on the community	Accept	Rejected
178.2	Fiona Fraser	Decline the plan change	Decline the plan change because of the existing inadequate infrastructure and lack of funding	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
179.1	Amy Stewart	Approve the plan change with the amendments I requested	Approve the plan change provided there are upgrades to the roads	Accept in part	Rejected
179.2	Amy Stewart	Approve the plan change with the amendments I requested	Approve the plan change if a high school is provided	Reject	Accepted in part, to the extent a high school is enabled
180.1	Toni Stairmand	Decline the plan change	Decline the plan change because the infrastructure does not support the development	Accept in part	Rejected
181.1	Darron Crawford	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading [double lanes] are provided	Accept in part	Rejected
181.2	Darron Crawford	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to sewage treatment plant is provided	Accept in part	Rejected
182.1	David Cartledge	Decline the plan change	Decline the plan change because the roading is inadequate	Accept	Rejected
182.2	David Cartledge	Decline the plan change	Decline the plan change because of the lack of provision for water or wastewater	Accept	Rejected
182.3	David Cartledge	Decline the plan change	Decline the plan change because of inadequate public transport	Accept	Rejected
183.1	Kim Beere	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading [double lanes to Maraetai, Whitford and Ormiston Roads] are provided	Accept in part	Rejected
184.1	Jasper Grant Murdoch Campbell	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless improvements to roading are provided prior to development	Accept in part	Rejected
185.1	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of the lack of infrastructure [roading and public transport]	Accept	Rejected
185.2	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of a lack of medical facilities	Accept in part	Rejected
185.3	Mr and Mrs J Beddoe	Decline the plan change	Decline the plan change, because of a lack of essential services being provided	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
186.1	Lloyd Williams	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, unless details around changes to the marina are provided/considered	Accept in part	Rejected
187.1	Margaret Ann Nicholls	Decline the plan change	Decline the plan change, because of inadequate infrastructure [roading, wastewater and public transport]	Accept in part	Rejected
188.1	David Paul Lloyd	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless funding is provided by applicants to enable upgrade and expansion of roading/infrastructure network, prior to development being completed	Accept	Rejected
189.1	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline plan change until agreement is reached with applicant that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) to support the additional dwellings that would result from the plan change.	Accept in part	Rejected
189.2	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Require critical roading upgrade to support the additional population and traffic load that come with 3900 plus new dwellings identified in Stage 1 of the proposed developments. The upgrade should change the Beachlands /Maraetai road to Whitford from a two lane to a four lane road.	Accept in part	Rejected
189.3	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Consider whether any study been made to insure the viability of bore water for new dwellings and the existing ones? Why not mandate the use of rain water tanks like the rest of the existing community ? I also have concerns about the proposed sewerage system as how environmental friendly is going to be.	Accept in part	Accepted in part, to the extent bore water viability has been studied, rain water tanks are to be used for non-potable water supply and wastewater treatment and disposal are proposed
189.4	Julio de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline because the size and proposed dwelling construction , from single/double level to high rise high density dwellings, is in total opposition to the Auckland City Council Unitary Plan. The proposal if approved will lead to changes that will impact forever the identity of Beachheads.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
190.1	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline plan change until agreement is reached with applicant that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) to support the additional dwellings that would result from the plan change.	Accept in part	Rejected
190.2	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Require that critical roading upgrades are required to support the additional population and traffic load that come with 3900 plus new dwellings identified in Stage 1 of the proposed developments. The upgrade should change the Beachlands-Maraetai road to Whitford from a two lane to a four lane road.	Accept in part	Rejected
190.3	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Consider if any study been made to ensure the viability of bore water for new dwellings and the existing ones. Why not mandate the use of rain water tanks like the rest of the existing community ? I also have concerns about the proposed sewerage system as how environmental friendly is going to be.	Accept in part	Accepted in part, to the extent bore water viability has been studied, rain water tanks are to be used for non-potable water supply and wastewater treatment and disposal are proposed
190.4	Corinne Jean de Faria	Decline the plan change, but if approved, make the amendments I requested	Decline because the size and proposed dwelling construction, from single/double level to high rise high density dwellings, is in total opposition to the Auckland City Council Unitary Plan. The proposal if approved will lead to changes that will impact forever the identity of Beachlands.	Accept in part	Rejected
191.1	Mr Dennis Michael Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline because the infrastructure of Beachlands - water, power, transport will simply not cope.	Accept in part	Rejected
191.2	Mr Dennis Michael Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline because the only road for people to get to work is unable to cope now, without doubling the population.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
192.1	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved provide a 4 Lane Road to and from Beachlands to metro areas. Roads to be built before housing development starts -to cater for builders, trucks, heavy equipment	Accept in part	Rejected
192.2	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved triple the school bus supply with buses leaving at staggered times in the afternoon.	Accept in part	Rejected
192.3	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved shops and amenities to be developed before the residential building starts. Build the infrastructure etc before the residential properties start.	Accept in part	Rejected
192.4	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved Watercare to supply sufficient evidence that they will be able to manage this development. Council Water supply to Beachlands/Maraetai (Waterline) before development.	Accept in part	Rejected
192.5	Lesley Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved Council to build emergency facilities before housing development	Accept	Rejected
193.1	Nicole Hillis	Decline the plan change, but if approved, make the amendments I requested	Upgrade infrastructure and ferry services before the development goes ahead	Accept in part	Rejected
194.1	Mr Peter John Reilly	Decline the plan change, but if approved, make the amendments I requested	Decline because of the ability of the Whitford-Maraetai Road & infrastructure to cope with increase in population and resulting traffic congestion from the proposed urban residential development in Beachlands - The Whitford-Maraetai Road and infrastructure must be improved to cope with future increase in population.	Accept in part	Rejected
194.2	Mr Peter John Reilly	Decline the plan change, but if approved, make the amendments I requested	Decline because of sustainability of the water supply, waste water and storm water system - Conclusive technical evidence must be provided to confirm that the water supply, waste water and storm water systems are sustainable with minimal environmental impact such as too higher demand on ground water supply and flooding.	Accept in part	Accepted in part, to the extent bore water viability has been studied, rain water tanks are to be used for non-potable water supply and wastewater

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					treatment and disposal are proposed
195.1	Jordan McPherson-Whimp	Decline the plan change	Decline because of damage to the environment as well as decrease in green space.	Accept	Rejected
195.2	Jordan McPherson-Whimp	Decline the plan change	Decline because infrastructure, particularly the roading between Beachlands and Whitford very heavily congested during peak hours and during summer months. New local roading too narrow for emergency vehicles and any large vehicles trying to negotiate their way around the streets.	Accept	Rejected
195.3	Jordan McPherson-Whimp	Decline the plan change	Decline because the model depicted in the picture showing what the development will look like on the landscape is shocking. It ruins the beautiful landscape permanently and for a country that advocates for beautiful green New Zealand.	Accept in part	Rejected
196.1	Shannon Therese Grace	Decline the plan change	Decline because rezoning would significantly impact the local and surrounding community. Doubling the size of the community with more buildings (some multi-storey) and high-density housing would put pressure on local community resources.	Accept in part	Rejected
196.2	Shannon Therese Grace	Decline the plan change	Decline because the extra cars, parking on streets, limited local amenities and no provision for widening roads to accommodate extra traffic flow would negatively impact this region.	Accept	Rejected
196.3	Shannon Therese Grace	Decline the plan change	Decline because extra pressure and risks with amenities such as infrastructure e.g. water from existing bores, wastewater being discharged and impact on coastal environment.	Accept in part	Rejected
196.4	Shannon Therese Grace	Decline the plan change	Decline because this development doesn't definitively give insight around expanded healthcare, education or leisure facilities for a community that would be doubled in size.	Accept in part	Rejected
197.1	David Wray	Approve the plan change with the amendments I requested	Approve but with the infrastructure, roading, medical and community improvements attached in the supporting information to the submission	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
198.1	Cheryl Christine Williams	Decline the plan change	Decline because until either existing infrastructure is considerably upgraded or new infrastructure is in place to provide for such a large increase in the population expected in the area with the proposed Beachlands South development this should be put on hold until such time as infrastructure is completed.	Accept in part	Rejected
198.2	Cheryl Christine Williams	Decline the plan change	Decline plan change because the existing bridge at Mangemangeroa is inadequate for the amount of traffic. Ferry patronage is designed only to take people to the central city, whereas the majority of residents travel by private vehicle to East Tamaki, Botany, Wiri or further afield. Public transport only goes to Botany where transfers are required making a trip to Howick for example one hour 20 minutes. If Beachlands South development goes ahead this will add further congestion to what are already 'choke points' and further afield in in Howick, Botany, through Ormiston.	Accept	Rejected
199.1	B.M.O Residents Group	Decline the plan change, but if approved, make the amendments I requested	Decline plan change because Jack Lachlan Drive inappropriate as an access road for such a large development.	Accept in part	Rejected
200.1	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the identity of Beachheads as a rural community and the fabric/character and visualisation of the Beachlands Village.	Accept in part	Rejected
200.2	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Reject the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
200.3	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
200.4	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
200.5	Brent Smith	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Rejected
201.1	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the identity of Beachheads as a rural community and the fabric/character and visualisation of the Beachlands Village.	Accept in part	Rejected
201.2	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Reject the plan change until agreement is reached with Beachlands South Ltd that they will provide all infrastructure and associated services at their cost.	Accept in part	Rejected
201.3	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require roading upgrades to support the additional population and proposed dwellings, including upgrades to Jack Lachlan Drive and the existing rural road between Beachlands and Whitford.	Accept in part	Rejected
201.4	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require a town water supply is available for all dwellings post-rezoning, instead of bore water supply.	Accept in part	Rejected
201.5	Nicola Poad	Decline the plan change, but if approved, make the amendments I requested	Require a properly considered and well developed wastewater system that is flood proof and meets the needs of a more environmentally conscious community.	Accept in part	Rejected
202.1	Debra Jones	Decline the plan change	Decline the plan change because of traffic effects and that public transport is not a viable option.	Accept	Rejected
202.2	Debra Jones	Decline the plan change	Decline the plan change because there is insufficient water supply and the proposed wastewater treatment is inappropriate.	Accept in part	Rejected
203.1	Angie Henderson	Decline the plan change	Decline the plan change because of a lack of resources to support an additional 3000 dwellings, including insufficient roads in and out of Beachlands and schools.	Accept in part	Rejected
204.1	Whittaker Hamilton	Approve the plan change without any amendments	Approve the plan change without any amendments because it will provide economic benefit and housing in the local area and the developer has mitigated many community concerns.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
205.1	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Support the plan change with amendments because it will provide for a master-planned development of Beachlands South which will have a range of social and economic benefits to current and future residents.	Reject	Accepted in part to the extent the plan change is approved with amendments
205.2	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Require the Integrated Transport Assessment to consider the potential effects of the future Indicative Primary Road Corridor (School) Road on any future access into 101 Jack Lachlan Drive; and to identify an intersection location which can efficiently and safely provide access to both 101 Jack Lachlan Drive and the Proposed Plan Change area (either through a single or staggered intersection).	Accept in part	Rejected
205.3	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan B - Movement Network, so that it shows the exact proposed location of the Primary Road Corridor (School) Road intersection with Jack Lachlan Drive in a position that does not compromise future access to 101 Jack Lachlan Drive.	Accept in part	Rejected
205.4	Beachlands Avenues Limited	Approve the plan change with the amendments I requested	Add a new Figure 20 in the Beachlands South Precinct which provides the concept design of the intersection with Jack Lachlan Drive, including the access into 101 Jack Lachlan Drive.	Accept in part	Rejected
206.1	Sielia Limited	Approve the plan change with the amendments I requested	Approve the plan change with amendments because it will provide for a master-planned development of Beachlands South which will have a range of social and economic benefits to current and future residents.	Reject	Accepted in part to the extent the plan change is approved with amendments
206.2	Sielia Limited	Approve the plan change with the amendments I requested	Amend the proposed plan change extent to include 600 Whitford-Maraetai for a number of reasons, including that this will provide a more natural and defensible boundary. See maps on pages 6 to 9 of submission.	Reject	Rejected
206.3	Sielia Limited	Approve the plan change with the amendments I requested	Rezone 600 Whitford-Maraetai Road from Rural - Countryside Living to Future Urban Zone. See map on page 9 of the submission.	Reject	Rejected
206.4	Sielia Limited	Approve the plan change with the amendments I requested	Extend the SMAF1 Area to include 600 Whitford-Maraetai Road.	Reject	Rejected
206.5	Sielia Limited	Approve the plan change with the amendments I requested	Extend the 10m landscape buffer along the Whitford-Maraetai Road frontage to include 600 Whitford-Maraetai Road.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
206.6	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 2 (Natural Features) to incorporate the natural features on 600 Whitford-Maraetai Road.	Reject	Rejected
206.7	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 3 (Structural Elements) to include 600 Whitford- Maraetai Road.	Reject	Rejected
206.8	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 4 (Cultural Landscape) to include 600 Whitford- Maraetai Road.	Reject	Rejected
206.9	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 5 (Movement Network) to include 600 Whitford- Maraetai Road.	Reject	Rejected
206.10	Sielia Limited	Approve the plan change with the amendments I requested	Amend Precinct Plan 7 (Earthworks Catchments) to incorporate 600 Whitford-Maraetai Road into Catchment 5.	Reject	Rejected
206.11	Sielia Limited	Approve the plan change with the amendments I requested	Amend proposed plan change text to reflect the increased Plan Change and Future Urban Zone areas resulting from the inclusion of 600 Whitford- Maraetai Road in the plan change.	Reject	Rejected
207.1	Michael John Dagg	Decline the plan change	Decline the plan change to protect the Formosa Auckland Country Club golf course, and to avoid the loss of local community recreation space and flood protections.	Accept in part	Rejected
208.1	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because road infrastructure is inadequate and the assertion that a large portion of residents will use public transport is incorrect.	Accept in part	Rejected
208.2	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because wastewater infrastructure is inadequate.	Accept in part	Rejected
208.3	Carl Shelley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of effects on the existing green space and ecosystem.	Accept in part	Rejected
209.1	Antony John Horton	Decline the plan change	Decline the plan change because water supply is inadequate to meet existing needs and the existing wastewater is at capacity.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
209.2	Antony John Horton	Decline the plan change	Decline the plan change because road infrastructure is not adequate to meet the needs of existing development.	Accept	Rejected
209.3	Antony John Horton	Decline the plan change	Require adequate infrastructure to be funded and in place before development is allowed, even if it is on a gradual basis.	Accept	Rejected
210.1	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure is inadequate to meet existing needs.	Accept in part	Rejected
210.2	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require upgrades to transport infrastructure and services before development is allowed, including more buses and routes (e.g. direct to Howick/Panmure), more ferries, better road, and expanding the road to four lanes or at least three and alternating at rush hour.	Accept in part	Rejected
210.3	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require a new high school is built before development is allowed.	Accept in part	Rejected
210.4	Ian Olan	Decline the plan change, but if approved, make the amendments I requested	Require reticulated water and capacity of the wastewater system is increased before development is allowed.	Accept in part	Rejected
211.1	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of adverse traffic effects, road infrastructure is inadequate to meet existing needs, and the assumption that a large portion of residents will use public transport is incorrect.	Accept in part	Rejected
211.2	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of adverse effects on health and wellbeing, and the existing medical services are at capacity.	Accept	Rejected
211.3	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the anticipated lack of a suitable local education centre.	Accept in part	Rejected
211.4	Michael Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed water supply, wastewater treatment and upgrades to public transport services are not supported.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
212.1	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because rezoning will place pressure on existing infrastructure.	Accept in part	Rejected
212.2	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Require BSL [Beachlands South Ltd] to pay for road upgrades (traffic lights at Whitford roundabout) and pay for or financially contribute to the maintenance of road surfaces.	Accept in part	Rejected
212.3	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require the use of roof areas for water tanks to reduce the impact on existing bores.	Accept in part	Accepted in part to the extent rain water tanks will be used for non-potable water supply
212.4	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Undertake further research into the impacts of what is planned and an increase in spongy areas rather than vast amounts of concrete, to understand the pressures on the wastewater system and effects of flooding.	Accept in part	Accepted in part to the extent stormwater and wastewater will be managed
212.5	Lew Gerick Hansen	Decline the plan change, but if approved, make the amendments I requested	Require BSL [Beachlands South Ltd] to make land available for a full primary and high school and to make the ground ready for building early in the development.	Accept in part	Rejected
213.1	Dorothy McKeen	Decline the plan change	Decline the plan change because existing infrastructure (e.g. roading, education and health) should be improved before more houses are built.	Accept in part	Rejected
214.1	Sophia Yakich	Decline the plan change	Decline the plan change because existing road infrastructure and public transport is inadequate to meet existing needs.	Accept	Rejected
214.2	Sophia Yakich	Decline the plan change	Decline the plan change because the proposal to use underground water/bores for the water supply may be inadequate and is unacceptable.	Accept in part	Rejected
214.3	Sophia Yakich	Decline the plan change	Decline the plan change because the proposal to treat wastewater on site and then dump it into waterways is unacceptable.	Accept in part	Rejected
214.4	Sophia Yakich	Decline the plan change	Decline the plan change because existing schools do not have capacity.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
214.5	Sophia Yakich	Decline the plan change	Decline the plan change because existing healthcare facilities and services do not have capacity.	Accept in part	Rejected
215.1	Nerina Carol Groves	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of infrastructure constraints including roading and police services.	Accept in part	Rejected
215.2	Nerina Carol Groves	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change so that infrastructure is in place before subdivision development, including two more road lanes and more police.	Accept in part	Rejected
216.1	Stephen Andrew Opie	Decline the plan change	Decline the plan change because the proposed infrastructure is insufficient and inadequate including, roading, waste water and water supply.	Accept in part	Rejected
216.2	Stephen Andrew Opie	Decline the plan change	Require a four lane road from Whitford Road along to Whitford-Maraetai Road to the site including Jack Lachlan Drive to be provided.	Accept	Rejected
216.3	Stephen Andrew Opie	Decline the plan change	Replace the proposed disposal of waste water system with one that does not rely on disposal to existing ground.	Accept in part	Rejected
216.4	Stephen Andrew Opie	Decline the plan change	Replace the proposed supply of water from bores or another system which will cope with the development and is approved by watercare.	Accept in part	Rejected
217.1	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed development will overwhelm facilities in the area and increase traffic.	Accept in part	Rejected
217.2	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to address stormwater needs.	Accept in part	Accepted in part, to the extent that stormwater will be managed
217.3	Colleen Agnes Drummond	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require more trees to replace those already demolished because of other developments in the area and restore-our bird population, and provide a more appropriate use of the area such as a sports field, park or garden.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
218.1	Paul Michael Orriss	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will increase traffic and exiting roading infrastructure in inadequate.	Accept in part	Rejected
218.2	Paul Michael Orriss	Decline the plan change, but if approved, make the amendments I requested	Require road widening to take place including the bridge by Waikopua Road, and high crash corners to be redesigned and altered.	Accept in part	Rejected
219.1	Renette Brink	Decline the plan change	Decline the plan change because of lack of infrastructure, roads, ferries and parking.	Accept	Rejected
220.1	Ian Wallace	Decline the plan change	Decline the plan change because of the detrimental effect it will have on our enjoyment of the area, current Beachlands/Pohutukawa Coast resources and inadequate infrastructure (e.g. roading, public transport, schools).	Accept in part	Rejected
221.1	Steve West	Decline the plan change	Decline the plan change because existing infrastructure is inadequate to support the current community.	Accept in part	Rejected
221.2	Steve West	Decline the plan change	Decline the plan change because any future development will impact on peoples lives, wildlife, environmental impact and all the views and quiet that we loved Beachlands for will be destroyed.	Accept in part	Rejected
222.1	Chantelle Pinch	Approve the plan change with the amendments I requested	Require the developer to pay to upgrade Whitford Maraetai Road to four lanes to support the extra population on the roads.	Accept in part	Rejected
223.1	Mark Regan Casey	Decline the plan change	Decline the plan change because the existing infrastructure of Beachlands and Maraetai is inadequate to meet existing needs, and the increase in population will overwhelm current infrastructure and services including roads, wastewater, electricity grid and medical.	Accept in part	Rejected
224.1	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it does not sufficiently resolve the traffic constraints and will result in these constraints worsening,	Accept in part	Rejected
224.2	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans on how to deal with stormwater and wastewater capacity constraints and the impact this may have on the surrounding environment.	Accept in part	Accepted in part, to the extent stormwater and wastewater will be managed

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
224.3	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans to ensure sufficient capacity of schools.	Accept in part	Rejected
224.4	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to be solely accountable for the increase in traffic movements between Beachlands/Maraetai and a motorway access point.	Accept in part	Rejected
224.5	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to demonstrate how it will contain all stormwater and wastewater from the new development now and in the future.	Accept in part	Rejected
224.6	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require the developer to fund an independent review of the impact on the local and surrounding environment and infrastructure (water, roading and public transport).	Accept	Rejected
224.7	Elisabeth Van Stiphout	Decline the plan change, but if approved, make the amendments I requested	Require an independent review to be funded to look at the impact on the local community of the approximate 1000 dwellings allocated to Kainga Ora.	Reject	Rejected
225.1	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing access to Beachlands/Maraetai is compromised due to coastal erosion and volume of traffic.	Accept in part	Rejected
225.2	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal to take water from the Pine Harbour aquifer is inappropriate.	Accept in part	Rejected
225.3	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because there are no clear plans on how to contain stormwater and wastewater and no independent review is available to assess the local impact on the community and environment.	Accept in part	Rejected
225.4	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Require the developer to commission an independent report assessing the impact of social housing on the current Beachlands community.	Reject	Rejected
225.5	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change from high density to low density housing which is more in keeping with the current community to reduce the impact on the environment and local community.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
225.6	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Require the developer to provide compensation for the extra infrastructure (water, roading, transport) necessary to meet demands of additional population (approximately 10,000 people).	Accept	Rejected
225.7	Mr Dirk De Jong	Decline the plan change, but if approved, make the amendments I requested	Seek confirmation from the Ministry of Education that extra schooling (primary and high school) will be funded to meet demands of additional population (approximately 10,000 people).	Accept	Rejected
226.1	Suzanne Mevissen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because transport infrastructure is insufficient.	Accept in part	Rejected
226.2	Suzanne Mevissen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to substantially reduce the number of dwellings able to be developed until suitable traffic infrastructure is in place.	Accept in part	Rejected
227.1	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because current transport infrastructure is inadequate (roading and public transport).	Accept in part	Rejected
227.2	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because current medical facilities are inadequate.	Accept	Rejected
227.3	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of water supply and water treatment issues e.g. during heavy rainfall and impact on local beaches..	Accept in part	Rejected
227.4	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Reject Housing New Zealand dwellings.	Reject	Rejected
227.5	Oleg Bartsaikin	Decline the plan change, but if approved, make the amendments I requested	Require road infrastructure of four lanes between Beachlands/Maraetai and Auckland to be provided before development.	Accept in part	Rejected
228.1	Debra Black	Approve the plan change with the amendments I requested	Amend the plan change to address concerns about traffic and roading, emergency services, water and the need for a high school.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
229.1	Karen Kerr	Decline the plan change	Decline the plan change because the current roading infrastructure cannot support this development without significant investment, and the assumption that public transport will resolve this issue is inappropriate.	Accept	Rejected
230.1	Blair Nix	Approve the plan change with the amendments I requested	Require the road to be widened and improved before a substantial population growth is approved.	Accept in part	Rejected
231.1	Nithya Balakrishnan	Decline the plan change	Decline the plan change because the existing infrastructure, including transport, does not meet existing needs and the plans provided do not make any provisions for the increased traffic that the Beachlands/Maraetai community faces.	Accept	Rejected
232.1	Ivan Peter	Decline the plan change	Decline the plan change because it will significantly increase the volume of traffic and existing roads are inadequate.	Accept	Rejected
232.2	Ivan Peter	Decline the plan change	Decline the plan change because public transport (ferry and bus) to and from the area is inadequate and a larger ferry will not ease the situation.	Accept	Rejected
232.3	Ivan Peter	Decline the plan change	Decline the plan change because insufficient consideration has been given to the lack of a secondary school in the area.	Accept	Rejected
232.4	Ivan Peter	Decline the plan change	Decline the plan change because there is insufficient water supply to service the new development.	Accept in part	Rejected
233.1	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because urban sprawl goes against today's thinking and we should be lessening our urban footprint, not increasing it.	Accept	Rejected
233.2	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because it will increase traffic, and the existing transport infrastructure is inadequate to support growth, including the road between Whitford and Beachlands and the main arterial roads beyond Whitford - Ormiston Road and Ti Rakau Drive.	Accept in part	Rejected
233.3	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the proposed water supply and wastewater will adequately cope with growth in a way that is ecologically sound and sustainable.	Accept in part	Accepted in part to the extent that water supply and wastewater treatment and disposal are designed to cope with growth and be

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					ecologically sound and sustainable
233.4	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Require roading and service infrastructure to be in place before development is allowed to happen.	Accept in part	Rejected
233.5	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Consideration by the developer of loaning the council money to build the necessary four lane road between Whitford and Beachlands, and providing land immediately for the necessary schools and emergency medical facilities.	Accept in part	Rejected
233.6	David & Angenieta Rose	Decline the plan change, but if approved, make the amendments I requested	Allocate land for an accident and emergency centre and necessary schools before development goes ahead.	Accept	Rejected
234.1	Freddy Brignone	Decline the plan change	Decline the plan change because local roads and local infrastructure is inadequate to meet existing need or future development.	Accept in part	Rejected
234.2	Freddy Brignone	Decline the plan change	Consider the Formosa golf course could be a real asset to the area and Auckland is it was turned into a public park.	Accept in part	Rejected
235.1	Andrew Buckingham	Decline the plan change	Decline the plan change because it will increase traffic on Whitford Road and roading infrastructure is inadequate to meet existing needs.	Accept	Rejected
235.2	Andrew Buckingham	Decline the plan change	Require roading improvements such as dual lane roading from Beachlands to Somerville.	Accept	Rejected
236.1	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing transport infrastructure is insufficient, particularly the two lane will not cop with the increase in traffic.	Accept in part	Rejected
236.2	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed water supply and waste water systems are inadequate.	Accept in part	Rejected
236.3	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Require a four lane road from Whitford Road along Whitford Maraetai Road to the site including upgrading Jack Lachlan Drive.	Accept in part	Rejected
236.4	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed wastewater disposal system with one that does not rely on disposal to existing ground.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
236.5	Stephen murray cox	Decline the plan change, but if approved, make the amendments I requested	Replace the proposed supply of water from bores to another system which will cope with the development and is approved by Watercare.	Accept in part	Rejected
237.1	Nigel Ewels	Decline the plan change	Decline the plan change because it will put significant strain on the transport, water, wastewater and other infrastructure in the area.	Accept in part	Rejected
238.1	Hamish Sutherland	Decline the plan change	Decline the plan change because it does not provide enough parking in the development.	Accept	Rejected
238.2	Hamish Sutherland	Decline the plan change	Decline the plan change because existing public transport services and facilities (ferry, bus, ferry parking) are inadequate to meet existing needs or expected growth, and the developer's assumption that the majority of people will use public transport is inappropriate.	Accept	Rejected
238.3	Hamish Sutherland	Decline the plan change	Decline the plan change because it will cause adverse traffic and road safety effects.	Accept	Rejected
238.4	Hamish Sutherland	Decline the plan change	Decline the plan change because the existing roading infrastructure is near capacity, in poor condition, and is inadequate to meet existing needs and expected growth.	Accept	Rejected
238.5	Hamish Sutherland	Decline the plan change	Require the necessary road upgrades to be completed before development is allowed.	Accept	Rejected
239.1	Samantha Sutherland	Decline the plan change	Decline the plan change because it does not provide enough parking in the development.	Accept	Rejected
239.2	Samantha Sutherland	Decline the plan change	Decline the plan change because existing public transport services and facilities (ferry, bus, ferry parking) are inadequate to meet existing needs or expected growth, and the developer's assumption that the majority of people will use public transport is inappropriate.	Accept	Rejected
239.3	Samantha Sutherland	Decline the plan change	Decline the plan change because it will cause adverse traffic and road safety effects.	Accept	Rejected
239.4	Samantha Sutherland	Decline the plan change	Decline the plan change because the existing roading infrastructure is near capacity, in poor condition, and is inadequate to meet existing needs and expected growth.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
239.5	Samantha Sutherland	Decline the plan change	Require the necessary road upgrades to be completed before development is allowed.	Accept	Rejected
240.1	Gerald Anthony Wade	Decline the plan change, but if approved, make the amendments I requested	Require sufficient roading infrastructure in place prior to commencement of development.	Accept in part	Rejected
240.2	Gerald Anthony Wade	Decline the plan change, but if approved, make the amendments I requested	Revise the ferry plan proposal to one that will actually work.	Accept in part	Rejected
241.1	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing ferry service is unreliable and inadequate.	Accept in part	Rejected
241.2	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are poor quality, inadequate for cars and cyclists and traffic is already at its limit for the current population.	Accept in part	Rejected
241.3	David Powley	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposal is too big and does not allow the community to grow at a reasonable pace with regard to the infrastructure and services required to meet the expected growth.	Accept in part	Rejected
241.4	David Powley	Decline the plan change, but if approved, make the amendments I requested	Reduce the project size by 50-75% and stage it in a more sustainable nature.	Accept in part	Rejected
242.1	David Longstaff	Decline the plan change	Decline the plan change because the roads are in poor quality and are inadequate to meet existing needs.	Accept	Rejected
242.2	David Longstaff	Decline the plan change	Decline the plan change because of adverse odour effects from the wastewater treatment plant and Te Puru outlet will not cope with extra wastewater or grey water.	Accept in part	Rejected
242.3	David Longstaff	Decline the plan change	Decline the plan change because of concerns about the effect of state housing.	Accept in part	Rejected
242.4	David Longstaff	Decline the plan change	Decline the plan change because of adverse traffic and construction effects on the roads and existing road users.	Accept	Rejected
243.1	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing roads are poor quality to meet existing needs and the developers' proposal to upgrade some of the road intersections is inadequate.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
243.2	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing public transport (ferry and bus) is inadequate to meet existing needs.	Accept in part	Rejected
243.3	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed use of existing bores for the water supply is inadequate for the scale of the proposal.	Accept in part	Rejected
243.4	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to require the mandatory use of rainwater tanks, similar to the existing Fletcher subdivisions.	Accept in part	Accepted in part, to the extent rain water tanks will be required for non-potable water supply
243.5	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed wastewater on-site treatment is inappropriate. If approved, wastewater should be handled as it is in the Fletcher subdivisions.	Accept in part	Rejected
243.6	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Seek input from the Ministry of Education about the development of a future school on the land offered by the developer.	Accept in part	Rejected
243.7	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Require greenbelt areas to be part of the plan, such as open spaces for different types of recreation.	Accept in part	Rejected
243.8	Harry Stephen Jones	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about the impact on health and wellbeing e.g. medical services, accessibility to shopping centres.	Accept	Rejected
244.1	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because existing infrastructure (roads, water supply, wastewater, stormwater) is inadequate to cope with expected growth.	Accept in part	Rejected
244.2	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Require Whitford-Maraetai Road and infrastructure is improved to cope with the future increase in population.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
244.3	Mr Neil Woolridge	Decline the plan change, but if approved, make the amendments I requested	Require conclusive technical evidence to be provided to confirm that the water supply, wastewater and stormwater systems are sustainable with minimal environmental impact.	Accept in part	Accepted in part, to the extent water supply, wastewater and stormwater systems are designed to be sustainable
245.1	Sean Patrick Omeara	Decline the plan change	Decline the plan change because it will remove part of the green space between the urban areas of Howick and Beachlands which was agreed as part the unitary plan.	Accept in part	Rejected
245.2	Sean Patrick Omeara	Decline the plan change	Decline the plan change because existing roading infrastructure is sub- standard and inadequate to meet existing needs e.g. traffic bottlenecks at Whitford roundabout, Howick gorge roundabout, Whitford-Park Road, Ara-Kotinga Road.	Accept	Rejected
245.3	Sean Patrick Omeara	Decline the plan change	Decline the plan change because of the impact on existing medical facilities and services.	Accept in part	Rejected
245.4	Sean Patrick Omeara	Decline the plan change	Retain the area as green space.	Accept in part	Rejected
246.1	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because infrastructure is insufficient for an extra 3000 people and vehicles.	Accept in part	Rejected
246.2	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the Beachlands and Maraetai school is already at capacity.	Accept in part	Rejected
246.3	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the proposed development, especially multi-level buildings, will destroy the rural and sea views.	Accept in part	Rejected
246.4	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require the main road to be upgraded.	Accept in part	Rejected
246.5	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require a new college and primary school for the area.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
246.6	Alana Hodgson	Decline the plan change, but if approved, make the amendments I requested	Require buildings to be in keeping with the coastal environment and community and do not allow multi-level buildings.	Accept in part	Rejected
247.1	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area is isolated, and road transport infrastructure is poor quality (e.g. primary road in/out of Beachlands), is already at capacity, is inadequate to meet existing needs or to support proposed growth, and road safety may decrease.	Accept in part	Rejected
247.2	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the area is not serviced by adequate public transport options (ferry and bus) with limited frequencies or destinations, and increasing the size of ferries to improve this has constraints.	Accept in part	Rejected
247.3	Yvonne Margaret Box	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because access to existing emergency healthcare for local residents is inadequate.	Accept	Rejected
248.1	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the existing transport infrastructure (roads and public transport) is inadequate to meet existing or future needs.	Accept in part	Rejected
248.2	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require the Council to provide increased roading (more lanes) before any development takes place.	Accept in part	Rejected
248.3	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about water supply, wastewater or drainage.	Accept in part	Rejected
248.4	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require Watercare to supply sufficient evidence that they will be able to manage this development and Council water supply to Beachlands/Maraetai before development.	Accept in part	Rejected
248.5	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about capacity of medical and emergency facilities.	Accept	Rejected
248.6	Dario Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Require the Council to build emergency facilities before housing development.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
249.1	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the roading and all intersections need to be improved and completed before any development starts.	Accept	Rejected
249.2	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the proposed wastewater plan is unacceptable and will potentially create substantial pollution and ill-health.	Accept in part	Rejected
249.3	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because the potable water supply is inadequate to meet demands of the development.	Accept in part	Rejected
249.4	Caroline Houghton-Brown	Decline the plan change	Decline the plan change because climate change and drier weather will only get worse and this plan does not support future development.	Accept	Rejected
250.1	Adele Fox	Decline the plan change	Decline the plan change because roads are not fit for purpose	Accept	Rejected
250.2	Adele Fox	Decline the plan change	Decline the plan change because of a lack of public transport options	Accept	Rejected
250.3	Adele Fox	Decline the plan change	Decline the plan change because of a lack of school facilities	Accept	Rejected
250.4	Adele Fox	Decline the plan change	Decline the plan change because the current lifestyle will be destroyed and compromised by this development	Accept in part	Rejected
251.1	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because roads are not fit for purpose	Accept in part	Rejected
251.2	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of public transport options	Accept in part	Rejected
251.3	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of school facilities	Accept in part	Rejected
251.4	Grant Fox	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because the current lifestyle will be destroyed and compromised by this development	Accept in part	Rejected
252.1	Angela Sayer	Decline the plan change	Decline the plan change because the current lifestyle will be destroyed and compromised by this development	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
252.2	Angela Sayer	Decline the plan change	Decline the plan change because of a lack of ferry services	Accept	Rejected
252.3	Angela Sayer	Decline the plan change	Decline the plan change because of a lack of school facilities	Accept	Rejected
253.1	Nicholas Scott Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure	Accept in part	Rejected
253.2	Nicholas Scott Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because roads are busy already	Accept in part	Rejected
254.1	Judith Elaine Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and travel times on public transport	Accept in part	Rejected
254.2	Judith Elaine Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure	Accept in part	Rejected
255.1	Samantha Rojas Izquierdo	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and travel times on public transport	Accept in part	Rejected
256.1	Steven Anthony Groenewegen	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, no reasons given.	Accept	Rejected
257.1	Justin Lowe	Approve the plan change with the amendments I requested	Amend plan change regarding roading as it needs to be adequate for new housing	Accept in part	Rejected
257.2	Justin Lowe	Approve the plan change with the amendments I requested	Approve the plan change as development will enhance the neighbourhood	Reject	Accepted in part to the extent the plan change is approved with amendments
258.1	Barbara van Ryn	Decline the plan change	Decline the plan change because the beaches will become crowded	Accept in part	Rejected
258.2	Barbara van Ryn	Decline the plan change	Decline the plan change because of the lack of employment opportunities provided	Accept	Rejected
258.3	Barbara van Ryn	Decline the plan change	Decline the plan change because of a lack of infrastructure	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
258.4	Barbara van Ryn	Decline the plan change	Decline the plan change because of a lack of community facilities	Accept in part	Rejected
259.1	Heather Mary Carol Brooke	Decline the plan change	Decline the plan change because of a lack of educational facilities	Accept	Rejected
259.2	Heather Mary Carol Brooke	Decline the plan change	Decline the plan change because of a lack of infrastructure [roading, ferries]	Accept	Rejected
260.1	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [roading]	Accept in part	Rejected
260.2	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [ferries]	Accept in part	Rejected
260.3	Philip Iain Dale	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of the impact on the environment, [visual, green spaces]	Accept in part	Rejected
261.1	Paul Giddens	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [roading, ferries]	Accept in part	Rejected
262.1	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of busy roads and lack of better roading	Accept in part	Rejected
262.2	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [sewage plant]	Accept in part	Rejected
262.3	Linda Kay Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure [water tanks]	Accept in part	Rejected
263.1	Julia Willis	Decline the plan change	Decline the plan change because of busy roads	Accept	Rejected
263.2	Julia Willis	Decline the plan change	Decline the plan change because of the impact on the environment and the character of the area	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
264.1	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of educational facilities	Accept	Rejected
264.2	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because community facilities are required	Accept	Rejected
264.3	Sandra Maureen Grubb	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because upgrades of the roads are required	Accept in part	Rejected
265.1	Tom Ireland	Decline the plan change	Decline the plan change because upgrades of the roundabout is required	Accept	Rejected
266.1	Three Pines Trust	Approve the plan change with the amendments I requested	Require a scaling back of the plan change to enable further assessment over time	Reject	Rejected
266.2	Three Pines Trust	Approve the plan change with the amendments I requested	Require Future Urban zoning to be left until the impact of the development of the northern part has been assessed	Reject	Rejected
266.3	Three Pines Trust	Approve the plan change with the amendments I requested	Approve some of the provisions but development should be staged	Reject	Accepted in part to the extent that staging is proposed, with development thresholds for infrastructure upgrades
266.4	Three Pines Trust	Approve the plan change with the amendments I requested	Approve some of the provisions but upgrades need to be in place	Reject	Rejected
266.5	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to public transport provisions	Accept in part	Rejected
266.6	Three Pines Trust	Approve the plan change with the amendments I requested	Stage development to accommodate a roundabout	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
266.7	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to roading	Accept in part	Rejected
266.8	Three Pines Trust	Approve the plan change with the amendments I requested	Require upgrades to roads as a result of further and cumulative effects of additional traffic	Accept in part	Rejected
266.9	Three Pines Trust	Approve the plan change with the amendments I requested	Consider that earthworks catchments do not follow natural boundaries	Reject	Rejected
266.10	Three Pines Trust	Approve the plan change with the amendments I requested	Require restrictions on open earthworks	Reject	Rejected
266.11	Three Pines Trust	Approve the plan change with the amendments I requested	Require restrictions on earthworks controls to be tightened to protect natural resources	Reject	Rejected
266.12	Three Pines Trust	Approve the plan change with the amendments I requested	Upgrade required for the availability of alternative sources of potable water	Accept in part	Rejected
266.13	Three Pines Trust	Approve the plan change with the amendments I requested	Consider Plan change under other legislative provisions for growth, infrastructure needs and timing	Reject	Rejected
267.1	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a wider 4 lane highway is provided	Accept in part	Rejected
267.2	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional, regular bus routes are provided	Accept in part	Rejected
267.3	Mr Kenneth Anthony (Tony) King	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless bigger ferries are provided	Accept in part	Accepted in part to the extent that bigger ferries are proposed in line with development staging
268.1	Owen Ross Williams	Approve the plan change with the amendments I requested	Request the roading infrastructure to be updated before development occurs	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
268.2	Owen Ross Williams	Approve the plan change with the amendments I requested	Upgrade required for the availability of alternative sources of potable water	Accept in part	Rejected
268.3	Owen Ross Williams	Approve the plan change with the amendments I requested	Request that works to ferry terminal including parking area be included in the plan change	Reject	Rejected
268.4	Owen Ross Williams	Approve the plan change with the amendments I requested	Amend plan change as the proportion of high density housing is too high	Accept in part	Rejected
269.1	Miro Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an alternative [road] route is provided	Accept in part	Rejected
269.2	Miro Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a two lane road is provided	Accept in part	Rejected
270.1	Kirsty Jane Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an alternative [road] route is provided	Accept in part	Rejected
270.2	Kirsty Jane Ellis	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a two lane road is provided	Accept in part	Rejected
271.1	Melissa Louise Wright	Decline the plan change	Decline the plan change because of a lack of infrastructure [roading]	Accept	Rejected
272.1	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Implement mitigation measures before construction begins to avoid the developers gaming the legal and compliance regime	Reject	Rejected
272.2	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Consider what protects ratepayers (and future dwelling owners and inhabitants) from defaults on water provision, roading, pest control, waste and storm water systems as these systems fall into disrepair or prove inadequate?	Reject	Accepted in part to the extent that the plan change is approved with amendments and resident society responsible for infrastructure and

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
					maintenance
272.3	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that the developers take steps to restore the shoreline prior to start of construction: a. Ensure silt run-off is minimised both during and after development b. Manage the mangrove stands to revitalise the shell banks to provide a suitable home for dotterel and other birds (e.g. Waiuku) c. Fence off the shoreline permanently from horses, motorcycles, dogs and walkers in the interest of birds because humans and their toys and pets kill dotterel populations d. Make Beachlands South "cat free" because cats are significant predators e. Implement a long term weed and pest control programme f. The "not less than 10m riparian setback" should increase by a factor of three	Reject	Rejected
272.4	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Ensure there are strongly worded conditions on limiting light pollution to avoid impacts on moreporks, potentially bats, and cormorants.	Reject	Rejected
272.5	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Protect native skinks in the area.	Reject	Rejected
272.6	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Amend plan change so that that road runoff is heavily regulated rather than allowing runoff direct from roads and through culverts into the estuary. Impermeable road surfaces cause huge silt and sediment runoff and given the substantial road upgrade to the Beachlands Maraetai Road.	Reject	Rejected
272.7	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that domestic wastewater needs to be handled from the very start with a long-term solution by a properly recognised and capitalised controlling body. Private wastewater should not be allowed anywhere on the site.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
272.8	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Monitor the maximum silting and runoff on a weekly basis rather than over longer period. Commercial activity requires special conditions in relation to waste water discharges - both their volume and contents.	Reject	Rejected
272.9	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Raise the planning threshold to 1 in 500 year events. Given the huge potential for damaging [stormwater] runoff from Beachlands South due to density and huge areas of concrete and roading, we cannot have intensification without appropriate infrastructure.	Reject	Rejected
272.10	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Consider the impacts of development on aquifer recharge and contamination from on-site wastewater discharges. Watercare need to manage fresh water supplies, not the developer to provide long term security.	Reject	Rejected
272.11	Whitford Coast Society Incorporated	Approve the plan change with the amendments I requested	Require that the wetlands and gullies be physically fenced with long term pest control measures in place (as well as the foreshore).	Reject	Rejected
273.1	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless wider roads are provided.	Accept in part	Rejected
273.2	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part	Rejected
273.3	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided.	Accept	Rejected
273.4	Pauline Victoria Gobey	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless entertainment venues are provided.	Accept	Rejected
274.1	Jonathan Adair Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided prior to development.	Accept in part	Rejected
274.2	Jonathan Adair Ashby	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless staging rules are now and reported on.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
275.1	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	Include provisions that: <ul style="list-style-type: none"> i. implement a perpetual commitment to pest control with the goal of eradication ii. place a ban on domestic cats iii. require installation of signage to require dogs on leads in all riparian areas and conservation zones iv. provide suitable fencing to reduce predator access to indigenous habitat areas 	Reject	Rejected
275.2	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	Include provisions that: <ul style="list-style-type: none"> i. require water sensitive design giving effect to Te Mana o te Wai ii. Require stormwater treatment/filtration to a high level, prioritising nature- based solutions limit the proportion of the development that can be impermeable (paved, covered) surfaces iv. implement a minimum riparian planting width of 20m for all streams and wetlands as recommended by the Auckland Design Manual ii.v. ensure monitoring and maintenance of the freshwater bodies is to a high standard, enhancing rather than maintaining water quality. this should include appropriate levels of erosion control, replanting and weed management. 	Reject	Rejected
275.3	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	Include provisions that: <ul style="list-style-type: none"> i. ensure all mature existing trees are retained ii. Require planting in the development to be eco-sourced natives appropriate for the climate iii. Ensure canopy cover reaches a minimum of 30%, aligning with Auckland's Urban Ngahere (Forest) Strategy iv. retains and enhances connectivity of indigenous vegetation and indigenous species habitat 	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
275.4	Royal Forest and Bird protection Society of New Zealand Inc	Approve the plan change with the amendments I requested	Include provisions that: i. requirements for adequate surveys of existing indigenous flora and fauna before works are undertaken and that appropriate protection measures are subsequently put in place taking in to account the results of surveys ii. measures required to enhance the natural character of the coastal environment iii. having regard to the directive requirements of Policies 11, 13 and 15 [of the NZCPS]	Reject	Rejected
276.1	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure further detail and information is provided on roading infrastructure	Reject	Rejected
276.2	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure adequate management of wastewater systems	Reject	Rejected
276.3	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to ensure costal trail is constructed at the beginning of the development	Reject	Rejected
276.4	Emily May	Approve the plan change with the amendments I requested	Amend the plan change as the development is too big for current infrastructure	Reject	Rejected
276.5	Emily May	Approve the plan change with the amendments I requested	Amend the plan change to reduce the number of dwellings	Reject	Rejected
277.1	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided prior to development	Accept in part	Rejected
277.2	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better public transport to ferries is provided prior to development	Accept in part	Rejected
277.3	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided prior to development	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
277.4	Colleen Ruth Coxhead	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless essential services are upgraded	Accept	Rejected
278.1	David Henry McSkimming	Decline the plan change	Review transport assessment. I consider that there will be considerable traffic load increases to both Whitford - Maraetai Rd and Jack Laughlin Dr well in excess of that indicated by the Stantec Integrated Transport Assessment.	Accept	Rejected
279.1	Lisa Diane Robinson	Decline the plan change	Decline the plan change because of increased traffic congestion.	Accept	Rejected
280.1	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a wider two lane highway is provided.	Accept in part	Rejected
280.2	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless improved public transport is provided.	Accept in part	Rejected
280.3	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless confirmation is provided about environmental impact [wastewater treatment].	Accept in part	Rejected
280.4	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless confirmation is provided about environmental impact [use of water bores].	Accept in part	Rejected
280.5	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part	Rejected
280.5	Timhela Wong and Michael Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless medical facilities are provided prior to development.	Accept	Rejected
281.1	Juliet Shepherd	Decline the plan change	Decline the plan change because increasing the size of Beachlands will be detrimental to the community.	Accept	Rejected
282.1	Lesley Ann Overend	Decline the plan change	Decline the plan change as the inadequate roading will be detrimental to the community.	Accept	Rejected
282.2	Lesley Ann Overend	Decline the plan change	Decline the plan change until a second access road is provided and an assessment of increased traffic flow is provided.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
282.3	Lesley Ann Overend	Decline the plan change	Decline the plan change until essential services are provided.	Accept in part	Rejected
282.4	Lesley Ann Overend	Decline the plan change	Decline the plan change until health care services are provided.	Accept in part	Rejected
282.5	Lesley Ann Overend	Decline the plan change	Decline the plan change until educational facilities are provided.	Accept	Rejected
282.6	Lesley Ann Overend	Decline the plan change	Decline the plan change until adequate wastewater management is provided [contamination of beaches] .	Accept in part	Rejected
283.1	Shelagh O'Sullivan	Decline the plan change	Decline the plan change unless infrastructure is provided [roading].	Accept	Rejected
284.1	Jasmine Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided [roading and public transport].	Accept in part	Rejected
284.2	Jasmine Wong	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided prior to development being completed.	Accept in part	Rejected
285.1	Eddie Randall	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless infrastructure is provided [roading and public transport].	Accept in part	Rejected
285.2	Eddie Randall	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided prior to development being completed.	Accept in part	Rejected
286.1	Melissa Jayne Dale	Decline the plan change	Decline the plan change because of roading and ferries.	Accept	Rejected
287.1	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless the supply and sustainability of potable water is provided .	Accept in part	Rejected
287.2	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless an adequate sewage/wastewater system is provided.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
287.3	Lloyd Hodge	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided.	Accept in part	Rejected
288.1	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless better roading is provided.	Accept in part	Rejected
288.2	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional ferries and buses are provided.	Accept in part	Rejected
288.3	Pilar Olan	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless educational facilities are provided.	Accept in part	Rejected
289.1	Indiver Nagpal	Decline the plan change	Decline the plan change unless infrastructure is provided [roading and connected public transport].	Accept	Rejected
290.1	Charlotte Lowe	Decline the plan change	Decline the plan change because there is an existing lack of infrastructure in the area to support it [roading, public transport] See map on pages 2 and 4.	Accept	Rejected
290.2	Charlotte Lowe	Decline the plan change	Decline the plan change because there is an existing lack of infrastructure in the area to support development [power, water].	Accept in part	Rejected
290.3	Charlotte Lowe	Decline the plan change	Decline the plan change because inadequate management of waste [sewage].	Accept in part	Rejected
290.4	Charlotte Lowe	Decline the plan change	Decline the plan change because of lack of educational facilities being provided.	Accept	Rejected
290.5	Charlotte Lowe	Decline the plan change	Decline the plan change because of lack of essential services [medical centre/banking] being provided.	Accept in part	Rejected
291.1	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of lack of public transport being provided.	Accept in part	Rejected
291.2	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of roading improvements being provided.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
291.3	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of lack of public services being provided.	Accept	Rejected
291.4	Susan McDonell & Paula Garrett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of concerns about sewerage infrastructure being provided.	Accept in part	Rejected
292.1	Christopher Redwood	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless a four lane road is provided given the inadequate existing roading infrastructure.	Accept in part	Rejected
293.1	Pine Harbour Berth Holders Association Incorporated	Decline the plan change	Decline the plan change.	Accept	Rejected
293.2	Pine Harbour Berth Holders Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved: a. The application would need to be significantly redesigned to place the ferry terminal operations outside the existing Marina confines on the south-west side of the Marina, to avoid disruption to both the water and land-based activities of existing berth holders. b. The cost of such actions be solely to the Developers account.	Accept in part	Rejected
294.1	Wayne List	Decline the plan change	Decline the plan change because of a lack of roading improvements being provided	Accept	Rejected
294.2	Wayne List	Decline the plan change	Decline the plan change because of a lack of public transport [ferries and buses] being provided	Accept	Rejected
294.3	Wayne List	Decline the plan change	Decline the plan change because of concerns about water supplies	Accept in part	Rejected
294.4	Wayne List	Decline the plan change	Decline the plan change because of concerns about wastewater seepage and environmental impact	Accept in part	Rejected
294.5	Wayne List	Decline the plan change	Decline the plan change because of environmental damage [emissions, rural area]	Accept in part	Rejected
294.6	Wayne List	Decline the plan change	Decline the plan change unless educational facilities are provided	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
295.1	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of provision of adequate ferry services being provided	Accept in part	Rejected
295.2	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of roading improvements being provided	Accept in part	Rejected
295.3	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of adequate public transport [buses] being provided	Accept in part	Rejected
295.4	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of funding for roading improvements being provided	Accept	Rejected
295.5	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of funding contributions for intersection improvements	Accept	Rejected
295.6	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of infrastructure given the size of the development	Accept in part	Rejected
295.7	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a review of flood risk and flooding is carried out	Accept	Rejected
295.8	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a programme of works is provided review of flood risk and flooding is carried out	Accept	Rejected
295.9	Dennis Raymond Bartlett	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until a new ferry terminal is built	Accept in part	Rejected
296.1	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because of a lack of investment in the community given the size of the development	Accept	Rejected
296.2	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless agreement with AT is reached around ferry services prior to development	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
296.3	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until detailed plans are completed prior to development with AT and government because of a lack of investment in the roads, timing of development	Accept in part	Rejected
296.4	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water/wastewater management concerns are addressed prior to development	Accept in part	Rejected
296.5	Sandita Singh	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until development of a school is confirmed	Accept in part	Rejected
297.1	Darryl Hicks	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water table concerns are addressed .	Accept in part	Rejected
298.1	Linda List	Decline the plan change	Decline the plan change because of a lack of roading improvements being provided	Accept	Rejected
298.2	Linda List	Decline the plan change	Decline the plan change because of a lack of public transport [ferries and buses] being provided	Accept	Rejected
298.2	Linda List	Decline the plan change	Decline the plan change because of a lack of essential services being provided	Accept in part	Rejected
298.4	Linda List	Decline the plan change	Decline the plan change until development of a school is confirmed	Accept	Rejected
298.5	Linda List	Decline the plan change	Decline the plan change until water/wastewater/sewage management concerns are addressed prior to development	Accept in part	Rejected
298.6	Linda List	Decline the plan change	Decline the plan change until a commitment to job opportunities are confirmed	Accept	Rejected
299.1	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until urban design issues [density/ visual of housing] are amended	Accept in part	Rejected
299.2	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until roading improvements are provided	Accept in part	Rejected
299.3	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until water/wastewater management concerns are addressed prior to development	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
299.4	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	seeks clarity regarding whether more will be built. Is there a commitment from the Ministry of Education? If not then it goes back to AT supplying school buses!	Accept in part	Rejected
299.5	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until development of a school is confirmed	Accept in part	Rejected
299.6	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until essential emergency services are provided	Accept	Rejected
299.7	Sinikka Diane Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change until infrastructure is provided and paid for the developers	Accept in part	Rejected
300.1	Michael Good	Decline the plan change	Decline the plan change because it will create social and economic hardship for the current residents.	Accept	Rejected
300.2	Michael Good	Decline the plan change	Decline the plan change because the existing infrastructure and facilities are inadequate including schools, doctors, and facilities for teenagers.	Accept	Rejected
300.3	Michael Good	Decline the plan change	Decline the plan change because the existing country road is in poor condition and the area is vulnerable to any natural event that damages one or both of the roads into the area.	Accept	Rejected
300.4	Michael Good	Decline the plan change	Decline the plan change because there is no reticulated water and the local sewerage disposal systems are vulnerable to weather.	Accept in part	Rejected
301.1	Kate Brine	Decline the plan change	Decline the plan change because the existing transport infrastructure in and out of the area is insufficient to meet existing demand.	Accept	Rejected
301.2	Kate Brine	Decline the plan change	Require the roads and public transport networks to be improved before approving further development, noting that previous developments have not delivered improved road and public transport links promised.	Accept	Rejected
301.3	Kate Brine	Decline the plan change	Require the area set aside for a school to be made public and subject to consultation if it is not used for a new school.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
302.1	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change because Beachlands is already bursting at the seams from development over the past few years.	Accept	Rejected
302.2	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require the roads to be upgraded before allowing a development of this size.	Accept in part	Rejected
302.3	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require a high school to be built and opened before allowing a development of this size.	Accept in part	Rejected
302.4	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require healthcare systems to be improved before allowing a development of this size.	Accept	Rejected
302.5	Cheryl Coles	Decline the plan change, but if approved, make the amendments I requested	Require golf course is not rezoned.	Accept in part	Rejected
303.1	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Connect to three main trails from "Pohutukawa Coast Trails - An Aspirational Plan" associated with PC88: 1. Connection 6, connects the southern trail to the Whitford Bridleway 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	Reject	Rejected
303.2	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Contribute towards connecting the trails to the Whitford Bridleway, not just build an internal trail system that benefits the eventual developer only and is effectively a dead end	Reject	Rejected
303.3	Pohutukawa Coast Trails Committee	Approve the plan change with the amendments I requested	Connect across the main road [Whitford Maraetai Road] to provide safe access for non-vehicles to access the trails discussed above.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
304.1	Philip Malcom Granger	Approve the plan change with the amendments I requested	Amend plan change to ensure enforceable measures that will ensure beyond doubt that Whitford will not be adversely affected by commuter traffic. The proposal will at least double traffic levels over a development period that I believe will be much shorter than the time-line suggests. The added traffic will affect the character of Whitford and a bypass should be constructed. A few added ferries and buses will not make any sort of dent into this problem.	Reject	Rejected
304.2	Philip Malcom Granger	Approve the plan change with the amendments I requested	Amend the plan change to resolve unproven and risky preferences for water supply and treatment.	Reject	Rejected
304.3	Philip Malcom Granger	Approve the plan change with the amendments I requested	Require the applicant to prove they are not avoiding the true cost of the infrastructure involved and ensure the applicant is bound to agreements where they can fund it.	Reject	Rejected
305.1	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because the existing Beachlands and Maraetai communities will be severely impacted.	Accept	Rejected
305.2	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because the existing road into the area is at capacity and dangerous, and the proposed roading improvements are inadequate.	Accept	Rejected
305.3	Stephen Gerald Fowler	Decline the plan change	Require all roading improvements to be completed before construction of the development starts.	Accept	Rejected
305.4	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because of concerns about the developer's assumption that the ferry will resolve a lot the additional number of commuters.	Accept	Rejected
305.5	Stephen Gerald Fowler	Decline the plan change	Decline the plan change because of concerns about the impact of construction traffic.	Accept in part	Rejected
306.1	Paul Benson	Decline the plan change	Decline the plan change as the additional traffic generated would increase congestion and the developer will not fund roading upgrades. Auckland Council will be required to fund these upgrades. Additional ferries would also require funding from Auckland Transport.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
306.2	Paul Benson	Decline the plan change	Decline the plan change as the existing electricity supply to Beachlands is substandard and the developers will not fund upgrades to this and so the required funding will fall back to other entities.	Accept	Rejected
306.3	Paul Benson	Decline the plan change	Decline the plan change due to reliance on rainwater or bore water for servicing a large development, the bulldozing of the natural environment and the use of local wastewater plants which will impact on the coastal environment.	Accept in part	Rejected
306.4	Paul Benson	Decline the plan change	Decline the plan change due to overdevelopment from apartment clusters and use industrial areas in residential areas.	Accept in part	Rejected
307.1	Simone J Beesley	Approve the plan change with the amendments I requested	Amend plan change to revise stormwater management devices in line with more realistic scenarios, using best practice guidance to maintain and operate them. The existing devices are untested in the existing Beachlands urban environment. Existing wetlands and stormwater devices in the area are poorly maintained.	Reject	Rejected
308.1	Rina Tagore	Decline the plan change	Decline plan change as the area is not equipped with the infrastructure to support housing growth, including public transport, roading (Whitford- Maraetai Road), open space, schooling, waste management and stormwater.	Accept in part	Rejected
308.2	Rina Tagore	Decline the plan change	Decline plan change as public transport, including bus services and ferry services will not be able to service Beachlands effectively.	Accept	Rejected
308.3	Rina Tagore	Decline the plan change	Decline plan change as the additional pressure on public parks in the wider catchment like Omana Regional Parks will affect rubbish, maintenance and coastal slips.	Accept in part	Rejected
309.1	Krystle La Belle	Decline the plan change	Decline plan change as Beachlands requires better infrastructure to support development.	Accept in part	Rejected
310.1	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	If the development is not declined Council will need to provide increased roading (more lanes) definitely before any development takes place	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
310.2	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	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.	Accept in part	Rejected
310.3	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	If proposed plan is not declined: Council to build emergency facilities before housing development	Accept	Rejected
310.4	Gina Scaggiante	Decline the plan change, but if approved, make the amendments I requested	Seeks clarity regarding whether more will be built. Is there a commitment from the Ministry of Education? If not then it goes back to AT supplying school buses!	Accept in part	Rejected
311.1	Daniel Ian Beesley	Decline the plan change, but if approved, make the amendments I requested	Amend plan change by improving ITA modelling methodology. The traffic modelling is inaccurate and has not been peer reviewed or endorsed by the Auckland Forecasting Centre. 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.	Accept in part	Rejected
312.1	Brendan Feather	Approve the plan change with the amendments I requested	Amend the plan change to ensure the development meets an aesthetic standard and the architecture and colours are consistent with a coastal theme.	Accept in part	Rejected
312.2	Brendan Feather	Approve the plan change with the amendments I requested	Amend the plan change to ensure the development includes sports facilities, a pool and a community hall/fitness area.	Reject	Rejected
312.3	Brendan Feather	Approve the plan change with the amendments I requested	Amend plan change to ensure roadways are wide enough for buses to use, cycleways connect to the rest of the Pohutukawa coast and two off-street car parks are provided per unit.	Accept in part	Rejected
312.4	Brendan Feather	Approve the plan change with the amendments I requested	Amend plan change to ensure 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 contribution covers the purchase of a row of berths facilitate an expanded ferry service and the developer provides infrastructure to improve access.	Accept in part	Rejected
313.1	Roberta Williams	Approve the plan change with the amendments I requested	Upgrade the current road infrastructure prior to any building developments taking place in Beachlands. Whitford-Maraetai Road requires upgrading. Currently it is already struggling with	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			the traffic flow between Beachlands and Sommerville Road at peak times.		
313.2	Roberta Williams	Approve the plan change with the amendments I requested	Oppose the amount of high density housing that the plan proposes. Appreciate some level of high density housing is to be expected, but residential buildings of more than 3 storeys in height are going to be out of character in Beachlands	Accept in part	Rejected
313.3	Roberta Williams	Approve the plan change with the amendments I requested	Improve the current ferry service to be updated 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.	Accept in part	Rejected
314.1	Vivien Bartley	Decline the plan change	Decline due to lack of infrastructure, of roads, sewage, public transport, amenities to sustain the development of housing that is planned.	Accept in part	Rejected
315.1	Michael Park	Decline the plan change	Decline due to the lack of infrastructure to support such a project, lack of sewage, roads, public transport, amenities such as a super market to handle the future vast growth in the area.	Accept in part	Rejected
316.1	Michelle Maree McKeown	Decline the plan change	Decline the entire plan change. Beachlands was never meant to accommodate existing development level let alone over another 3000+ houses. The plan change would result in parking problems, inexcusable road states etc. Greater research should have been done to know that the locals are opposed to such a plan. Stop viewing it as a money making opportunity, rather than seeing the bigger picture and realising that's the last thing that the area needs	Accept	Rejected
317.1	Emma Peters	Decline the plan change, but if approved, make the amendments I requested	No reasons or amendments listed.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
318.1	Andrea Martin	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to infrastructure reasons. 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. 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. Undertake the major infrastrure needs on the roads, real consideration for building on a flood plain and the water infrastructure	Accept in part	Rejected
319.1	Whitford Study Working Group Attn: Robert Bruce	Decline the plan change	Decline plan change as is a private plan change application that has already been objected to vigorously by the community. It failed in the environment 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 that is world leading in environment and ecology. 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.	Accept in part	Rejected
319.2	Whitford Study Working Group Attn: Robert Bruce	Decline the plan change	Decline plan change as the traffic would be totally gridlocked with the increase of some 6000 traffic units per day.	Accept	Rejected
319.3	Whitford Study Working Group Attn: Robert Bruce	Decline the plan change	Reject the claim that a school would be beneficial. This 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.	Accept	Rejected
319.4	Whitford Study Working Group Attn: Robert Bruce	Decline the plan change	Decline this plan change as it would be a breach of the coastal management plan in terms of urban visual pollution from the sea	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
320.1	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because major roading improvements and intersections will be required to cope with the increased traffic between Howick - Whitford - Beachlands - Maraetai.	Accept in part	Rejected
320.2	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because medical facilities, additional medical facilities are required as the existing facilities are already overloaded with the now population of Beachlands.	Accept	Rejected
320.3	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because of concern re: public transportation. Bus services and Ferry Services incl Marina Car Park all need to be improved to cope with the increase in population.	Accept in part	Rejected
320.4	Tony Coxhead	Decline the plan change, but if approved, it should be for a much lesser area and subject to the amendments I requested	Decline because the 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.	Accept in part	Rejected
321.1	Monika Olds	Decline the plan change	Decline because the road network is simply not built to deal with the increase in traffic this development will cause, should it be approved in its current form. The traffic analysis was completed at a time when traffic was not at its true rate, during covid! All infrastructure needs to be updated adequately and future proofed. Everything proposed should be readdressed and amended and it should stay Rural.	Accept	Rejected
322.1	Sandra Miller	Decline the plan change, but if approved, make the amendments I requested	Decline because roading infrastructure, schooling, parks, and crime rate need to be addressed for the future of children.	Accept in part	Rejected
323.1	Nigel Hannan Trust	Decline the plan change	Reject the precinct provision 1.7.6 - Ecological Protected Area Network. A covenant on the record of title for each site within the precinct, and the obligations that these covenants will place on future property owners, as outlined in 1.7.6(5) and 1.7.6(6), constitute an excessive hurdle and negatively impact the current property owners' ability to develop and subdivide their land.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
324.1	Charles James Peake	Decline the plan change, but if approved, make the amendments I requested	Decline due to insufficient transport facilities to Beachlands and other districts. Seeks four lane highway to Ormiston and beyond. Improved ferry service	Accept in part	Rejected
325.1	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as development being not compliant with the Auckland Unitary Plan, it exceeds the density permitted in the plan, plus the application fails to satisfactorily address many of the implications associated with a huge increase in population of a fragile coastal environment, where local infrastructure is already struggling to cope.	Accept	Rejected
325.2	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as Whitford-Maraetai Road provides access to the greater Auckland area and, any substantial increase in congestion on a road not designed or built to cope with the traffic levels it currently experiences, is of a real concern. There is limited access to public transport, no secondary school (and no absolute guarantee of one) and very few employment opportunities in the area.	Accept in part	Rejected
325.3	Carol Margaret Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change as the safety and well-being of our community is already being compromised by volume of traffic currently using Whitford- Maraetai Road	Accept in part	Rejected
326.1	Samuel Edward Shallard	Approve the plan change without any amendments	Approve as developers are doing a great job and it will be a huge success for the our community.	Reject	Accepted in part to the extent the plan change is approved with amendments
327.1	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that it does not align with the strategic plans	Accept	Rejected
327.2	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that there is insufficient information to quantify the transport effects of the proposed development.	Accept in part	Rejected
327.3	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that the assumptions relating to public transport use lack justification.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
327.4	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis there is uncertainty that the proposed addition of ferry capacity which the ITA relies on will occur.	Accept in part	Rejected
327.5	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that the location does not adequately provide for active mode connectivity to surrounding urban areas.	Accept in part	Rejected
327.6	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to include specific planning provisions (including objectives, policies and rules) to require subdivision and development to provide active mode connections to adjacent sites and ensure intersections are designed to prioritise vulnerable road users.	Accept in part	Accepted in part
327.7	Waka Kotahi New Zealand Transport Agency	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change on the basis that it would require substantial additional infrastructure which is not currently required or funded.	Accept	Rejected
328.1	Anthony Richard and Celia Amy Astell	Decline the plan change	Decline the plan change as it does not include any provisions to upgrade the Whitford Maraetai Road which is currently at near capacity. The plan change will double the population in Beachlands and assumes people living in the area and moving into the area will use public transport and the existing pine harbour ferry with no provisions for extending the ferry service which the developers have no control over.	Accept	Rejected
328.2	Anthony Richard and Celia Amy Astell	Decline the plan change	Decline the plan change as not enough provision is being proposed for parking in the new development, the developer makes assumptions that public transport will be used but currently 75% of residents use a car to transport themselves out of the area to work and school and only a small amount use the hourly bus service or ferry. The ferry car parking is currently at full capacity and there is nowhere to extend it, the developer suggest a shuttle bus but has not offered who will provide this and does not offer parking facilities close to the ferry for its own homeowner or the rest of residents in the area.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
329.1	Tracey Bothwell	Decline the plan change	Decline the plan change due to lack of infrastructure. Local transport routes (Maraetai to Howick, Brookby to Howick, Ormiston to Maraetai) to schooling (no high school in the local area), work and tourism/visiting friend/family is already at very high volume with the current population. This development will have a significant impact on our local roads and ability to travel in a timely and safe manner. Concerns re: the Ferry service from Pine Harbour to Auckland CBD, with major changes and investment this service will not been able to serve the additional population.	Accept	Rejected
329.2	Tracey Bothwell	Decline the plan change	Decline the plan change due to concerns about the environmental and human impact of coastal housing of this type in a significant weather event.	Accept in part	Rejected
330.1	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks preparation of a Heritage Impact Assessment, addressing built, cultural, and archaeological heritage to inform the final planning provisions for the Beachlands South Precinct	Reject	Rejected
330.2	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.2 Precinct Description to include a Precinct Description of the Historical Heritage Landscape incorporating the findings from the Heritage Impact Assessment.	Reject	Rejected
330.3	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.2 Precinct Description to include relevant historic heritage, cultural and archaeological features in the description of the relevant sub-precincts from the findings from the Heritage Impact Assessment and the Cultural Values Assessment.	Reject	Rejected
330.4	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of I.2 Precinct Description - Mana Whenua Cultural Landscape	Reject	Accepted
330.5	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Supports in part I.3 Objectives and seek the addition of appropriate historic heritage and archaeological objectives.	Reject	Accepted in part

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
330.6	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of Objective I.3(5) Mana Whenua cultural, spiritual, and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced	Reject	Accepted
330.7	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of Objective 1.3(6) The tangible and intangible mana whenua values of the pa site identified on Precinct Plan 4 are protected and enhanced.	Reject	Accepted
330.8	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.4 Policies to include the addition of appropriate historic heritage and archaeological policies.	Reject	Rejected
330.9	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks retention of I.4(5) Mana Whenua	Reject	Accepted
330.10	Heritage New Zealand Pouhere Taonga	Approve the plan change with the amendments I requested	Seeks amendment of I.7 Standards for Sub-precinct A: Marina Point, EPAN and Open Space Network, to address the protection of Historic heritage, cultural and archaeological features.	Reject	Rejected
330.11	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.7.6 to address the protection of the archaeological and cultural sites, identified in the Cultural Landscape Plan, which are located within the EPAN extents.	Reject	Rejected
330.12	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.1.7.10 to expand the protection and management of effects on all historic heritage features within the Precinct.	Reject	Rejected
330.13	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Rule I.1.7.10 to expand the protection and management of effects on all historic heritage features within the Precinct.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
330.14	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment to provide detailed historic heritage plans for each sub- precinct to ensure clarity of the specific cultural elements to be considered when undertaking the development of the sub-precincts.	Reject	Rejected
330.15	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Schedule 14.1 Schedule of Historic Heritage to schedule the Pa (R11/1619) as an overlay. Consequential changes (e.g., statements/mapping) necessary in scheduling the Pa.	Reject	Rejected
330.16	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	Approve the plan change with the amendments I requested	Seeks amendment of Schedule 14.1 Schedule of Historic Heritage to schedule the Pa (R11/1619) as an overlay. Consequential changes (e.g., statements/mapping) necessary in scheduling the Pa.	Reject	Rejected
331.1	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved address the lack of infrastructure in relation to Roads, Public Transport and water. There are no definite guaranteed improvements in this application in relation to these subjects, only assumptions. Roothing is dangerous, there is only one access from Maraetai to Whitford/Botany and must be addressed. The statement that the ferries will solve some problems does not solve the roading problems as only a small percentage of residents work in the city.	Accept in part	Rejected
331.2	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved address sewerage issues as spraying waste over farm is very short term answer.	Accept in part	Rejected
331.3	William James Over	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as too many assumptions are in this proposal and it is inconsistent with the Auckland Plan which focuses growth within the rural urban boundary. It should be noted that Auckland Council in 2019 opposed the Purchase of this site for development due the cost of the infrastructure required.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
332.1	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend plan change to adequately address the need for close collaboration and interface with Council, Watercare, Auckland Transport, Vector, Chorus and other network infrastructure providers regarding infrastructure funding, noting the Crown Infrastructure Partners (CIP) letter of commitment is equivocal and highly conditional. Given the scale and intensity of what is proposed a comprehensive plan and scheme should be presented to demonstrate how these issues will be dealt with and the commitments obtained from the counterparties to them. Suggest the creation of community title type structures to provide a means for in perpetuity governance, operation and maintenance assets to a high quality standard as the Applicant's involvement will not be as long as the life of the created assets.	Accept in part	Accepted in part
332.2	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend proposal to consider and evaluate effects on the basis of the entire site being zoned similar to that proposed for the live zone. The proposal is light on detail and even confusing with respect to the Future Urban area. Clearly the Proposal has been split to be in two parts, the live and future, in order to contain up front infrastructure investment and "kick for touch" the very serious upgrades which would be triggered by the future zone going live. Failing that the proposed Future Urban should be dropped.	Reject	Rejected
332.3	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend plan change to address the inadequate provision is made for off street parking. Both Hobsonville and the Terrace House area adjacent to the Pine Harbour Marina show the risk of inadequate offsite parking and the detrimental effect to amenity and the general experience of the area. It is not adequate to respond that people will be "taking the ferry". That is in part true but does not reflect the reality of where the majority of residents in the BSP will work.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
332.4	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend plan change proposal to provide more detail on the Golf Sub Precinct - e.g., who will run it, how will its maintenance be funded and how can there be assurance that it will remain as a functioning golf course for a reasonable time in to the future. It is interesting and will be an attractive amenity but at 9 holes the course will not be an economic enterprise.	Reject	Rejected
332.5	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend plan change to secure a binding commitment from AT to upgrade within a specific stated time Whitford-Maraetai Road utilising to the full the existing designation for that corridor (i.e. including the Whitford bypass) as a full service arterial road with four lanes. Without this upgrade the PPC lacks adequate provision for its transportation effects.	Accept in part	Rejected
332.6	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend plan change to demonstrate how applicant will secure the collaboration and involvement of Auckland Transport to scope and then upgrade or acquire new ferry vessels and undertake terminal improvements. Proposal also does not address existing capacity constraints or frequent cancellations due to maintenance or weather. Supply of capacity should be introduced ahead of demand.	Accept in part	Rejected
332.7	Matthew Gary Cockram	Approve the plan change with the amendments I requested	Amend the infrastructure thresholds described in Table 2 of the BSP Provisions. The provisions do not recognise an existing under capacity Whitford – Maraetai Road; and a strained ferry service. The thresholds are mischievously expressed as all of the individual aspects need to be achieved to trigger the threshold. For ferry capacity thresholds instead of stating an increase in capacity by a given number of seats, the table should refer to a simple increase in capacity to the targeted number. The transport analysis focuses on the effects of the Proposal if implemented. There is an effective assumption that 'all other things remain the same'. Unfortunately, it takes no serious account of future demands from outside of the Proposal site.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
333.1	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved developers of Beachlands South to provide infrastructure to be put in place before the development starts and at their cost. The infrastructure in Beachlands and driving too Beachlands such as roading, power, telecommunications, water, sewerage, public transport, and waste management are already at capacity. If the development is to go a head an investment in infrastructure needs to be done first and paid for by the developer not by ratepayers or Auckland Council.	Accept	Rejected
333.2	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved reconsider the size of the housing from high rise to single double or triple individual housing and access via the spine road not from Tui Brae Road, which is a small dead end street not built for the large volume of vehicles. If the proposal if it was to proceed would greatly change Beachlands as a rural seaside community. The proposed design of 5 & 6 storey high density apartment dwellings would dramatically change the visual aspect of this rural community.	Accept in part	Rejected
333.3	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to roading impact. Roading will not only impact just the roads to and from Beachlands it will also affect people in Maraetai and surrounding areas. Traffic during peak times it currently under a great deal of strain and once out of the Beachlands Whitford areas the roads to Howick over to Sandstone Hill feeding into the Botany, Ormiston, Manukau area are already strained. Ferry upgrades need to be done before any development takes place, only 6% of people currently living in Beachlands-Maraetai work in the City. How will roads cope on days when the ferries are cancelled? Not all residents will use the ferries, most people will be working in the South Auckland area and with currently no bus upgrades planned all travel will be via roads.	Accept in part	Rejected
333.4	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved town water needs to be available for all dwellings. A development of this magnitude to use bore water for all needs, housing, golf course, community throughout the rezoned area does not seem practical.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
333.5	Andrew James Grimmer	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change, but if approved require development waste water system and one that could cope with issues from flooding as we are currently experiencing. Sewage system to process the amount of wastewater, grey and black from the development of this size does not seem to be adequate. The environmentally conscious community of Beachlands and surrounding areas, waterways, and seas need to be protected from seepage, the ground would not be able to cope with the volume and issue as we have seen in the past would be repeated.	Accept in part	Rejected
334.1	Helen Mary Cahill	Decline the plan change	Decline plan change comparison with the Hobsonville development, as the developer is the private land owner, and the Crown will have to purchase any land it believes should be reserved for any social, educational and recreational facilities. Beachlands is much further from the motorway and the ferry terminal is part of a busy marina and boatyard where it must compete for space.	Accept	Rejected
334.2	Helen Mary Cahill	Decline the plan change	Decline the plan change it does not address the adequate to address the significant transport constraints that exist. The applicant provides no substantive detail about any new ferry terminal infrastructure or how funding will be achieved. Whitford-Maraetai Road is the only road connection to the wider regional destinations and has limited capacity. It is unlikely there will be public funding for roading improvements so the Beachlands, Omana, Maraetai daily commute would become untenable.	Accept	Rejected
334.3	Helen Mary Cahill	Decline the plan change	Ensure Auckland Council undertake a Housing Capability Assessment before making a decision on the plan change. Failure to undertake this HBA Transport Infrastructure analysis would constitute an egregious failure of the clearly defined planning process, particularly since the ferry infrastructure required to support the Developer's argument for re-zoning of Beachlands South to MDRS isn't in existence and possibly won't be in the future, due to either commercial reasons or operational constraints.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
334.4	Helen Mary Cahill	Decline the plan change	Decline the plan change as the high rise and high density development around Marina point and along the cliff edge, is a complete antithesis of the Whitford Precinct objectives and would severely diminish the enjoyment not only of residents of Beachlands but also those of the surrounding suburbs of Howick and Cockle Bay and the wider Whitford area.	Accept in part	Rejected
334.5	Helen Mary Cahill	Decline the plan change	Decline plan change as treatment of wastewater for a proposal of this magnitude requires more safeguards, as this is a environmentally sensitive coastal area and a very high risk activity.	Accept in part	Rejected
334.6	Helen Mary Cahill	Decline the plan change	Decline plan change as medical services are already at capacity in the local and regional area.	Accept	Rejected
335.1	Anne McSkimming	Decline the plan change	Decline plan change as transport and reloading infrastructure will not support the size of the proposed development in Beachlands South. The proposed plan will double the size of Beachlands over the next 10 to 15 years. I consider that there will be considerable traffic load increases to both Whitford - Maraetai Rd and Jack Laughlin Dr well in excess of that indicated by the company Stantec in the PC88 Attachment 8 Integrated Transport Assessment. The development would go against the council's emission reduction plan with a large percentage of Beachlands population currently relying on private vehicles to get to work, shops, and health services.	Accept	Rejected
336.1	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change so studies and modelling show the impact of the runoff into the Waikopua estuary. This is a sensitive area that already suffers from sediment collection.	Reject	Rejected
336.2	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to in include more information on stormwater predictions or quality of water to prevent beaches from closing. How would the bacterial count be mitigated?	Reject	Rejected
336.3	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to include detail with the increased demand on the current sewage system. It has not shown to be calculated.	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
336.4	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan change to include the Whitford Bypass, safety measures, Include cycleways for surrounding areas. There is no public transport system between Beachlands and Whitford to lessen traffic. The current MDRS does not allow for sufficient parking. The plan need to address how the development would cope with this.	Reject	Rejected
336.5	Katja Kershaw	Approve the plan change with the amendments I requested	Amend the plan to address the unrealistic pressure on Beachlands and Maraetai Primary School. Howick College has already reached its roll number. The Ministry of Education has no plans to build schools in this area.	Reject	Rejected
337.1	John Keith Byers	Decline the plan change	Decline plan change due to [effects of] Beachlands urbanisation. Auckland City Council (ACC) in all its planning and policy documents to date has continued to confirm that Beachlands will remain outside the RUB and that there is no budget or plans for additional infrastructure to change this stance for at least the next 10 years. These Plans should not be put aside or taken lightly. ACC should confirm its intentions and stick with these plans. The type of housing (apartment blocks) and intense urban development proposed by the PPC would achieve Auckland's housing needs much more effectively and efficiently if it were built somewhere along the North/South corridor near a transport hub where there are already train and motorway access readily available. Inconsistent with the Auckland Plan and completely inappropriate for the Beachlands/Maraetai Coastal Settlement and by association the Whitford Precinct	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
337.2	John Keith Byers	Decline the plan change	Decline plan change due to inadequate transport infrastructure. Only 6% of travel is via the Pine Harbour ferry to the CBD. The public bus service to the area is very limited. Approximately 80% of travel out of Beach lands is by private motor vehicle to destinations primarily in the South and East of Auckland. [There will be an] increase in Co2 emissions and other undesirable effects of more vehicular traffic on the Howick-Whitford-Maraetai Road. The proposed larger ferries will not be able to operate inside the existing Pine Harbour marina due to their size and limitations on upgrading the existing terminal (hut). This means a new ferry terminal will likely need to be built outside the marina. CIP funding for this eventuality does not appear to be provided for in the PPC. Also in order to construct the new terminal considerable and continued annual dredging of channels will be required. This will require Environmental Resource Consents to dump the dredging in the pristine waters of the Hauraki Gulf. The existing resource consents for dredging of the marina are already fully allocated.	Accept	Rejected
337.3	John Keith Byers	Decline the plan change	Decline plan change due to inadequate education infrastructure. Well aware that a new High School is one of the desirable outcomes of this PPC as far as local parents are concerned (even though the applicants have cynically used this as a sweetener for the locals). However in the overall context of education facilities in the Auckland region is it really necessary?. Therefore if Auckland Council approve this PPC they would be forcing an additional \$60- 70million of totally unnecessary expenditure on the NZ taxpayer. The pupils who would use this High School are already accounted for in the Ministry's long term plans and the taxpayer would be better served if this development occurred near an existing transport hub and the prospective pupils accommodated by better utilising existing space at already under-utilised schools.	Accept	Rejected
338.1	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Upgrade the Beachlands Whitford Road to four lanes including a Whitford Village bypass. This bypass road already exists on paper. The plan change is inconsistent with the Unitary Plan which was focusing its growth strategy within the Rural Boundary and specifically along the motorway and rail	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			infrastructure.		
338.2	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity on the phases of development as the proposed development required significant infrastructure investment which was not budgeted.	Accept in part	Accepted in part, additional information was provided at the hearing
338.3	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity on water, wastewater, electricity infrastructure etc. Slippage and flooding needs to be urgently taken into consideration especially in the light of the recent weather disasters.	Accept in part	Rejected
338.4	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Require additional clarity regarding the increase of school students. Beachlands South Ltd has offered land for a school but the Ministry has no plans(or money) in the immediate future. Beachlands & Maraetai at capacity and the development will add more pressure to the road by busing students out, I believe Howick and Botany schools are at capacity as well.	Accept in part	Rejected
338.5	Wendy Hansen	Decline the plan change, but if approved, make the amendments I requested	Amend the plan to move the high density apartments away from the marine precinct and further into the development along the spine road. Most of the population use the roads as they work out of the area and use the Beachlands Whitford Road and do not use the ferry. Additionally the transition from low density to high density should occur gradually and any development adjoining existing properties should be terrace houses no more than 2 or 3 stories high.	Accept in part	Rejected
339.1	Michael Holmes Sommerville	Decline the plan change, but if approved, make the amendments I requested	Decline plan change due to lack of roading infrastructure. The existing road is in poor condition and struggles to cope with the existing level of vehicle traffic. An increase of the magnitude involved with the increase in housing will further exacerbate the holdups thus decreasing productivity and increasing CO2 levels unnecessarily. This appears to be an uncoordinated development and while the housing increase will satisfy an Auckland wide need to increase housing stock, it is not being done in a well planned and organised way.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
340.1	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that to achieve the increases in [ferry] services envisaged in PPC88 and the Precinct provisions requires Beachlands South Limited Partnership to undertake discussions and formulate agreements with PHML and Auckland Transport, and these have not yet occurred. Until this occurs and all three parties have developed an agreed position, we cannot confirm the increases in ferry patronage proposed are achievable.	Reject	Rejected
340.2	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that PHML has not had the opportunity to determine with confidence that there is adequate capacity in the aquifer for supply to the Beachlands South Precinct, and until we have had the opportunity to with confidence accept there is adequate capacity PHML is opposed to additional water for development being derived from the Tui Brae bore owned by Pine Harbour Living Limited.	Reject	Rejected
340.3	Pine harbour Marina Limited	Approve the plan change with the amendments I requested	Acknowledge that PHML has not had the opportunity to assess these [flood assessment and modelling] results in detail. Until we have been able to do so and determine that adequate measures are being proposed to avoid and/or mitigate any effects upon Marina holdings, we are opposed to the stormwater management and flood control proposals proposed by Beachlands South Limited Partnership.	Reject	Rejected
341.1	Anne	Approve the plan change with the amendments I requested	Amend plan change by widening bridges and upgrading roads. The narrow bridges at Waikopua, Whitford village and Mangemangeroa will not withstand more traffic, buses, trucks etc, if ANY of these bridges fail then the population of the Pohutukawa coast will be left with Maraetai Coast Road as their only option.	Reject	Rejected
341.2	Anne	Approve the plan change with the amendments I requested	Amend plan change to address upgrade infrastructure, e.g. waste water, senior school, medical services.	Reject	Rejected
341.3	Anne	Approve the plan change with the amendments I requested	Address the impact of neighbouring suburbs such as Botany, Pakuranga etc	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
342.1	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Amend plan change so the transition from low density, single dwelling units, to higher densities occur gradually and thus any development should rather be terrace houses no more than 2 or 3 storeys and most definitely not apartment blocks. This rezoning will impact the identity of Beachlands as a rural community and the fabric/character of the Beachlands Village.	Accept in part	Rejected
342.2	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved the Beachlands-Maraetai Rd needs to be changed from 2 lane to 4 lanes to accommodate the increased traffic. The ferry is already at full capacity to accommodate more passengers. Larger ferries are not able to enter the small terminal. The Pine Harbour Marine carpark is currently overflowing with vehicles. This means residents in this new development of around 3,000 dwellings will have to rely on cars.	Accept in part	Rejected
342.3	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Review water, stormwater and flooding plans. There is no clear information on whether the existing infrastructure i.e. water, wastewater, could accommodate such an extensive development. All the plans seem to mention is that infrastructure will need to be upgraded but it does not say who will be responsible for doing this, who will pay for this and when this will happen.	Accept in part	Accepted in part, additional information was provided at the hearing on water, stormwater and flooding
342.4	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved upgrade power supply as current power supply will not cope with such an extensive development.	Accept in part	Rejected
342.5	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved ensure a school needs to be confirmed or the road needs to be upgraded to accommodate the large increase in traffic as all these children will need to go to schools outside of Beachlands.	Accept in part	Rejected
342.6	Ivan Sidney Boshoff	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change but if approved ensure the emergency services that need to be put in place to address higher traffic accidents and other emergencies, policing for a higher population needs to occur.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
343.1	Patrick Gallagher	Decline the plan change	Decline as plan change as the BSLP's Structure Plan and Section 32 Assessment Report focus heavily on development within its property boundaries and does not adequately address the impacts the development will have on existing road, wastewater, and potable water supply.	Accept in part	Rejected
343.2	Patrick Gallagher	Decline the plan change	Decline plan change due to current and potential future concerns. Current stakeholders are concerned about the lack of area wide wastewater and transport planning. Potential future stakeholders will want a great environment to live and work in and assets that work. Without infrastructure solutions both stakeholder groups lives will be negatively impacted.	Accept in part	Rejected
344.1	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 as the proposal is assessed as inconsistent with a number of RPS objectives and policies (with related concerns in relation to relevant NPS-UD provisions).	Accept	Rejected
344.2	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Seeking that the event that the primary relief is not supported, the Council decline the plan change in relation to the Future Urban Zone change (in the event the Council accepts the request to live zone the requested area).	Accept	Rejected
344.3	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 as the actual and potential adverse effects on the transport network have not been appropriately assessed and addressed.	Accept in part	Rejected
344.4	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the Objectives, policies, rules and other precinct provisions so they are strengthened to avoid adverse effects on the transport network including, without limitation, measures such as: a. reducing the development capacity; b. additional or revised infrastructure requirements based on a more robust assessment of demand; c. address scenarios where assumed schools and employment do not eventuate or occur later than assumed; d. address scenarios where passenger transport upgrades, in particular to ferry services, do not eventuate; e. additional infrastructure or service requirements, or alterations to those proposed; f. provisions addressing the risk of key assumptions not	Accept in part	Accepted in part, to the extent the plan change provisions are amended

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			coming to pass; and/or g. stronger staging or review provisions or consent activity status.		
344.5	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	<p>Amend the precinct provisions to incorporate policies, standards and matters of discretion/assessment criteria as appropriate to provide for timely, efficient, safe and effective active mode networks by:</p> <p>a. Requiring establishment of safe active mode connections to / from the ferry berth and to local facilities early in development so active mode connections are immediately available to provide travel options and assist in establishing active travel patterns.</p> <p>b. Ensuring safe walking and cycling facilities are provided for as part of the proposed road/street network including local roads and access ways and provisions for rear access along roads with cycle facilities.</p> <p>This may include (without limitation) alterations to Policies 11 to 18 and alterations to Standard I.7.3 staging of development with Transport Upgrades to include timing of delivery of key active mode infrastructure such as the Fairway Reserve.</p> <p>Amendments may also be necessary to I403.</p>	Accept in part	Accepted in part, to the extent the plan change provisions are amended
344.6	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the precinct policies, provisions and plans to ensure the ability to serve by active mode and passenger transport the needs of each stage of development, connect with the surrounding network and ensure that interim adverse effects are adequately avoided, remedied or mitigated	Accept in part	Accepted in part, to the extent the plan change provisions are amended
344.7	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include within precinct provisions direction on the timing and nature of any culvert upgrades across existing roads so as to address the risk of damage to, or flooding of the road. This could include raising of the existing road where required.	Accept in part	Rejected
344.8	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change by including precinct provisions (objectives, policies and rules) to require that future activities (or alterations to existing buildings) sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of the Whitford – Maraetai arterial road.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
344.9	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Change all references from ferry terminal to ferry berth where referring to the existing Pine Harbour Marina ferry berth.	Accept in part	Accepted
344.10	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions with potential removal of the double lane roundabout and replacement with Whitford Bypass as a Transport infrastructure requirement.	Accept in part	Rejected
344.11	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions to secure revised Transport infrastructure provisions to avoid adverse effects on the key arterial road: Whitford-Maraetai Road.	Accept in part	Rejected
344.12	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to alter the precinct provisions and plan to include the following amendments: a. Delete reference to traffic signals from PPC 88; b. Identify key intersections on the precinct plan including collector on collector, and intersection of the proposed road serving the proposed business area and Jack Lachlan Drive; and c. introduce policies and provisions around determining the appropriate form and timing of key intersections.	Accept in part	Accepted in part
344.13	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend plan change so only the 'live zone' should be included (i.e. the proposed areas of FUZ should be excluded).	Accept	Rejected
344.14	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Decline the plan change unless additional information is provided to satisfy Auckland Transport's concerns regarding the potential housing yields from Sub-precinct E.	Accept	Rejected
344.15	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Modify all zoning and precinct plans to support relief sought.	Accept in part	Rejected
344.16	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain the same or similar wording of Objective 10 which reflects the outcomes of the objectives.	Accept in part	Accepted
344.17	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include new objective: Objective (10A): <u>Subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
344.18	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend PPC 88 Policy 11: Require subdivision and development in the precinct to be coordinated with required transport infrastructure upgrades to minimise the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road <u>transport network</u> .	Accept in part	Accepted in part
344.19	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 12: Promote a mode shift to public transport and active modes by: (a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and (b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads; <u>and</u> (c) <u>Providing direct active mode connections to ferry and town centres at the same time as residential development establishes.</u>	Accept in part	Accepted
344.20	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain same or similar wording for policies 14, 16, 17 and 18 which reflect the outcomes of the policies. Amend Policy 17 to commence "Require..." rather than "Encourage..."	Accept in part	Accepted
344.21	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 15 as follows: (15) Encourage <u>Require</u> the design of new collector and local roads to be in general accordance with the road design and cross section details provided in I.12 Appendix 1: Beachlands South Precinct <u>and</u> , Road Design <u>and Cross Section</u> Details.	Accept in part	Accepted in part
344.22	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include new policy: <u>Policy (13A); Require that subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u>	Accept in part	Rejected
344.23	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the precinct provisions to include a new provision such as I452.9. Special information requirements (Waihoehoe Precinct) and be applicable to permitted development as well as subdivision, development or uses that require consent.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
344.24	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain provisions which require staging of transport infrastructure upgrade outcomes which address the transport network effects of growth enabled by PPC 88 and amend as appropriate to give effect to other relevant relief sought in this submission (refer to submission points below concerning I.7.3 and e.g. consideration of stronger staging or review provisions or consent activity status).	Accept in part	Accepted in part
344.25	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend or delete Notification 1.6 (5) to enable public or limited notification of subdivisions and correct any possible cross referencing errors.	Accept in part	Accepted
344.26	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Remove E27.6.1 from Standard I.7 unless PPC 88 transport provisions are amended to satisfactorily address the effects of growth enabled by it on the transport network.	Accept in part	Rejected
344.27	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend the plan change to incorporate provisions addressing the staging and timing of transport infrastructure and services with the proposed development build-out including but not limited to: a. additional infrastructure or service requirements, or alterations to those proposed (such as listed in Reasons (a) to (e)); b. provisions addressing the risk of key assumptions not coming to pass such as listed in Reason (f)); c. improvements in clarity and interpretation such as listed in Reasons (g) to (k)); and/or d. stronger staging or review provisions or consent activity status.	Accept in part	Accepted in part
344.28	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.7(1) as follows: Administrative matter: Correct subsections so they commence with (a) rather than (f) and include additions as shown. <u>(i) for all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements.</u>	Accept in part	Accepted
344.29	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend Plan Change provisions to include whole of life costs and effectiveness of treatment over time associated with publicly vested stormwater assets as a matter for discretion and policy	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
344.30	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(3) to ensure 24 hour access, regardless of Reserve ownership. (3) The Fairway Reserve must be available for public use at all times. Unless written approval has been obtained from the council. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.	Accept in part	Rejected
344.31	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(4) to apply where reserve is not vested in Council: (4) <u>Where the Fairway Reserve is not vested in Council,</u> the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.	Accept in part	Accepted in part
344.32	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Amend I.9(3) to make clear the broader matters of discretion (I.9.1) with the following amendments. (3) New buildings, other than buildings for residential units in a residential zone [...] (c) Infrastructure servicing; (d) Design and sequencing of upgrades to the existing transport road network and ferry services; (e) The extent to which development achieves the outcomes outlined in the Beachlands South Sustainability Strategy; and (f) Movement network on Precinct Plan 5.	Accept in part	Accepted in part
344.33	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Include a new provision in I.10: (6) <u>All activities</u> <u>All applications are to provide a register of development and subdivision that has been previously approved under Standard I.7.3 Staging of Development with Transport Upgrades. The register shall include details of the maximum number of dwellings or amount of retail, commercial or light industrial GFA proposed to be enabled (as well as anticipated dwellings/GFA for any subdivision proposal involving superlots) completed since the most recent transport upgrade under 1.7.3 Table 2 in a format which illustrates compliance (or otherwise) with 1.7.3.</u>	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
344.34	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Retain I.10 or similar provision.	Accept in part	Accepted
344.35	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Delete drawings in Appendix 1 and replace with a table structure similar to that included as I452.11 Appendix 1: Design Details for the Waihoehoe Precinct taking into account the reasons for this submission points listed in (a) to (j). Relief should include an activity within Table IX.4.1 Activity table (as a restricted discretionary activity) and appropriate matters of discretion and assessment criteria.	Accept in part	Accepted
344.36	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider (refer to Attachment 2) that a lower public transport mode share (ferries and buses) should be assumed compared with that which the applicant relied on for its ITA	Accept in part	Rejected
344.37	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider the mitigation proposed by the applicant (I.7.3, Table 2, Column 2 (b) to (e) relative to ferries) may not be appropriately relied on as either mitigation or the basis of a transit orientated community given the complexities of providing the improvements at this stage. [This is for the following reasons]	Accept in part	Rejected
344.38	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Require additional assessment and plan provisions to ensure that the bus services to support the proposal are feasible, funded and reflected in staging provisions I.7.3.	Accept in part	Rejected
344.39	Auckland Transport	Decline the plan change, but if approved, make the amendments I requested	Consider that a range of additional transport upgrades and improvements would be required, if PPC 88 is approved, which are not included in the ITA or the proposed precinct provisions (refer to the further discussion in Attachment 1).	Accept in part	Rejected
345.1	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	The primary relief sought by Auckland Council is for the Panel to decline PPC 88 in its entirety;	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
345.2	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Decline PPC 88 in relation to the Future Urban Zone change in the event the Panel accepts the request to live zone the requested area;	Accept	Rejected
345.3	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	In part or in full, ACS seeks: <ul style="list-style-type: none"> • Amendments to the Precinct provisions as outlined in this submission; and • Such further, other, or consequential relief, including in relation to PPC 88's explanatory text, objectives, policies, activity table, rules, matters of discretion, assessment criteria, special information requirements, and maps/plans that reflects or responds to the reasons for this submission. 	Accept	Accepted in part, to the extent that the precinct provisions are amended
345.4	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct provisions to incorporate any additional required upgrades (beyond those identified in the ITA) identified as necessary through further assessment, including (without limitation) to address matters raised in AT's submission on PPC 88.	Accept in part	Rejected
345.5	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct description, objectives, policies, standards, and other provisions (including e.g. precinct maps) to ensure that urban development does not occur in advance of necessary transport infrastructure being in place and operational.	Accept in part	Rejected
345.6	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend precinct text (e.g. the precinct description and purpose statement in I.7.3) use more certain language such as "minimise". Auckland Council however does support the acknowledgement in the precinct description that transport infrastructure upgrades are necessary to address adverse effects on the local and wider network, which should in turn be reflected throughout the precinct provisions.	Accept in part	Accepted in part
345.7	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Objective 10 and Policy 11 to include clearer directive language to ensure that subdivision and development is avoided prior to necessary transport infrastructure being constructed and operational. Amended or additional objectives and policies to this effect should be included such as: <u>Objective: Subdivision and development does not occur in advance of the availability of operational transport infrastructure.</u> <u>Policy: Require that subdivision and development does not</u>	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			<u>occur in advance of the availability of operational transport infrastructure.</u>		
345.8	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Policy 11 so that effects on the wider transport network are included within its scope.	Accept in part	Accepted in part
345.9	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the purpose of Standard 1.7.3 to use more certain language such as “minimise”. The purpose statement should also be expanded to reference relevant objectives and policies relating to the integration of land use and transport.	Accept in part	Rejected
345.10	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Standard I.7.3 (e.g. standard (2)) to ensure that any relevant infrastructure upgrades listed in Column 2 are operational before the relevant level of activity / land use / subdivision in Column 1 is allowed to occur, and that there is no ambiguity as to the operation of I.7.3 and Table 2 (for instance, that it is clear that the exceedance of a single threshold brings the next row of upgrades into play, and that upgrades in Column 2 are cumulative).	Accept in part	Accepted in part
345.11	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Consider that a stringent activity status for non-compliance with standard I.7.3 may be required (i.e. non-complying activity status), to signal that any such proposal requires greater scrutiny, and to reflect the importance of operational infrastructure upgrades being in place.	Accept in part	Rejected
345.12	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.3 generally to ensure consistency (e.g. to refer to activities, development and subdivision where appropriate).	Accept in part	Accepted in part
345.13	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Table 2: Threshold for Subdivision and Development as shown on Beachlands South: Precinct Plan 6 is inadequate to mitigate the adverse transport effects of PPC 88. All necessary upgrades must be specified in this table. The upgrades must also be specified with the requisite specificity to enable certain application and enforcement. For instance, site (C) is on Precinct Plan 6 is described “upgrade to Trig Road (south) intersection” and it is unclear what upgrade would satisfy this standard.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
345.14	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Without limiting the above, amendments may draw on provisions contained in the recently approved Waihoehoe, Drury Centre and Drury East precincts, adapted as necessary to address the particular circumstances of PPC 88.	Accept in part	Accepted in part
345.15	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Delete reference to a Design Review Panel in the precinct text . Such an entity may or may not be established through resource consents. Its establishment should not be assumed.	Accept in part	Rejected
345.16	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the Precinct Description to include a statement that open spaces / reserves depicted in the precinct plans are indicative only, and that open spaces other than esplanade reserve may be privately owned, owned by the Crown, or (subject to Council approval) vested in the Council;	Accept in part	Rejected
345.17	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend Precinct Plans 1 and 3 to draw attention to the above statement [open spaces / reserves are indicative only];	Accept in part	Accepted in part
345.18	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend [Precinct Plans] to depict the Sport and Active Recreation zoned land as indicative open space (rather than as live open space zoning);	Accept in part	Accepted
345.19	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend indicative locations of open spaces depicted on the precinct plans to achieve consistency with the Open Space Provision Policy 2016 to the greatest extent possible (e.g. to remove indicative open space from the Large Lot Zone);	Accept in part	Accepted
345.20	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(3) to delete any wording potentially limiting public access to the Fairway Reserve;	Accept in part	Rejected
345.21	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend I.7.8(4) to add the words "Where the Fairway Reserve is not vested in Council, ...";	Accept in part	Accepted in part
345.22	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Amend the matters of discretion for development of publicly accessible open space greater than 1000m2 to refer to "ownership and maintenance", and amend the assessment criteria to enable consideration of ongoing maintenance if private ownership of publicly accessible open space is proposed.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
345.23	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Review and reassess the natural hazards / stormwater management aspects of PPC 88 in light of these severe weather events. Such review and re- assessment should extend to the need for revised and more robust precinct provisions (whether to the precinct objectives, policies, rules and other provisions including amendments to maps/plans), should PPC 88 be approved.	Accept	Accepted in part
345.24	Auckland Council	Decline the plan change, but if approved, make the amendments I requested	Require that the provisions as proposed are reviewed to ensure that they are clearly able to be interpreted and applied. As an example, the matters of discretion in 1.9.1 and other parts of the plan change refer to the Beachlands South Sustainability Strategy. That is a document that can be altered at any time without a statutory process and some of its content is not robust enough to be the basis for a matter for discretion or assessment criteria.	Accept in part	Accepted in part
346.1	Lesia Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as the proposed rezoning will affect character of Beachlands village. It includes at least 1390 dwellings that are at least 5 or 6 stories in height. This is in stark contrast to the existing Beachlands topography. If Beachlands is to retain its status as a rural community under the Auckland City Council Unitary Plan then any proposal to move dwelling construction from essentially single/double level dwellings to a high proportion of high-density housing, changes the Beachlands status diametrically.	Accept in part	Rejected
346.2	Lesia Freeman	Decline the plan change, but if approved, make the amendments I requested	Amend plan change with regards to roading that needs to be upgraded to support the additional populations that come with 3900 plus new dwellings. The existing road between Beachlands and Whitford needs to be upgraded to a four lane road. This upgrade would also need to include the provision of safe and efficient entry/exit ways for communities, in particular, the upgrading Jack Lachlan Drive to cope. This includes the provision of cycle lane and footpaths on Jack Lachlan Drive, and a cycle lane from Beachlands to Whitford.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
346.3	Lesla Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline the proposal for the use of bore water for all uses including residential, community and commercial across the proposed rezoned areas. Whist no expert on these matters, common sense suggests that this will not work for a development of the size proposed by this rezoning application. On that basis town water needs to be available for all dwellings post the rezoning.	Accept in part	Rejected
346.4	Lesla Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change the sewerage system proposed seems to be inadequate to process wastewater for a development of the size proposed. The proposal that wastewater could be dispersed across the existing ground water systems will not work; any proposal needs to consider the needs of a more environmentally conscious community, and have consideration for an area that has in the past had issues with water egress into nearby streams and creeks. A properly considered and well developed wastewater system is required and one that is flood proof.	Accept in part	Rejected
346.5	Lesla Freeman	Decline the plan change, but if approved, make the amendments I requested	Decline plan change, but if approved an agreement should be reached with Beachlands South Limited that they will provide at their cost, all infrastructure (including but not limited to roading, water, sewerage, flood management, waste management, power, transport, telecommunications) and associated services that Auckland City Council deem appropriate to support the additional 3900 plus dwellings that are proposed subsequent to this proposed plan change.	Accept in part	Rejected
347.1	Anthony Martin Andrew	Approve the plan change without any amendments	Approve plan change as the development documented and disclosed appears to be in the best interests of properly managed urban growth in this area.	Reject	Accepted in part to the extent the plan change provisions are amended
348.1	Angela Mary Mason	Approve the plan change with the amendments I requested	Require approval of PC88 to require the process to develop a new high school within Sub-precinct C be implemented within the first stage of development.	Reject	Rejected
348.2	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend plan change so a specific area for a secondary college within the PC88 'Community Zone' be identified on the submitted site zoning plan (Appendix 1). This area should be provided for within the sub precinct in a manner that is consistent with Precinct Plan 3 which shows the indicative location of the school as a key structuring element	Reject	Accepted in part, to the extent the precinct provisions identify a Sub-Precinct C Community

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			of Beachlands South and this is considered appropriate. This area should be of a sufficient size to accommodate a secondary college for the high-school aged population on the Pohutukawa Coast and the local Wairoa area.		
348.3	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend alternatively, if site planning for a high school is not advanced to a point where the applicant can identify a specific site within the PC 88 'Community Zone,' then prior to approval of the plan change, the applicant should provide to the Council a written commitment from the Minister of Education that, should PC 88 be approved with a minimum of 1,000 new dwellings, the Minister will immediately seek a Notice of Requirement under s167 of the RMA to formally designate an area within the Community Zone that is of a sufficient size to accommodate a secondary college for the high- school aged population on the Pohutukawa Coast and the local Wairoa area. Note, the request to submit for a Notice of Requirement will also be made to the Minister of Education.	Reject	Rejected
348.4	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend precinct plan to require development of a secondary college facility in the FIRST stage of any development within the Beachlands South precinct.	Reject	Rejected
348.5	Angela Mary Mason	Approve the plan change with the amendments I requested	Require road access to the secondary college facility be vested to the Council, to ensure free public access to and from the college site. Development standards should require that this vested road reserve be of a sufficient width and form to accommodate safe bicycle lanes and pedestrian footpaths, so that high school students are encouraged to bike, scooter, and/or walk to the college campus. To facilitate access from the existing Beachlands community, improvements to Jack Lachlan Drive should be made, including pedestrian footpaths and a bicycle lane along both sides of this road and a speed limit reduction to 50km/h.	Accept in part	Accepted in part
348.6	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend precinct plan development standards to require a suitable landscape buffer surrounding the high school campus, including mature trees of appropriate size and spacing to provide screening of the school fields, as viewed from the public road, as well as shade and wind shelter for students.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
348.7	Angela Mary Mason	Approve the plan change with the amendments I requested	Amend plan change to include a stop for the proposed Pine Harbour shuttle on the road to/from the college and Jack Lachlan Road, within 50m of the college campus entrance. Similarly, that a bus stop be located within a 50m radius of the college, so that high school students can access public bus services to Maraetai and Whitford, and beyond.	Accept in part	Rejected
349.1	Geraldine Shelley	Decline the plan change	Decline the plan change due to no plan for added infrastructure and services, rather the developer is relying on existing resources to service the extra load created by the new housing. i.e. Roading, Water, Wastewater, Medical Services, Emergency Services which is only adequate at best in its current state. This plan would also impact outer suburbs such as Whitford, Botany, Howick, Meadowlands and Flatbush with extra resources and planning required.	Accept in part	Rejected
350.1	Pamela Mary Gallagher	Decline the plan change	Decline the plan change due to infrastructure and funding issues. Now more than ever its crucial to get future land/housing developments right and I can't see how this project could work. Infrastructure of course is a huge concern but transport in and out of Beachlands is perhaps the biggest stumbling block and who will pay for it all. With the type of housing proposed, most people will be traveling south to their workplaces, therefore by car. Larger ferries isn't any kind of solution as they only go between Beachlands and CBD.	Accept	Rejected
351.1	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update the proposed zoning plan and any other consequential plans of PC88 to reflect the reduction of THAB zoning in the Marina Point and Coastal sub- precincts as per the plan included as Attachment B.	Reject	Accepted
351.2	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update Precinct Plan 4 – Cultural Landscape to reflect the corrected version supplied to council in BSLP's clause 23 responses included as Attachment C.	Reject	Rejected
351.3	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update I.7.3 Staging of Development with Transport Upgrades and Table 2: Threshold for Subdivision and Development as shown on Beachlands South Precinct Plan 6 to reflect changes to ferry passenger numbers and peak periods in Attachment D.	Reject	Rejected
351.4	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Incorporate separate and/or additional transport infrastructure upgrades in the PC88 precinct provisions relating to the timing and delivery of the primary and/or	Reject	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			secondary school planned in the Community sub-precinct.		
351.5	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	<p>Amend the purpose and standard I.7.5(2) Riparian Margins to read as follows: Purpose: Contribute to improvements to water quality, habitat, biodiversity <u>and contribute to addressing residual ecological effects.</u> <u>Standard I.7.5(2) Any riparian planting proposed within the riparian yard setback required in Standard I.7.5(1) as part of any ecological offsetting or compensation package must be native species and vested in Council, or protected and maintained in perpetuity by an appropriate legal mechanism.</u></p>	Reject	Accepted in part
351.6	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	<p>Amend the purpose and standard I.7.6(3)(a) Ecological Protected Area Network to read as follows: Purpose: To protect and enhance identified significant terrestrial vegetation/habitat types and significant ecological areas from subdivision and development <u>and contribute to addressing residual ecological effects.</u></p> <p>Standard I.7.6(3) Any application for subdivision within the precinct must include the following on the subdivision scheme plan, as identified on Precinct Plan 2: (a) Areas subject to the EPAN <u>and proposed to be planted as part of any ecological offsetting or compensation package;</u></p>	Reject	Accepted

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
351.7	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	<p>Insert the requirement for a 'Travel Management Plan' as a Special Information Requirement in the PC88 provisions, as follows:</p> <p><u>A Travel Management Plan (TMP) is required for commercial activities greater than 500m2 within this precinct. A TMP must be prepared by a suitably qualified and experienced person and include:</u></p> <p><u>(a) Operational measures to be established on-site to encourage reduced vehicle trips;</u></p> <p><u>(b) Operational measures to be established to restrict the use of any employee parking area(s) during peak periods;</u></p> <p><u>(c) Details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures; and</u></p> <p><u>(d) The methods by which the effectiveness of the proposed measures outlined in the TMP can be independently measured, monitored and reviewed.</u></p>	Reject	Accepted
351.8	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update Precinct Plan 2 – Natural Features of PC88 to reflect indicative natural inland wetlands based on recent changes to the NPS-FM and NES-F regulations that took effect on 5 January 2023.	Reject	Accepted
351.9	Beachlands South Limited Partnership	Approve the plan change with the amendments I requested	Update standard I.7.14 Residential Density Standards and any other related provisions of PC88 to align with the development and outcomes of PC78.	Reject	Accepted
352.1	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Delete (b)(ii), (c)(ii, iii, iv), (d)(ii, iii, iv) and (e)(ii, iii, iv) from Standard I.7.3(2) (Table 2), so that there is no trigger for non-residential activities.	Accept in part	Accepted
352.2	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Reduce size of the area in Precinct Plan 6 which is subject to Standard I.7.3 to include only the live zoned component, and not the land which is proposed to remain Future Urban;	Reject	Accepted

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
352.3	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend so default permitted activity status is adopted for industrial activities within the Employment Precinct, as opposed to restricted discretionary activity status.	Reject	Rejected
352.4	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend the triggers in Table 2 [Standard 1.7.2]: i. must clearly relate to unacceptable anticipated adverse effects of the generated traffic on the roading network; and ii. the required measures must efficiently and effectively avoid, remedy or mitigate those effects to an acceptable level; and	Reject	Rejected
352.5	Manukau Quarries Limited Partnership	Approve the plan change with the amendments I requested	Amend in relation to building setbacks [Standard 1.7.2] and planted buffers, that: i. the requirements for setbacks and planted buffers be deleted; or ii. the building setbacks be reduced and the landscaping be significantly reduced in width and plant density; or iii. if this requirement is retained, that the objectives, policies and matters of discretion more specifically refine the resource management effects (as relevant to this Precinct compared to the rest of Auckland) to be mitigated through the use of setbacks and planted buffers.	Accept in part	Rejected
353.1	Tracy Joy Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend to include transport, overpasses, 4-lane roads and medical facilities. Concerns regarding transport in and out of the area, footpaths in place in a timely manner, wastewater, water supply and medical infrastructure.	Accept in part	Rejected
354.1	Watercare Services Limited	Approve the plan change with the amendments I requested	Acknowledge that Watercare considers there are no water-related reasons to decline the Plan Change.	Reject	Accepted

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
354.2	Watercare Services Limited	Approve the plan change with the amendments I requested	Acknowledge that Watercare has concerns for wastewater servicing on the basis that connecting PC88 to Watercare's wastewater network is not feasible until the Beachlands WWTP is re-consented and essential capacity upgrades are completed (5 years after granting consent). The Application currently proposes a private solution that can be achieved, however Watercare consider the opportunities to complete a centralised wastewater scheme for Beachlands will have greater benefits to the Beachlands community.	Reject	Accepted
354.3	Watercare Services Limited	Approve the plan change with the amendments I requested	Amend proposed solution for wastewater as Watercare considers the servicing can be achieved through modification of the plan and appropriate provisions are included within the Plan Change to address timing to connect to the Beachlands WWTP or allow for interim solutions before the Beachlands WWTP upgrade has been completed.	Reject	Accepted in part
355.1	Kathlyn Margaret Mary Cardiff	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved roading must be upgraded. Any development at Beachlands must consider developing the by-pass road around Whitford. Traffic volumes have increased significantly over time and council and developer must consider traffic volumes onto Whitford Park Road, Sandstone Road and Whitford Road (Sommerville). Recent significant housing developments at Drury, Paerata, Ara Hills, Millwater, Hobsonville and Whenuapai are serviced by rail or motorway.	Accept in part	Rejected
356.1	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to include more than one car park on site for each development as the parking around Pine Harbour for residential and commuters is in very short supply.	Accept in part	Rejected
356.2	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to develop new medical centre and introduce incentive to bring in more doctors. Getting into the medical centre can take over a week.	Accept	Rejected
356.3	Fraser Brent Bull	Decline the plan change, but if approved, make the amendments I requested	Decline plan change but if approved amend plan to include 3 or 4 lane road into the Beachlands and Maraetai area, under and over passes or dedicated passing lanes is required. Traffic is backed up from Whitford from all the residents of Maraetai and Beachlands.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
357.1	Ministry of Education	Approve the plan change with the amendments I requested	Acknowledge the Ministry is neutral on the PPC in its current form if the following relief and consequential amendments can be accepted.	Reject	Accepted in part
357.2	Ministry of Education	Approve the plan change with the amendments I requested	Request regular engagement (given the level of increase in housing provision in Beachlands as a result of this PPC) between the Ministry with Auckland Council and the Applicant to keep up to date with the housing typologies being proposed, staging and timing of this development so that the potential impact of the plan change on the local school network can be planned for.	Reject	Accepted
357.3	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objectives (precinct wide) (3) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation, and employment <u>and education</u> .	Reject	Accepted
357.4	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objectives (9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that: a) Results in a significant mode shift to public and active modes of transport including walking and cycling; b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, <u>educational facilities</u> , housing, jobs, open spaces and the Pine Harbour Ferry Terminal; and c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.	Reject	Accepted

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
357.5	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies Transport, Infrastructure and Staging (12) Promote a mode shift to public transport and active modes by: (a) Encouraging walking and cycling connections to the Pine Harbour Ferry Terminal, including along the indicative coastal walkway and indicative primary and secondary collector roads as shown in Precinct Plan 5; and (b) Encouraging streets to be designed to provide safe separated access for cyclists on collector roads. (c) <u>Ensuring connections and linkages are effectively integrated within the Precinct and into the existing Beachlands settlement.</u>	Reject	Accepted in part
357.6	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies (17) Encourage streets to be attractively designed to appropriately provide for all modes of transport by: (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and (b) Providing for and prioritizing active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations <u>in the Precinct and the existing Beachlands settlement</u> ; and (c) Providing for the safe and efficient movement of vehicles.	Reject	Accepted
357.7	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policies (18) Establish an integrated movement and public open space network within and across the precinct as indicatively shown on Precinct Plan 3, including: (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways <u>in the Precinct and connecting to the existing Beachlands settlement</u> ;	Reject	Accepted
357.8	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objective (23) The development of new <u>educational facilities</u> schools provides for the educational needs of school students within existing and planned communities.	Reject	Accepted
357.9	Ministry of Education	Approve the plan change with the amendments I requested	Amend Objective (24) Opportunities for communities to use school <u>educational facilities</u> , and for the co-location of school and community facilities, are provided.	Reject	Accepted

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
357.10	Ministry of Education	Approve the plan change with the amendments I requested	Retain Policy (30) as proposed.	Reject	Accepted
357.11	Ministry of Education	Approve the plan change with the amendments I requested	Amend Policy (31) Enable community use of future school land, buildings and infrastructure and the co-location of school <u>educational</u> and community facilities.	Reject	Accepted
357.12	Ministry of Education	Approve the plan change with the amendments I requested	Retain Table IX.4.1 Activity Table - Educational Facilities - permitted activity	Reject	Accepted
357.13	Ministry of Education	Approve the plan change with the amendments I requested	Amend Standard I.7.3 Staging of Development with Transport Upgrades (1) Prior to the operation of any light industrial activities in sub-precinct F or education facility in sub-precinct C , Jack Lachlan Drive must be upgraded to provide two-way walking and cycling active modes along the full length of one side of the road.	Reject	Rejected
358.1	Shane Hetherington	Decline the plan change	Decline plan change due to resulting roading congestion to a wider area. Concerns regarding ferry at Pine Harbour as draw is only 1.2m and a 200 seater could not enter marina. Can only fit more people on ferry up to a limit because of sailing times and frequency - private marina. High-rise building disturb skyline while the marina remains a concern.	Accept	Rejected
358.2	Shane Hetherington	Decline the plan change	Decline plan change as high rise buildings will disturb the skyline.	Accept in part	Rejected
359.1	Judith Clarke	Decline the plan change	Decline the plan change as there is insufficient and substandard infrastructure to cope today. Proposals do not demonstrate robust and peer reviewed modelling on all the infrastructure issues or offer sufficient infrastructure improvements and contributions to justify significantly increasing the population by developing such a large site.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
359.2	Judith Clarke	Decline the plan change	Decline the plan change due to the inadequate roading proposal. BSLP have incorrectly stated that Whitford Maraetai Road 'provides the main vehicular route to / from the Beachlands area'. It is the only route. This road is already heavily used and in a constant state of disrepair. Local commuters have to leave the area before 7am to ensure they can get to work in time. If there is an accident or bad weather Beachlands community and impacted communities along the routes to Whitford, Point View, Howick, Flat Bush, Botany, Pakuranga, Sandstone Road, Murphy's Road, Redoubt Road, Ormiston Town Centre are brought to a halt further increasing commuter times.	Accept	Rejected
359.3	Judith Clarke	Decline the plan change	Decline plan change due to public transportation solutions, assumptions do not take into account that the majority of the population do not work in Auckland CBD and our current 739-bus service is not widely used, as it doesn't go to places people want to go, and where it does go it takes so long. BSPL have also advised they propose a larger ferry terminal, but this is not within their gift. Active transport options do not connect with the rest of Beachlands.	Accept	Rejected
359.4	Judith Clarke	Decline the plan change	Decline plan change as developers misrepresented that they can provide a school. Recent information received by the community from the Ministry of Education is that the provision of a school will not be reviewed until 2030. Local families with young children have been lead to believe by BSPL that a new school will arrive in the next few years but in reality they will not see any progress on the Ministry of Education even considering building a school for at least the next 10 years	Accept	Rejected
359.5	Judith Clarke	Decline the plan change	Decline plan change due to the proposed bore water supply. The residents that are currently supplied by this bore do not consider the water potable. It is brown, mainly due to iron deposits, and destroys plumbing fittings and appliances. This is the reason that our local Countdown sells so much plastic bottled water, which does not meet any sustainability requirements now or into the future.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
360.1	Lisa Prinsloo	Decline the plan change	Decline the plan change as there are too many properties in the development. Very concerned around infrastructure as it does not currently support this development. The roads are dreadful now and the traffic is congested now at peak travel times. The ferries are already struggling to deliver on their service and will be frequently at full capacity now. We need a high school now.	Accept in part	Rejected
360.2	Lisa Prinsloo	Decline the plan change	Decline plan change as apartments do not fit with the residential properties in the area which are mostly single level homes with grey (not brown) exteriors and tiles.	Accept in part	Rejected
361.1	Barbara Emerson	Approve the plan change with the amendments I requested	Amend plan change to upgrade the supporting infrastructure for development to sustain the growing population. Proposed upgrades to Whitford-Maraetai road are minimal and will not offset the increased traffic on what is already a busy road	Reject	Rejected
361.2	Barbara Emerson	Approve the plan change with the amendments I requested	Amend plan change to address the lack of corresponding support in establishing much needed educational facilities is also concerning with increasing numbers of secondary school children required to leave the area for schooling.	Reject	Rejected
362.1	Greg and Sarah McKenzie	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure infrastructure is improved prior to development, including wastewater and roading, with the growing population in the area. It is horrendous from Clifton Road out onto the main Whitford- Maraetai Road and through the Whitford Gorge. With school buses by the dozen travelling to and from Beachlands-Maraetai-Whitford it shows the number of children that are travelling outside the area. Buses are full and a lot of children are standing in aisles.	Accept in part	Rejected
362.2	Greg and Sarah McKenzie	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to consider schooling prior to development and build a College on the Pohutukawa Coast	Accept in part	Rejected
363.1	Eoin Emerson	Decline the plan change	Decline plan change as proposed road infrastructure is insufficient to handle traffic.	Accept	Rejected
364.1	Ngaire McLeod	Decline the plan change	Decline plan change as there is not enough infrastructure to support the current population. The development at Formosa will make it even worse.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
365.1	Craig Paddison	Decline the plan change	Decline plan change as roading network which feeds Beachlands, Maraetai & Whitford is already under significant strain in terms of failing pavements and congestion especially at peak times. it would only get significantly worse if the proposed zoning change was approved and the size & population of Beachlands doubles. Upgrading the pine harbour ferry service is not the solution, at best it will only ever be able to service a small number of destinations which won't satisfy the majority of residents. The focus needs to be on intensifying central city areas and neighbourhoods which are already strategically positions around business hubs, major public transport links and shopping districts.	Accept	Rejected
365.2	Craig Paddison	Decline the plan change	Decline plan change as building 3000-4000 new dwellings would also have a significant effect on the surrounding environmental and the construction will almost certainly accelerate the concerning decline and loss of biodiversity on the surrounding coastline.	Accept in part	Rejected
366.1	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure provision to upgrade the Whitford Maraetai Road. Developer must fund the expansion of Whitford Maraetai Road to four lanes, removal of high density housing in the plan. This road is already congested in peak travel times and seems unable to cope with the volume of traffic currently using it, judging by the reoccurrence of potholes that constantly appear. These potholes cause damage to vehicles and are dangerous for cyclists and motorcyclists	Accept	Rejected
366.2	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Address lack of infrastructure considerations. Infrastructure that will not cope with this proposal is the regular power cuts in the area due to a transformer constantly blowing. Require a guarantee that the power and water infrastructure was put in place before any proposal was agreed upon.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
366.3	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to remove high density. We are a coastal community and most people have chosen to live here for a quiet lifestyle and don't want 5-7 storey buildings in our area. Those high density housing options would be much better suited to areas close to public transport. The developer has no agreements in place with Auckland Transport or the Pine Harbour Marina about increased services, so this high density will bring a huge increase of cars on the road.	Accept in part	Rejected
366.4	Sonia Ray	Decline the plan change, but if approved, make the amendments I requested	Require commitment from Ministry of Education and a timeline of when a secondary school will be built.	Accept in part	Rejected
367.1	Viktoria Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change given the current roading infrastructure simply isn't suitable for the volume of traffic this development will generate. Roads will need to be upgraded and widened to cope with the volume of traffic. Unfortunately, the planned Whitford bypass, which would have alleviated some of these problems, has been built on with houses.	Accept in part	Rejected
367.2	Viktoria Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to ensure the road from Botany should have a weight limit imposed on it and all construction traffic forced to travel down Sandstone Road (which also has been waiting 2 years to be fixed!) The Mangemangeroa Bridge is not safe with lots of heavy traffic and needs to be off limits for these heavy construction trucks.	Accept in part	Rejected
367.3	Viktoria Hilary Jowers-Wilding	Decline the plan change, but if approved, make the amendments I requested	Shift the cost of infrastructure provision to developers. Incentivising developers to cover the cost of providing roads, public transport, water and sanitation could be effective in curbing sprawl. Such measures would allow housing prices in sprawling areas to better reflect the social cost of urban sprawl.	Accept	Rejected
368.1	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Developer's Appendix 4 Beachlands South Structure Plan, which provide information which seriously misrepresents the realities of road travel (time and distance) from Beachlands to various destination – by actual road routes, rather than indicative straight line	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
368.2	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	BMO has serious concerns that the Developer's proposal runs contrary to the fact that as part of the process required to incorporate the Government's National Policy Statement – Urban Development. As part of PC78 Auckland Council identified 2,414 sites in Beachlands that were subject to significant transport constraints that would not be able to be addressed in the next 10 years.	Accept	Rejected
368.3	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Bus service 739 is very irregular and many Beachlands residents choose to arrange shuttle buses to ensure timely travel to/from Beachlands or are forced to revert to the car as a more reliable source of transport. No option for installation of a rapid bus lane on the current Whitford Maraetai Road or Whitford Road to Sommerville. No plans to increase the frequency of buses and the inclusion of Howick, East Tamaki, Manukau or Auckland Airport as direct routes.	Accept in part	Rejected
368.4	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	No evidence that a terminal is planned for the increased number of Pine Harbour (PH) passengers, to offer any shelter from the elements. Accommodating increased car and bicycle parking requirements isn't addressed, but the current arrangements would be inadequate for increased passengers. Larger ferries would not have the space to manoeuvre in the current marina. Health and safety risks if ferry terminal moved to north-west end of the marina, also possible adverse impacts on a bird sanctuary. Ferry is not a rapid transport mode. Beachlands passengers currently pay for multi-modal public transport not only up to \$20 a day but also \$23.20 for the return trip on the Pine Harbour Ferry. \$16 million identified by the Developer for financing expansion of the ferry service would likely be wholly inadequate in terms of relocation costs.numbers.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
368.5	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	There is significant concern that installation of a couple of control lights and a dual lane roundabout at Whitford are seriously inadequate to address what are already significant traffic congestion points as these traffic measures will not reduce the number of cars on the road, merely phase their transit. WHAT ABOUT THE CYCLISTS. They'd be insane to risk their lives in that environment. How can this fit that into the Government's Net Zero Emissions 2050 strategy? This Development can't and shouldn't occur until the Whitford Bypass has been constructed. This concept is currently unbudgeted and would cost more than \$200 million to introduce.	Accept in part	Rejected
368.6	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The current roads and future plans for those roads do not include any support for rapid public transport links. Only ~8% of residents in the area work in the central city. With ferries the only other public transport alternative, effective and efficient means of public transport are either non-existent or constrained.	Accept in part	Rejected
368.7	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The plan change comprehensively fails to satisfy relevant planning documents including NPS-UD, Auckland Unitary Plan,	Accept	Rejected
368.8	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	Significant infrastructure investment is necessary in the Beachlands area if significant development is to be approved. Auckland Transport has already stated that there are insufficient funds available to consider any works in the Beachlands area for 10-12 years.	Accept	Rejected
368.9	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	For a development of this magnitude, appropriate infrastructure should be in place and controlled by Watercare, with a pipeline over the hill to Mangere. This scenario is not budgeted for by Watercare.	Accept in part	Rejected
368.10	Beachlands Maraetai Omana Concerned Citizens	Decline the plan change, but if approved, make the amendments I requested	The Beachlands Medical Centre is at capacity. Since GPs can only effectively provide GP (not emergency) services to a defined number of patients, their lists will be closed to new residents, meaning they will have to seek GP services further afield. This would further add to traffic congestion, increase the timeframe for booking appointments, and have spin-off effects impacting on the communities where neighbouring	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
			medical practices are still able to take on new patients.		
369.1	Stephen Jowers-wilding	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as commuting times will become longer and more dangerous with additional traffic.	Accept in part	Rejected
369.2	Stephen Jowers-wilding	Decline the plan change, but if approved, make the amendments I requested	Amend plan change (if the plan goes ahead) to reduce development size, include some provision for the upgrade of the road and ban heavy vehicles, including those involved in building from Botany to the Whitford Roundabout. The developers have consistently avoided the question of the road – making comments like 'infrastructure is triggered after development.' This means the bill will become one for the council and the tax payers.	Accept in part	Rejected
370.1	William Austin Hewitt	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to create a smaller development that does not put pressure on infrastructure, transportation or schooling. Plan change is not keeping with the AUP nor does it align with the public transport improvements that are happening in other parts of Auckland. Other areas would better suit development where public transportation and schooling and infrastructure is already being planned to support population growth.	Accept	Rejected
371.1	Jane Norton	Decline the plan change	Decline plan change due to roading and public transportation concerns. Roading is currently unable to service demand. The existing public transport is insufficient for the current day capacity, both bus and ferries. The lack of good public transport will result in increased congestion on the roads.	Accept	Rejected
372.1	Peter Hurley	Decline the plan change	Decline plan change due to negative impact on traffic.	Accept	Rejected
372.2	Peter Hurley	Decline the plan change	Decline plan change due to negative impact on public transportation. The existing public transport is insufficient for the current day capacity, both bus and ferries.	Accept	Rejected
372.3	Peter Hurley	Decline the plan change	Decline the plan change due with no proposed health services and insufficient schooling considerations. You need to book weeks in advance to see a doctor or travel to Botany and wait in 4 hour queues. How can you keep loading up these critical facilities and play with peoples lives.	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
373.1	Darci Shelley	Decline the plan change	Retain the golf course due to the leisure and open space benefits this provides to the surrounding communities.	Accept in part	Rejected
373.2	Darci Shelley	Decline the plan change	Decline plan change as the resulting size (currently close to 3000 houses) will put a strain on the provision of schooling.	Accept	Rejected
373.3	Darci Shelley	Decline the plan change	Decline plan change as the resulting size (currently close to 3000 houses) will put a strain on the provision of medical care.	Accept	Rejected
373.4	Darci Shelley	Decline the plan change	Decline plan change as the redevelopment of a golf course will add an increased burden on local transport, facilities and infrastructure.	Accept in part	Rejected
374.1	Christine Sandra Maslowski	Decline the plan change	Decline with improvements needed to Whitford Maraetai Road - 4 lanes to Whitford, provision for a High School - gifting of the land perhaps, recreational trails linking the existing community through the proposed area to Whitford, drinking water from the Auckland City supply, Wastewater link to Mangere Treatment plant, improved public transport links.	Accept in part	Rejected
374.2	Christine Sandra Maslowski	Decline the plan change	Decline plan change due to lack of infrastructure. There should be detail as to how these benefits will be achieved and at whose cost - this shouldn't fall to Auckland Ratepayers. Formosa Golf resort should be preserved as an 18 hole course to maintain open space - perhaps public open space in the future, and the original design for housing within the course resurrected. The impact of increased traffic will effect the Whitford community as well as Beachlands and Maraetai. Increased ferry services will only help those who work in the CBD. Where will the proposed large ferries berth, what impact will they have on other marina users, where will ferry passengers park?	Accept in part	Rejected
375.1	Stephen Ray	Decline the plan change	Decline plan change due to lack of infrastructure. Traffic is congested on Maraetai- Whitford Road during peak time. More potholes and chip lose on road surfaces. Limited public transportation with a ferry service going to one destination (CBD). Limited bus service. Electricity supply to the area is already challenged with regular power outages. Transportation cost will not make housing affordable for all as set out in this plan.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
376.1	Matthew and Karen Thomasen	Decline the plan change	Decline plan change as it would be inconsistent with the proposed Beachlands Transport Constraints Control under Proposed Plan Change 78 and would cause the same issues this control is seeking to address. The Whitford-Maraetai Road will be unable to cope with the levels of additional transport this development will cause. The proposed applicant funded road improvements will not address the key issues with this road.	Accept	Rejected
376.2	Matthew and Karen Thomasen	Decline the plan change	Decline plan change as the proposed funding of the ferry improvements are not a solution that will move a significant amount of traffic off the road with this suiting a limited number of commuters working in the CBD. Increased ferry size (proposed 200 seat ferry) will also potentially cause issues with the suitability of the existing terminal within the Marina and no funding is proposed to cover a new terminal.	Accept	Rejected
376.3	Matthew and Karen Thomasen	Decline the plan change	Decline plan change due education concerns, Beachlands Primary School already has a roll of nearly 600 and has limited capacity to further increase numbers. While the applicant is proposing to provide land for future schools including a high school there is no guarantee that these will be built. Until the time any school is built further school bus traffic would also be funnelled onto the Whitford-Maraetai Road.	Accept	Rejected
376.4	Matthew and Karen Thomasen	Decline the plan change	Decline - given the nature of this development (at distance from work, shopping and schooling) is not consistent with climate change goals with the most work and shopping (outside of limited options within Beachlands) being at-least 20-30 minutes or more away.	Accept	Rejected
377.1	Jo Garth	Decline the plan change	Decline plan change due to lack of infrastructure specifically on transportation roading. A single carriageway in and out of Beachlands is already in a persistent state of disrepair with current traffic levels. There will be heavy traffic with large trucks going to and from the site and then increased residential traffic.	Accept	Rejected
378.1	Craig Anthony Russell Carter	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to construct a larger ferry terminal, as it is not large enough or in a safe location to handle predicted increase in numbers.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
378.2	Craig Anthony Russell Carter	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade the existing road to 3 or 4 lanes to increase road capacity. New development generates too much extra traffic without improvement to road capacity	Accept in part	Rejected
379.1	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade medical facilities as they are at or over capacity and population increase will exacerbate the problem.	Accept	Rejected
379.2	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to upgrade the existing road to 3 or 4 lanes to increase road capacity. New development generates too much extra traffic without improvement to road capacity	Accept in part	Rejected
379.3	Alison Kathleen Payne	Decline the plan change, but if approved, make the amendments I requested	Amend plan change to construct a larger ferry terminal, as it is not large enough or in a safe location to handle predicted increase in numbers.	Accept in part	Rejected
380.1	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that the applicant's analysis of the objectives and policies of the AUP are insufficiently nuanced and appear to follow a more binary 'rural vs urban' approach. To suggest everything outside the RUB is "coastal town expansion" or somehow otherwise ticking the box for provision of rural housing supply so has 'little relevance' to urban growth is in our view incorrect. The land is quite clearly being changed from rural to urban (and Future Urban Zone).	Accept	Rejected
380.2	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	<p>Require that the urbanisation of the PPC88 Area requires full consideration of the associated changes to the surrounding environment. For example, the photo montages in Attachment 14A to the application to not illustrate the extent of effects that urbanisation will have on light pollution at night time, which will be visible from quite some distance.</p> <p>While the National Policy Statement for Urban Development requires that Council be responsive to private plan changes where they would add significant development capacity and contribute to well-functioning urban environments, this is predicated on functionality, serviceability, and proximity.</p>	Accept	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
380.3	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that it is not clear from the information provided how the PPC is consistent with the Auckland Plan 2050's "quality compact approach" that requires integration of land use and infrastructure. In our view whether something has a 'compact form' largely depends upon which 'parts' are arranged together, and at what scale. Notwithstanding how 'compact' the PPC88 area is considered to be relative to its own boundaries, it most certainly does have a functional relationship with Whitford Village.	Accept	Rejected
380.4	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the impacts that PPC88 will have on Whitford Village has been insufficiently considered throughout the application. We anticipate that the increased traffic associated with the development and construction of the new urban area will have a significant and lasting impact on the Village. This scale of growth at Beachlands has not been planned for within the next 30 years. There is no basis for the extent of FUZ proposed and makes significant assumptions regarding the travel and work habits of the future 4000+ households.	Accept	Rejected
380.5	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Consider that there have been many plans in place over recent history to provide transport, three waters, social and recreational infrastructure in a coordinated and comprehensive manner. The objective and policy assessment set out in the application omits some of those that seek to ensure that development does not have a detrimental effect on existing infrastructure. We remain of the view that these have not been properly considered.	Accept in part	Rejected
380.6	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that it can be reasonably anticipated (and given the roading and transport requirements set out in the s32 evaluation and supporting technical reports) that the proposal will certainly have a 'spill over' effect on the existing infrastructure that services the locality	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
380.7	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the assumptions made throughout the application are predicated on increased mode shift, reduced vehicle movements, and increased patronage of ferry and bus services. The application also recognises that the applicant has no ability to control the provision of these services. There is a significant level of uncertainty as to how these levels of service can be achieved, and how the AUP provisions can manage development in the face of such uncertainty.	Accept in part	Accepted in part
380.8	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Request a peer review of the ITA. [It appears that there are] some inconsistencies with the traffic information provided in the application and information that has previously been made available by the Council.	Accept in part	Accepted, ITA peer-reviewed
380.9	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Request further assessment to better understand how provision, operation and maintenance would ensure infrastructure is resilient, efficient and effective. It is not clear whether the proposed water and wastewater infrastructure will achieve the required levels of service.	Accept in part	Rejected
380.10	Whitford Residents and Ratepayers Association Incorporated	Decline the plan change, but if approved, make the amendments I requested	Acknowledge that the application anticipates that a new secondary school will be built, but there is no guarantee that this will eventuate. The existing Whitford Precinct contains numerous provisions requiring ecological and recreational assets be established, and we can find no equivalent in the new Precinct Provisions.	Accept in part	Rejected
381.1	Bruce and Doreen Wakefield	Decline the plan change, but if approved, make the amendments I requested	Decline plan change unless there is a total rebuild of roads. 3000 homes would seem to equate to a small town. Family frequently travel from Somerville to Whitford, and then out to Maraetai or Papakura. This can be a difficult trip, even at off-peak times. School buses can make driving around these roads a nightmare plus a increasing number of heavy trucks.	Accept in part	Rejected

Sub Point	Submitter Name	Theme	Summary of Decisions Requested	Section 42A recommendation	Decision
382.1	Mrs Angela Gwenda Reilly	Decline the plan change, but if approved, make the amendments I requested	Require that the Whitford-Maraetai Road road and infrastructure must be improved to cope with future increase in population. I am concerned about the ability of the Whitford-Maraetai Road & infrastructure to cope with the resulting increase in population and resulting traffic congestion from the proposed urban residential development in Beachland	Accept in part	Rejected
382.2	Mrs Angela Gwenda Reilly	Decline the plan change, but if approved, make the amendments I requested	Require conclusive technical evidence to confirm that the water supply, waste water and storm water systems are sustainable with minimal environmental impact such as higher demand on groundwater supply and flooding.	Accept in part	Rejected
383.1	Margaret Mary Robertson	Decline the plan change, but if approved, make the amendments I requested	Decline plan change as the population is currently is a problem on the roaads now, so how can it work with another 3000? Leave the golf course as it is, it is an asset to the area.	Accept in part	Rejected

ANNEXURE D

**A list of names and addresses of persons to be served with this notice
of appeal**

	Submitter	Email Address	Alternative Physical Address (where no email address provided)
1.	Zainal Trustee Limited	greatdragon98@gmail.com	
2.	Karin Vince	kvince@beachlands.school.nz	
3.	Adam Johnson	apjohnson@gmail.com	
4.	Ashti Chauhan	chauhanashti@gmail.com	
5.	Catherine White	cwhite2711@live.co.uk	
6.	Harriett Brownell	harriettbrownell@icloud.com	
7.	Jason Wayne Monson	j_monson@icloud.com	
8.	Justine Benson	paul_jussie@slingshot.co.nz	
9.	Nathir Natic Dawood	nathir.dawood.nz@gmail.com	
10.	Samuel James Nobilo	samuelnobilo@gmail.com	
11.	Valerie Oldfield	ragle1965@yahoo.co.nz	
12.	Guohong Li	emilyw0917@hotmail.com	
13.	Jeremy Stockton	jeremy.a.stockton@gmail.com	
14.	Barney Sharland	sdl1995@outlook.co.nz	
15.	Rhonda Mary Pike	rhondampike@gmail.com	
16.	Rita Olga Yakich	ritayakich@hotmail.com	
17.	Lauren Hewitt	laurenelisahewitt@gmail.com	
18.	Kayleigh Shaw	kayleighshaw@hotmail.com	
19.	Martina Katharina Toebosch	makatoe@gmail.com	

20.	Brian Reed	mohungaaotea@yahoo.co.nz	
21.	Zanel Burger	zmburger73@gmail.com	
22.	Hilary Hetherington	Frances tryner@orcon.net.nz	
23.	Arvin Gardiola	gadjie007@yahoo.com	
24.	Shane norton	onorty@xtra.co.nz	
25.	Glenis Clapham	glenisjohn@xtra.co.nz	
26.	Hayden	haydenessa@gmail.com	
27.	Adriana Janssen	adrianajanssen@hotmail.com	
28.	Micaela Watson	micaela.watson@bjball.co.nz	
29.	Benjamin Doidge	ben@doidge.co.nz	
30.	David Kemshall	dave_kemshall@hotmail.com	
31.	Cheryl Jones		132 second View Avenue, Beachlands, Auckland 2018
32.	Mathew Guadagni	matt.guadagni@gmail.com	
33.	Phoebe Taylor	phoebetaylor@hotmail.co.uk	
34.	Rebecca Almond	rebecca.almond@gmail.com	
35.	Philip Stout	te15nz@ppml.biz	
36.	Terry ray Honey	honeyhouse@xtra.co.nz	
37.	Louise Barratt	lsbarratt@outlook.com	
38.	Lorna Peachey	lpeachey@hotmail.co.uk	
39.	Alistair Dinnis	alistairdinnis@gmail.com	
40.	Jennifer Anderson	craigandjenni.anderson@xtra.co.nz	

41.	Lyndsay Gerard Turner	lyndsagt@slingshot.co.nz	
42.	Keith Walker	walker_keith@hotmail.com	
43.	Paul David Mason	pdlkmason@xtra.co.nz	
44.	Linsey Karen Mason	pdlkmason@xtra.co.nz	
45.	Lisa Ball	lisaball@hotmail.co.nz	
46.	Jack Benson	jussiebenno@gmail.com	
47.	Angus James Scott-Knight	angus.scottknight@gmail.com	
48.	Murray R Stevens	stevensassoc@xtra.co.nz	
49.	John and Elizabeth Oudney	oudney@xtra.co.nz	
50.	Dahya Hira	kh200014@ncr.com	
51.	Susan Scott-Knight	susan.scottknight@gmail.com	
52.	Craig Anderson	craig.anderson@verdegroun.co.nz	
53.	Hewitt attn: Kirsten	kirsten@fpes.co.nz	
54.	Jane O'Neill	janesupplynz@gmail.com	
55.	Deborah Lea Keane	jdbeachlands@gmail.com	
56.	Jean Alphonsus Philippus Toebosch John	japtoe@gmail.com	
57.	Peter Jansen	pwcjansen@gmail.com	
58.	Malcolm Pike	mjpik99@gmail.com	
59.	Rocelle (Shelly) Geddes	shellygeddes@xtra.co.nz	
60.	Christopher Havill	cshavill@gmail.com	
61.	Paul Stephen McKay	psmckay@xtra.co.nz	
62.	Allan Henry McGilvray	workfutures@gmail.com	

63.	Derek Spencer	derek.spencer@outlook.co.nz	
64.	Michaela martinez	mickie09@gmail.com	
65.	Dr Gail Fleming	fleming_gail@hotmail.com	
66.	Kelvin Beere	kelvinbeere@forcelogistics.co.nz	
67.	Michael Bond	bondfamilyeaters@gmail.com	
68.	Graeme Watt	hb1kiwi@gmail.com	
69.	Natalie Balemi	natalie.balemi@gmail.com	
70.	Maryon Wils	maryonw@me.com	
71.	Jacqueline Cooe	thecopesnz@gmail.com	
72.	Martin Sommerville	martinsommerville@hotmail.com	
73.	Sam Benson	pau.jus.benson@hotmail.com	
74.	Michele Cadman	michele.cadman@nztravelbrokers.co.nz	
75.	Mark Clapham	markc3990@gmail.com	
76.	Amber Lee Sorrenson	AMBERSORRENSON1@GMAIL.COM	
77.	Michael John bartlett	michaelbe@hotmail.com	
78.	Grahame Cain	grahame.cain@hussmann.com	
79.	Rebecca Owen	becky@samuels.co.nz	
80.	Mrs Sandra Magdalena Pike	Sandypike12@yahoo.com	
81.	Sam Noon	hinoonhoki@gmail.com	
82.	Rebecca Rix	rebeccarix29@gmail.com	
83.	Edith Anne Riddick attn: Christopher John Riddick	Bumbazonke@hotmail.com	

84.	Rodger Shepherd	rodgershepherd@xtra.co.nz	
85.	Geoff Bignell	geoffthepianoguy@gmail.com	
86.	Stephen George Pawsey	steve@watts.co.nz	
87.	Yueliang He	hexinyu5@Hotmail.com	
88.	Angela Turner	angesturner@gmail.com	
89.	Eugenie Wendelien Hansen	wenhansen49@gmail.com	
90.	Shelly Young	dusty.boy1979@gmail.com	
91.	Alison Christine Jurd	jajurd@yahoo.co.nz	
92.	Brenda Milbank	brendamilbank@gmail.com	
93.	Greg Lowe	gelowe1@gmail.com	
94.	Stacy Joseph Shramana		2/8 Stanniland Street, Sunnyhills, Auckland 2010
95.	Scott Jason Marsden	scottmarsden@xtra.co.nz	
96.	Gregory Bannan	g-cbannan@xtra.co.nz	
97.	Stephen Gregory Marsden	mekfour@hotmail.com	
98.	Christine Bannan	cmbannan@me.com	
99.	Sean Patrick Cleary	seanpcleary@yahoo.co.uk	
100.	Michelle Marie Pietras	shellbell445@hotmail.com	
101.	Cheryl Lynette Marsden	ianmars@xtra.co.nz	

102.	Ian Reid Marsden	ianmars@xtra.co.nz	
103.	Chrissy Willcocks		14 Tui Brae, Beachlands, Auckland 2018
104.	Brenda Mary Saunders attn: Kevin Andrew Saunders and Brenda Mary Saunders	bmsaunders@outlook.com	
105.	Hunter Willcocks	huntsnz@gmail.com	
106.	Zach Willcocks	zachsanz@gmail.com	
107.	Stephen Leach	stephenleach@outlook.co.nz	
108.	Shaun Bannan	sbannan@hotmail.com	
109.	Deborah Garty	debgarty@gmail.com	
110.	Whitford Conservation Incorporated Attn: Barry Wade	Estuaries Society info@riverestate.co.nz	
111.	Sarah Buckland		17 Karaka Road, Beachlands, Auckland 2018
112.	Melissa Fahey	melissafaheynz@gmail.com	
113.	Paul Andrew Hebditch	paul@benoit.co.nz	
114.	Susan Elizabeth Denby	sue@benoit.co.nz	
115.	Maureen Elizabeth Pepper	pepper.simon@outlook.com	
116.	Mr Terence Bruce Ellis	terryellis.nz@gmail.com	
117.	Chris Currell	chriscurrell1@gmail.com	
118.	Maria Currell	Mariacurrell16@gmail.com	

119.	Philip Paul Madigan	marnerd963@gmail.com	
120.	Christina Mary Opie	steveopie2@gmail.com	
121.	Simon Watts	simon@bwmedia.co.nz	
122.	Ferdi Du Plessis	ferdi.john.du.plessis@gmail.com	
123.	Catherine Watts	catherine.watts@saintkentigern.com	
124.	Ian and Elizabeth Scarborough	beth.ian44@gmail.com	
125.	Jodi Litherland	jodi@rcsgroup.co.nz	
126.	Joel Lindsey attn: J M W Lindsey	joellindsey@outlook.com	
127.	Michael J Carroll	mcarroll@minimac.co.nz	
128.	Ms Barbara Jan Miller	themillersnz@icloud.com	
129.	Gavin Fisher	Gavin@directed.co.nz	
130.	Ms Margaret Cecilia Ramsey	mags.braveheart@gmail.com	
131.	Karen Cowie	nowacowie@gmail.com	
132.	John and Robyn Randle	robyn.randle@outlook.co.nz	
133.	Kurt Willcocks	seahunternz@gmail.com	
134.	Leonard Smith	leonardcharm@gmail.com	
135.	Charmaine Smith	leonardcharm@gmail.com	
136.	Angela Heenan	sathomesnz@gmail.com	
137.	Russell Heenan	sathomesnz@gmail.com	

138.	Bret Vogel	bretvogel1@mac.com	
139.	Sarah Owen	sarah_l_owen@yahoo.co.uk	
140.	Graham Smith	graham_sonia@hotmail.com	
141.	Shayne Skinner	shayne.skinner@airnz.co.nz	
142.	Brian Slingsby	brian.nz.slingsby@gmail.com	
143.	Steven Lucas	swellno1@gmail.com	
144.	Christine Jansen	christinejjansen@gmail.com	
145.	Melinda Krushinska	Galaxyapp97@gmail.com	
146.	Equal Justice Project	advocacy@equaljusticeproject.co.nz	
147.	Linda Whickman	whickman49@outlook.com	
148.	Robert Jaffrey Gray	bob@graynz.net	
149.	Clevedon Community and Business Association	secretary@clevedon.co.nz	
150.	Yvonne Clare	Yvonne@epnz.co.nz	
151.	Karen McKnight	themcknights@xtra.co.nz	
152.	Lesley Pearce	pl.pearce2410@gmail.com	
153.	Sheena Terry	sheenaterry@outlook.com	
154.	Kelvin Michael Terry	aerokmt@gmail.com	
155.	Mr Kenneth Mervyn Clough	1.24NZR@gmail.com	
156.	Fire and Emergency New Zealand Attn: Lydia Shirley	Lydia.Shirley@beca.com	
157.	Michaela Campbell	Michaela@ilikespace.co.nz	

158.	Jenny Barrett	jenny.barrett@hotmail.com	
159.	Jacob Mackenzie	jacob.t.mackenzie@outlook.com	
160.	Sam shephard	samshephard88@gmail.com	
161.	Chantal Ward-Tuala	chantaltuala97@gmail.com	
162.	Deborah Christine Forman	debbie@forman.gen.nz	
163.	Karen Carter	karenhcarter@hotmail.com	
164.	Katie Pike	kmjpike99@gmail.com	
165.	Daniel udy	dan@rpmproperty.co.nz	
166.	Stephen David Melrose	melroses.house@gmail.com	
167.	Peter John Williams	pjwcchdw@outlook.com	
168.	Jason Shaw	jason@rucon.co.nz	
169.	Maria Money	maria.c.money@gmail.com	
170.	Jeanette Hilton	jeanettehilton873@yahoo.com	
171.	Lynne Richardson	lynne-richardson@xtra.co.nz	
172.	Helen Els	hbustels@gmail.com	
173.	Serena Waldron		2 Fourth View Ave, Beachlands, Auckland 2018
174.	Richard Peter Betts	richardpbetts@gmail.com	
175.	Pam Bruinsma	bruinsma_pm@hotmail.com	
176.	Colin Nicholas Nunweek	colin.nunweek@gmail.com	
177.	Will Owen	will@playgolf.co.nz	
178.	Fiona Fraser	fionalouisefraser@gmail.com	

179.	Amy Stewart	amystewart@live.com	
180.	Toni Stairmand	toni.stairamand@gmail.com	
181.	Darron Crawford	Orders@waterworksirrigation.co.nz	
182.	David Cartledge	Davewantsaboat@gmail.com	
183.	Kim Beere	kimbeere@forcelogistics.co.nz	
184.	Jasper Grant Murdoch Campbell	jasper.campbell@gmail.com	
185.	Mr and Mrs J Beddoe	Davidbeddoe7@gmail.com	
186.	Lloyd Williams	Lloydwilliams@xtra.co.nz	
187.	Margaret Ann Nicholls	margn@waimama.co.nz	
188.	David Paul Lloyd	dplloyd@outlook.co.nz	
189.	Julio de Faria	julcor@xtra.co.nz	
190.	Corinne Jean de Faria	julcor@xtra.co.nz	
191.	Mr Dennis Michael Gobey	dennis.gobey@yahoo.co.nz	
192.	Lesley Scaggiante	lesleyscaggiante@gmail.com	
193.	Nicole Hillis	hillis.nic@gmail.com	
194.	Mr Peter John Reilly	peter@reilly.net.nz	
195.	Jordan McPherson-Whimp	jmcphersonwhimp@xtra.co.nz	

196.	Shannon Therese Grace	SHANNON.GRACE@NZ.PA NASONIC.COM	
197.	David Wray	dagger-reggie@xtra.co.nz	
198.	Cheryl Christine Williams	cheryl.christine.cw@gmail.com	
199.	B.M.O Residents Group Attn: Alexander John Moore	sandy.moore@outlook.co.nz	
200.	Brent Smith	snappersmitty@gmail.com	
201.	Nicola Poad	nicas1515@gmail.com	
202.	Debra Jones	hdjones5762@gmail.com	
203.	Angie Henderson	angie_bartlett@hotmail.com	
204.	Whittaker Hamilton attn: Whittaker Hamilton/ Hamilton Family Trust	whittakerhamilton@gmail.com	
205.	Beachlands Avenues Limited attn: David Hay	david@osbornehay.co.nz	
206.	Sielia Limited attn: David Hay	david@osbornehay.co.nz	
207.	Michael John Dagg	mikedagg2@gmail.com	
208.	Carl Shelley	carlos.427@outlook.com	
209.	Antony John Horton attn: Tony Horton	tony.horton@me.com	
210.	Ian Olan	ian.olanz@gmail.com	
211.	Michael Box	mbox@xtra.co.nz	
212.	Lew Gerick Hansen	younglew48@gmail.com	
213.	Dorothy McKeen	dmckeen@xtra.co.nz	
214.	Sophia Yakich	virgo15-09@hotmail.com	

215.	Nerina Carol Groves	nerina.groves@xtra.co.nz	
216.	Stephen Andrew Opie	steveopie2@gmail.com	
217.	Colleen Agnes Drummond	cdrummond@xtra.co.nz	
218.	Paul Michael Orriss	1paulorriss@gmail.com	
219.	Renette Brink	renettebrink101@gmail.com	
220.	Ian Wallace	beachlands@yahoo.com	
221.	Steve West attn: Stephen West	stephenwest57@gmail.com	
222.	Chantelle Pinch	chantellepinch@yahoo.co.nz	
223.	Mark Regan Casey	qcsab@hotmail.com	
224.	Elisabeth Van Stiphout	eldirnz@gmail.com	
225.	Mr Dirk De Jong	eldir@xtra.co.nz	
226.	Suzanne Mevissen	suzelea18@gmail.com	
227.	Oleg Bartsaikin	omegaqsservices@gmail.com	
228.	Debra Black	egoliblacks@gmail.com	
229.	Karen Kerr	karenjkerr1@gmail.com	
230.	Blair Nix	blair.nix@mii.com	

231.	Nithya Balakrishnan	Nithyabalki@gmail.com	
232.	Ivan Peter	i.peter@bdsc.school.nz	
233.	David & Angenieta Rose	59flowerpower@gmail.com	
234.	Freddy Brignone	freddybrignone@gmail.com	
235.	Andrew Buckingham	asbucko@gmail.com	
236.	Stephen murray cox	stevecoxnz@hotmail.com	
237.	Nigel Ewels	nigelewels@hotmail.com	
238.	Hamish Sutherland attn: Samantha Sutherland	hasutherland@gmail.com	
239.	Samantha Sutherland	samantha_sutherland@hotmail.com	
240.	Gerald Anthony Wade	mrsole7@gmail.com	
241.	David Powley	david@brightlight.co.nz	
242.	David Longstaff attn: Julie Longstaff	dave_julz@hotmail.com	
243.	Harry Stephen Jones	hdjones5762@gmail.com	
244.	Mr Neil Woolridge	nwoolridge@hotmail.com	
245.	Sean Patrick Omeara	nzkingfisher@yahoo.com	
246.	Alana Hodgson	alana.hodgson@hotmail.com	

247.	Yvonne Margaret Box	yvonne@real-estate-coach.co.nz	
248.	Dario Scaggiante	dariolesley@gmail.com	
249.	Caroline Houghton-Brown	choughtonbrown@gmail.com	
250.	Adele Fox	foxyten@xtra.co.nz	
251.	Grant Fox	grant.fox@monstavision.com	
252.	Angela Sayer	angelajoanne@gmail.com	
253.	Nicholas Scott Groenewegen	nick.groenewegen.85@gmail.com	
254.	Judith Elaine Groenewegen	greenways1856@gmail.com	
255.	Samantha Rojas Izquierdo	samantharojasnz@gmail.com	
256.	Steven Anthony Groenewegen	greenways1856@gmail.com	
257.	Justin Lowe	justmitch@xtra.co.nz	
258.	Barbara van Ryn	rbvr@xtra.co.nz	
259.	Heather Mary Carol Brooke	heatherbrooke1@gmail.com	
260.	Philip Iain Dale	middlewichnz@gmail.com	
261.	Paul Giddens	paul.giddens@gmail.com	

262.	Linda Kay Ashby	lindakaynz2001@yahoo.co.nz	
263.	Julia Willis	juliawillis@hotmail.co.nz	
264.	Sandra Maureen Grubb	rainbowjewel7@gmail.com	
265.	Tom Ireland	tomireland99@hotmail.com	
266.	Three Pines Trust attn: David Frost & Catherine Somerville-Frost	david@icelandic.co.nz csomervillefrost@gmail.com	
267.	Mr Kenneth Anthony (Tony) King	tonyking@xtra.co.nz	
268.	Owen Ross Williams	rosswilliams2712@gmail.com	
269.	Miro Ellis	miro.kirsty@xtra.co.nz	
270.	Kirsty Jane Ellis	kirstyje48@gmail.com	
271.	Melissa Louise Wright	melissalouise197541@gmail.com	
272.	Whitford Coast Society Incorporated attn: Anthony John Hopkins	anthony.hopkins@fieldporter.com	
273.	Pauline Victoria Gobey	pauline.gobey@yahoo.co.nz	
274.	Jonathan Adair Ashby	jandl_mail@yahoo.co.nz	
275.	Royal Forest and Bird protection Society of New Zealand Inc. attn: Carl Morgan	c.morgan@forestandbird.org.nz	
276.	Emily May	emay@jaedon.co.nz	

277.	Colleen Ruth Coxhead	colleencoxhead@hotmail.com	
278.	David Henry McSkimming	mrsamac@xtra.co.nz	
279.	Lisa Diane Robinson	lisaandbrent@xtra.co.nz	
280.	Timhela Wong and Michael Wong	Timhela.Wong@manukau.ac.nz	
281.	Juliet Shepherd	juliet.shepherd01@gmail.com	
282.	Lesley Ann Overend	ryanandles@hotmail.com	
283.	Shelagh O'Sullivan	shelagh@xtra.co.nz	
284.	Jasmine Wong	jasminewongrandall@gmail.com	
285.	Eddie Randall	eddierandall10@gmail.com	
286.	Melissa Jayne Dale	dale_mp@xtra.co.nz	
287.	Lloyd Hodge	amaorican@mac.com	
288.	Pilar Olan	pilar.olan@gmail.com	
289.	Indiver Nagpal	indy@fastmail.to	
290.	Charlotte Lowe	charlotteevers32@gmail.com	
291.	Susan McDonell & Paula Garrett	plgangel05@gmail.com	

292.	Christopher Redwood	c.redwood@xtra.co.nz	
293.	Pine Harbour Berth Holders Association Incorporated attn: Bruce Martin	brucesue@xtra.co.nz	
294.	Wayne List	w.list@xtra.co.nz	
295.	Dennis Raymond Bartlett	raymondb062@gmail.com	
296.	Sandita Singh	deeta100@gmail.com	
297.	Darryl Hicks	darrylhicksnz@gmail.com	
298.	Linda List	lin.list@xtra.co.nz	
299.	Sinikka Diane Boshoff	sinikka.boshoff@gmail.com	
300.	Michael Good	michael.good@xtra.co.nz	
301.	Kate Brine	donutsandcoffees@yahoo.com	
302.	Cheryl Coles	ccoles777@gmail.com	
303.	Pohutukawa Coast Trails Committee attn: Alexander Leslie Garden	alex@netinsites.com	
304.	Philip Malcom Granger	sherbrookfarm@gmail.com	
305.	Stephen Gerald Fowler	steve@fowlers.nz	
306.	Paul Benson	howick80@gmail.com	

307.	Simone J Beesley	simone_julie@yahoo.com	
308.	Rina Tagore	rina@tagores.com	
309.	Krystle La Belle	krystlelabelle@gmail.com	
310.	Gina Scaggiante	ginascaggiante7@gmail.com	
311.	Daniel Ian Beesley	kiwibeasley@gmail.com	
312.	Brendan Feather	bmfeather@gmail.com	
313.	Roberta Williams	bertawilliams@hotmail.com	
314.	Vivien Bartley	witchyviv@xtra.co.nz	
315.	Michael Park	sparkybarnfind@gmail.com	
316.	Michelle Maree McKeown	michellemm@hotmail.co.nz	
317.	Emma Peters	emma@emmakp.com	
318.	Andrea Martin	andrea_martin@xtra.co.nz	
319.	Whitford Study Working Group Attn: Robert Bruce	robbieibruce@gmail.com	
320.	Tony Coxhead	tonycoxhead@xtra.co.nz	
321.	Monika Olds	monikaolds@gmail.com	
322.	Sandra Miller	glesansg@hotmail.com	
323.	Nigel Hannan Trust Attn: Nigel Coyle Hannan	landreclaimltd@gmail.com	
324.	Charles James Peake	marypeake@xtra.co.nz	

325.	Carol Margaret Over	carol.over20@gmail.com	
326.	Samuel Edward Shallard	samshallard@gmail.com	
327.	Waka Kotahi New Zealand Transport Agency Attn: Emily Hunt	Emily.Hunt@nzta.govt.nz	
328.	Anthony Richard and Celia Amy Astell	tcastell@xtra.co.nz	
329.	Tracey Bothwell	tbothwell22@gmail.com	
330.	Heritage New Zealand Pouhere Taonga Attn: Alice Morris	amorris@heritage.org.nz	
331.	William James Over	billover23@gmail.com	
332.	Matthew Gary Cockram	matthew.cockram@coopera ndcomp any.org	
333.	Andrew James Grimmer	andrew@classicss.co.nz	
334.	Helen Mary Cahill	byca@xtra.co.nz	
335.	Anne McSkimming	annemcskim@gmail.com	
336.	Katja Kershaw	katjamariakershaw@gmail.c om	
337.	John Keith Byers	johnbyers901@gmail.com	
338.	Wendy Hansen	wenhansen49@gmail.com	
339.	Michael Holmes Sommerville	michaelhsommerville@gmail .com	
340.	Pine harbour Marina Limited attn: Craig Shearer C/- Shearer Consulting Ltd	craig@craigshearer.co.nz	
341.	Anne	annediped@gmail.com	
342.	Ivan Sidney Boshoff	ivanboshoff850@gmail.com	
343.	Patrick Gallagher	ppgallagher@xtra.co.nz	

344.	Auckland Transport Chris Freke	Attn:	Chris.Freke@at.govt.nz	
345.	Auckland Council Warren Maclennan/Matthew Allan	Attn:	allan@brookfields.co.nz	
346.	Lesla Freeman		allanandlesa@xtra.co.nz	
347.	Anthony Martin Andrew		tonya@resultsad.co.nz	
348.	Angela Mary Mason		amazonhome@icloud.com	
349.	Geraldine Shelley		gshelley3@outlook.com	
350.	Pamela Mary Gallagher		ppgallagher@xtra.co.nz	
351.	Beachlands South Limited Partnership Attn: Mary Wong		mary.wong@unioenvironme ntal.co.nz	
352.	Manukau Quarries Limited Partnership c/- Aidan Cameron Bankside Chambers		aidan@bankside.co.nz	
353.	Tracy Joy Bull		tracyjbull@gmail.com	
354.	Watercare Services Limited Attn: Mark Iszard		mark.iszard@water.co.nz	
355.	Kathlyn Margaret Mary Cardiff		kathy.cardiff@envirosafenz.c om	
356.	Fraser Brent Bull		bullfraser@gmail.com	
357.	Ministry of Education Attn: Krupa Patel C/- Beca Ltd		krupa.patel@beca.com	
358.	Shane Hetherington		s.r.hetherington@hotmail.co. nz	
359.	Judith Clarke		judith@damson.co.nz	
360.	Lisa Prinsloo		lisabutchers@gmail.com	

361.	Barbara Emerson	barbamag@gmail.com	
362.	Greg and Sarah McKenzie Attn: Meg Sarah McKenzie	gandsmckenzie@outlook.com	
363.	Eoin Emerson	emersoneoin@hotmail.com	
364.	Ngaire McLeod	ngairemcleodnz@gmail.com	
365.	Craig Paddison	cpaddison31@gmail.com	
366.	Sonia Ray	soniaray15@gmail.com	
367.	Viktoria Hilary Jowers-Wilding	cadibel1@gmail.com	
368.	Beachlands Maraetai Omana Concerned Citizens	middlewichnz@gmail.com	
369.	Stephen Jowers-wilding	wilding1967@gmail.com	
370.	William Austin Hewitt	billhewitt@xtra.co.nz	
371.	Jane Norton	jane.shane33@gmail.com	
372.	Peter Hurley	ptrrbt@outlook.com	
373.	Darci Shelley	darcishelley01@gmail.com	
374.	Christine Sandra Maslowski	maslowskichristine@gmail.com	
375.	Stephen Ray	stephenray2101@gmail.com	
376.	Matthew and Karen Thomasen	kandmthomasen@actrix.co.nz	
377.	Jo Garth	mrs.jo.garth@gmail.com	

378.	Craig Anthony Russell Carter	islbih@gmail.com	
379.	Alison Kathleen Payne	alisonk.payne@gmail.com	
380.	Whitford Residents and Ratepayers Association Incorporated Attn: Nick Williamson	dwatts@e2execsearch.com	
381.	Bruce and Doreen Wakefield	kgubruce@gmail.com	
382.	Mrs Angela Gwenda Reilly	angela@reilly.net.nz	
383.	Margaret Mary Robertson	Marg.rob1@xtra.co.nz	
384.	Sarah Jackson	sarah@demilune.co.nz	
385.	Andrew Duncan	chris@ascolegal.co.nz	
386.	Roberto Esteban Garcia	egartist83@yahoo.com	
387.	Jeffery Potkins	jeffery.potkins@gmail.com	