

**IN THE ENVIRONMENT COURT  
AT AUCKLAND**

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

**Decision [2024] NZEnvC 307**

IN THE MATTER OF appeals under clause 14 of the First  
Schedule of the Resource Management  
Act 1991

BETWEEN

AUCKLAND TRANSPORT

(ENV-2024-AKL-105)

AUCKLAND COUNCIL

(ENV-2024-AKL-106)

WHITFORD RESIDENTS AND  
RATEPAYERS ASSOCIATION

(ENV-2024-AKL-107)

Appellants

AND

AUCKLAND COUNCIL

Respondent

AND

BEACHLANDS SOUTH LIMITED  
PARTNERSHIP

Applicant

Court: Environment Judge J A Smith sitting alone under s 279 of the  
Act

Last case event: 18 November 2024

Date of Order: 28 November 2024

Date of Issue: 28 November 2024



Private Plan Change 88 to the Auckland Unitary Plan (Operative in Part)

---

## CONSENT DETERMINATION

---

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) The Private Plan Change 88: Beachlands South provisions to the Auckland Unitary Plan (Operative in Part) are amended in accordance with Annexure B; and
- (2) The appeals are otherwise dismissed.

B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

## REASONS

### Introduction

[1] This consent determination resolves three appeals filed against a decision of Auckland Council approving Private Plan Change 88: Beachlands South (**PC88**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).

### Plan Change 80

[2] Plan Change 80 sought to change various provisions of the AUP relating to the Regional Policy Statement. Beachlands South Limited Partnership's (**BSLP**) appeal concerned the extent to which PC80 has properly given effect to the National Policy Statement on Urban Development.

[3] There was a preliminary decision of this Court which refused to strike out the PC 80 appeal, but the merits of the appeal were not addressed by the Court.<sup>1</sup>

[4] This matter was set down for four days in the week of 15 October 2024.

---

<sup>1</sup> *Beachlands South Limited Partnership v Auckland Council* [2024] NZEnvC 35.

[5] By determination dated 15 October 2024, it was confirmed that the PC 80 appeal, ENV-2023-AKL-181 *Beachlands South Limited Partnership v Auckland Council*, had been withdrawn in full, there was no issue as to costs, and the matter was at an end.<sup>2</sup> The hearing was vacated.

### **PC88 Beachlands South**

[6] PC88 rezones approximately 307 ha of Rural – Countryside Living zoned land with a contiguous boundary to the existing coastal town of Beachlands to a variety of urban zones and to Future Urban zone. PC88 ‘live’ zones the northern portion of the land (159.54 ha) to a mixture of Residential zones (Terrace Housing and Apartment Buildings, Mixed Housing Urban and Large Lot), and Business zones (Local Centre, Mixed Use and Light Industrial). The southern portion of the land (147.5761 ha) is to be Future Urban zone.

[7] PC88 also creates a new precinct, the Beachlands South Precinct, with bespoke objectives, policies and rules to ensure that development can proceed as envisaged and to ensure that any adverse environmental effects are appropriately avoided, remedied or mitigated in accordance with the RMA.

[8] PC88 will enable a sustainable and well-functioning community at Beachlands that provides greater housing capacity and choice and promotes the use of public and active transport modes through its location by the existing Pine Harbour Ferry. The key features of PC88 are:

- (a) Approximately 2,900 dwellings in the live zoned area with the potential for more in the future through a further plan change to the Future Urban zone;
- (b) Retail, amenities, a secondary school and primary school, social facilities and employment opportunities;
- (c) An expanded ferry capacity service between Pine Harbour and Auckland CBD;

---

<sup>2</sup> *Beachlands South Limited Partnership v Auckland Council* [2024] NZEnvC 252.

- (d) Approximately 3.5 km of coastal walkway and 16 km of shared path and cycleways throughout the development connecting residents and employees directly to the ferry terminal, the coast and other amenities within the plan change area and existing Beachlands;
- (e) Approximately 80 ha set aside as an Ecologically Protected Area Network to include native planting, in addition to significant green open space and extensive ecological restoration;
- (f) Self-sufficiency in terms of three water infrastructure and a ‘sponge city’ design to stormwater management; and
- (g) Significant improvements to the roading network in and around Beachlands, including intersection improvements on Whitford-Maraetai Road and Jack Lachlan Drive, and footpaths and cycling on Jack Lachlan Drive.

### ***The Council Decision***

[9] Beachlands South Limited Partnership (**BSLP**) lodged the request for PC88 on 31 March 2022. The plan change was publicly notified on 26 January 2023 and submissions closed on 10 March 2023. A hearing was held between 27 November and 1 December 2023. The hearing was officially closed on 15 December 2023.

[10] An Independent Hearing Panel on behalf of Auckland Council issued its decision approving PC88 with modifications on 12 April 2024. The Decision was reissued on 23 April 2024 with a minor correction.

### ***The Appeals***

[11] Auckland Council (in its capacity as a submitter on PC88) (**ACS**), Auckland Transport (**AT**), and Whitford Residents and Ratepayers Association (**WRRA**) lodged appeals with the Environment Court on 27 May 2024. AT filed an amended appeal on 13 June 2024.



[12] ACS appealed the entire Decision and raised concerns relating to transport network constraints, potable water supply, uncertainty around funding and delivering necessary infrastructure upgrades and the proposed Future Urban zoned land.

[13] WRRRA appealed the entire Decision but raised concerns primarily relating to potential adverse effects on the character and amenity of Whitford Village, and the desire for the Whitford Bypass to be constructed before implementation of PC88.

[14] AT's appeal did not oppose the Live Zone portion of PC88 strictly on the proviso that the issues and concerns raised in its appeal, which (with the exception of the water supply issue) were similar to those raised in the ACS appeal, were addressed satisfactorily. AT's appeal also opposed the Future Urban zone portion of PC88.

[15] Between 11 June 2024 and 18 June 2024, the following parties gave notice of their intention to join the appeals as interested parties under s 274 of the RMA:

- (a) ACS (joined the AT and WRRRA appeals);
- (b) AT (joined the WRRRA and ACS appeals);
- (c) WRRRA (joined the ACS and AT appeals);
- (d) BSLP (joined all three appeals);
- (e) The Three Pines Trust (joined all three appeals); and
- (f) Manukau Quarries Limited Partnership (joined all three appeals).

[16] The appeals were set down for hearing in the weeks of 24 February and 3 March 2025. Beachlands had also applied to strike out the appeal of ACS and this was to be heard contemporaneously with the substantive appeals.

### **Fast Track Approvals Bill**

[17] 'Beachlands South' is one of the projects listed in Schedule 2 to the Fast Track Approvals Bill. That is a project by BSLP to construct approximately 2,700 homes, two schools and commercial activities.

[18] This matter is simply noted. The Fast Track Approvals Bill is still proposed, and it has not been enacted. This Court is bound to proceed in accordance with the law as it currently stands. In any event, the Beachlands South project does not appear to involve this associated plan change the subject of these appeals.

### **Agreement reached on PC88**

[19] The parties have engaged in discussions regarding the matters raised in the appeals and have reached an agreement that resolves all three appeals and all s 274 party interests in full. This also makes the strike out application otious.

[20] The agreement involves changes to the precinct provisions of the proposed Beachlands South Precinct (**Agreed Amendments**).

[21] The Agreed Amendments are attached as **Annexure A** (mark-up version against the Decision version) and **Annexure B** (clean version). The key changes are summarised in the section below.

[22] An affidavit prepared by Messrs Vijay Lala and Nicholas Roberts, planners for BSLP, provided further explanation of the Agreed Amendments and addresses the relevant statutory considerations for PC88 under s 32AA of the RMA.

[23] The settlement also involves:

- (a) A Memorandum of Understanding between WRRRA, BSLP, ACS and AT (**WRRRA MoU**); and
- (b) A separate side agreement between BSLP, ACS and AT.

### ***Side agreement***

[24] While confidential, the side agreement represents relevant context for the settlement reached between BSLP, ACS and AT, and the parties considered it may assist the Court to have a broad understanding of the matters agreed. The side agreement has a number of elements including:

- (a) An obligation by the developer to pay a road safety improvements contribution to AT towards safety improvements on Whitford-Maraetai Road;
- (b) A commitment by the developer to pay a ferry services contribution to AT towards the cost of improving ferry services at Pine Harbour;
- (c) Terms dealing with the completion of key specified roading upgrades to the transport network at the developer's cost; and
- (d) Various other terms relating to infrastructure funding and financing relating to the development of the live-zoned land.

### ***Agreed amendments to precinct provisions***

[25] The material amendments to the Beachlands South precinct are summarised below.

#### *Objectives and Policies*

[26] Policy 8 is amended and a new Policy 8A added. These policies relate to the coordination of roading infrastructure with subdivision and development within the precinct. The proposed amendments aim to provide greater assurance that the roading upgrades and ferry capacity upgrades in the precinct trigger rules will be completed and operational prior to the release of s 224(c) or occupation of dwellings and that they mitigate adverse effects on safety, efficiency and effectiveness of the surrounding transport network.

[27] A new Policy 21A is added relating to the efficiency and effectiveness of infrastructure and devices within the precinct.

#### *Future Urban Zone*

[28] The precinct description is amended to confirm that any future request to rezone the Future Urban zone portion of PC88 may not be lodged until 1 January 2032 to allow time for sufficient information to be obtained to understand transport patterns resulting from development within sub-precincts.

### Roading Upgrades

[29] Table IXXX.4.1 is amended to change the activity statuses for several infringements to the Roothing Upgrade 'trigger table' (Table IXXX.6.3.1) from Discretionary to Non-Complying. Specifically, infringements to rows a) to d) of the Roothing Upgrade Table IXXX.6.3.1 are now Non-Complying.

[30] The Whitford Roundabout design has been amended. The design has been reduced in scale and incorporates a two-step implementation process.

### Ferry Capacity Upgrades

[31] Ferry capacity upgrade triggers have been removed from Table IXXX.6.3.1 and moved to a new standalone Ferry Capacity Upgrades 'trigger table' at IXXX.6.3.2.

[32] An additional trigger has been added for development between 500 and 850 dwellings or residential lots.

[33] Applications for infringing the ferry capacity upgrade trigger tables are to be processed without public notification (IXXX.5(3)), but with the possibility of limited notification retained.

### Trip Generation Rule

[34] IXXX.6 is amended to clarify that the Auckland-wide AUP transport rule E27.6.1.1 does not apply within the precinct as it relates to residential development. This is because bespoke provisions in the precinct adequately address matters covered in the rule in respect of residential development. Also relevant in this regard is the agreement reached between BSLP, ACS and AT on the payment of the road safety improvements contribution towards safety improvements along Whitford-Maraetai Road.

### Water Supply and Wastewater Standard

[35] IXXX.6.4 is amended to clarify that water supply within the precinct must be from a reticulated network.

*Matters of Discretion and Assessment Criteria*

[36] Amendments are made to the matters of discretion and assessment criteria at IXXX.8.1 and IXXX.8.2 as a consequence of changes to other provisions. The changes relate to:

- (a) New buildings, other than buildings in the Residential Terrace Housing and Apartment Buildings Zone, Mixed Housing Urban Zone or Large Lot Zone;
- (b) Subdivision and development complying with Standard IXXX.6.3 relating to Staging of Subdivision and Development with Transport Upgrades; and
- (c) The subdivision variation control.

*Special Information Requirements (4) and (4A)*

[37] IXXX.9(4) is amended so the applicant's requirement to report passenger numbers and anticipated growth rates only applies to applications that infringe the ferry threshold, and to clarify the information that is required.

[38] Information requirements for traffic monitoring are included in a separate information requirement IXXX.9(4A) and to be required for every 500<sup>th</sup> dwelling or residential lot cumulatively within the precinct. This will ensure the development is benchmarked against transport modelling as development progresses.

*Appendix 2 Road and Intersection Upgrade Concept Plans*

[39] Appendix 2 is added to the precinct to confirm the indicative concepts proposed for the road and intersection upgrades.

*Medium Density Residential Standards (MDRS)*

[40] The Medium Density Residential Standards (**MDRS**) provisions are required to be included by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021. These were initially included in the notified PC88 provisions and Council requested they be removed following notification of its

‘intensification plan change’ PC78. The parties now agree that the provisions should be included. Changes are made throughout the precinct in relation to the MDRS.

### Consequential amendments

[41] Various consequential amendments and corrections are also made to the Beachlands South Precinct text and precinct plans. Several discrete amendments to other AUP provisions are also made (e.g., consequential changes to Chapter I441 Whitford Precinct to reflect the removal of the Beachlands South Precinct land from that precinct).

### **Effects on the environment**

[42] Messrs Lala and Roberts are of the opinion, that the adverse effects of PC88 will be appropriately managed by the precinct provisions, including the following:

- (a) Recognition of the Mana Whenua values through the protection of the pa site on the PC88 land;
- (b) Ensuring development is complementary to its coastal setting through coastal yard setbacks, lower intensity zoning adjacent the coast, the requirement to provide a coastal walkway along the coastal edge and a network of open space linkages;
- (c) Ensuring the surrounding roading environment operates safely and efficiently as a result of the proposed roading upgrades and ferry capacity upgrades as well as the detailed monitoring requirements proposed;
- (d) The protection and replanting of approximately 88 hectares of ecologically protected area and riparian margins;
- (e) Ensuring adequate servicing with water supply and wastewater infrastructure; and
- (f) Environmental sustainability outcomes are achieved through the zoning layout of PC88 which maximises opportunities for public transport use and the proposed water efficiency requirements.

## Relevant planning documents

[43] The key statutory documents are the National Policy Statement for Urban Developments (**NPS-UD**) and the relevant provisions of the AUP, including the regional policy statement chapter, Chapter B2.

[44] Messrs Lala and Roberts are of the opinion PC88 gives effect to the NPS-UD and achieves a well-functioning urban environment. In particular, they noted the following:

- (a) PC88 will enable a variety of homes that meet the needs of different households in terms of type, price and location. The application of the Residential – Terrace House and Apartment Buildings (**THAB**) and Residential – Mixed Housing Urban (**MHU**) zones throughout the residential areas of the precinct will provide a variety of homes, make efficient use of greenfield land while also enabling a built character which will integrate with the existing suburban character of Beachlands (Objective 1 and Policy 1);
- (b) PC88 will enable a greater emphasis on enabling more people to live in and more business to locate in areas that are near centres, planned public transport and where there is high demand (Objective 3);
- (c) The differing type of dwellings that are enabled through PC88 will result in a variety of price points for future occupants and will therefore improve housing affordability (Objective 2);
- (d) PC88 has been the subject of a robust strategic planning process and results in the integration of urban development with infrastructure (Objective 6);
- (e) PC88 provides the highest residential intensities where there is the greatest accessibility to the greatest number of commercial activities, community services, and public transport;

- (f) There is an emphasis on providing local employment opportunities in order to reduce the number of private traffic movements out of Beachlands on the road network;
- (g) The PC88 Site is resilient to the likely future effects of climate change, not only by ensuring all development is outside the (conservative) area of land susceptible to coastal erosion and sea level rise, but also through its sustainable water management approach including sponge city; and
- (h) PC88 supports reductions in greenhouse gas emissions as it will enable Beachlands to grow to a sizeable community which can support local employment opportunities, community facilities and other amenities locating within the settlement itself, reducing the need for car trips out of Beachlands. Beachlands is also well placed to support a mode shift to public transport as it is serviced by the Pine Harbour Ferry Terminal and the bus network.

### **Section 32AA evaluation**

[45] Section 32AA of the Act requires a further evaluation of any changes to the proposed plan change since the initial s 32 evaluation report and the decisions of the IHP.

[46] The affidavit prepared by Messrs Vijay Lala and Nicholas Roberts addresses the relevant statutory considerations for PC88 under s 32AA of the RMA. A copy of the s 32AA evaluation is attached to this determination as **Annexure C**. A summary of the section 32AA assessment is set out below.

### ***Transport***

[47] The parties have agreed several changes to the transport related provisions of PC88, and an addition appendix (Appendix 2) to the provisions has been included. Appendix 2 sets out the road upgrade concept designs for each of the proposed road/intersection upgrades.



[48] Messrs Lala and Roberts consider the amendments will ensure a well-functioning urban environment that will be accessible to public transport networks and services including the ferry and bus. Therefore, the provisions are considered to be efficient and effective, and accordingly the most appropriate way to achieve the purpose of the RMA.

#### Policies

[49] The parties have agreed to delete Policies 8 and 11 and replace them with new Policies 8 and 8A. The policies relate to the requirement for subdivision and development within the Precinct to be coordinated with the transport upgrades set out in Standard 6.3. Given the significance and importance of these policies to ensuring the transport network continues to operate safely and efficiently as development within PC88 progresses, the policies have been amended to be more directive.

[50] The revised policies seek to 'ensure' subdivision or development does not precede the required road transport upgrades including those set out in Standard 6.3. Policy 8 now only applies to road transport upgrades and Policy 8A only applies to ferry transport upgrades to reflect the different requirements of each. Overall, these objectives and policies are considered to be most appropriate to achieve the purpose of the Act.

#### Activity Rules

[51] The decision version of PC88 required a discretionary activity resource consent for any resource consent application that sought to infringe the transport upgrades specified in Standard 6.3. This included road and ferry capacity upgrades. Given the change to Policies 8 and 8A, in order to give effect to these policies Messrs Lala and Roberts consider it appropriate to amend the status of applications to infringe some of the road transport upgrades (rows a) to d)) of Standard 6.3.1 to non-complying. These upgrades have a high level of certainty associated with them and are required at various thresholds.

[52] The discretionary activity status is retained for the Whitford Bypass upgrade and for the ferry capacity upgrades. The reason for retaining this activity status is due to the uncertainties relating to the delivery of these upgrades. For example, the bypass is not required until more than 1,900 dwellings or residential lots are developed, and the ferry upgrades are reliant on the timing of new ferry construction/delivery, marina berth access, ferry operating contracts and potential ferry infrastructure upgrades. Therefore, the discretionary activity status is considered to be the most appropriate as it reflects there may be some delays and uncertainties that arise whilst procuring and delivering these particular transport capacity upgrades.

[53] In addition, the 2,700 dwelling or residential lot cap standard (6.3) from the decision version has been relocated to the activity table as it is considered to be most appropriate as a rule as opposed to a standard. The same discretionary activity category continues to apply for any infringements of the standard/rule. This means that any resource consent application for more than 2,700 dwellings or residential lots will require resource consent and careful assessment of traffic effects – which was always the case.

#### *Trip Generation rule*

[54] In the decision, the trip generation rule applied within PC88. The trip generation rule is a mechanism whereby local transport improvements can be required through the resource consent process where it is demonstrated that an application will result in transport related effects that require mitigation through such improvements. The AUP trip generation rule from Chapter E27 now does not need to apply to residential development within the Precinct due to a method outside the plan being agreed in a side agreement between BSLP, AT and ACS that results in the developer contributing funding to Auckland Transport for safety improvements along Whitford-Maraetai Road.

[55] The amendment now means the trip generation rule will only apply to commercial and education activity resource consents in the future and will only be able to recommend minor transport upgrades on Jack Lachlan Drive or within the Precinct.

Road upgrade standard

[56] The Whitford Roundabout design has been reduced in scale and incorporates a two-step implementation process, which will result in improved road safety and efficiency outcomes compared to the existing traffic environment.

[57] The ferry capacity upgrades are now provided for in a separate table. The reason for this is that the ferry capacity upgrades are required at different times (based on the number of dwellings/lots) to the road capacity upgrades and locating them in a separate table will result in greater clarity for district plan users.

Ferry capacity upgrade standard and public notification

[58] There has been amendment to the ferry capacity upgrade triggers which results in an additional trigger being added to the table. The additional trigger means that ferry capacity needs to be assessed at each increase in demand of approximately 100 passengers. The additional trigger assists with managing funding of ferries and will allow closer monitoring of ferry usage and demand numbers as development within PC88 grows.

[59] It is considered that any application to infringe the ferry capacity upgrade standard will be an issue between the developer, AT, the ferry provider and Pine Harbour Marina, and any such applications should be considered without public notification. This is reflected in an amendment to Rule 5(3). The Council does retain the ability at its discretion to require limited notification to potentially affected persons.

Matters of discretion / assessment criteria

[60] The changes proposed to the matters of discretion and assessment criteria for restricted discretionary activities are consequential to changes proposed to other parts of PC88 and related to applications for the following:

- (a) New buildings other than residential buildings in the proposed residential zones;

- (b) Transport matters for applications that comply with Standard IXXX.6.3;  
and
- (c) The Subdivision Variation Control.

[61] The changes clarify the types of applications for new buildings that are appropriate for assessment under the proposed design criteria and result in better alignment with the amended transport related Special Information Requirements. The changes also recognise the relocation of the Subdivision Variation Control to the AUP Subdivision Chapter.

#### *Special Information requirements*

[62] Amendments have been made to the transport special information requirements to clarify which information requirements are required for infringements of the transport upgrade standards and that these be separate from the transport monitoring information requirements. The amendments also reflect the method outside the plan agreed to by the developer and AT, whereby funding has been agreed to provide for safety improvements along Whitford-Maraetai Road.

#### *Road upgrade concept designs (Appendix 2)*

[63] Appendix 2 has been added to confirm the indicative concepts proposed for the roading upgrades. Messrs Lala and Roberts consider this is appropriate as it includes indicative concept designs for the upgrades of the intersections proposed as part of PC88. This will provide clarity and certainty for district plan users.

#### ***Building Height Standard***

[64] There has been changes to the building height standard (6.1) in order to ensure that in the THAB zone height for one to three dwellings and four or more dwellings remains at 16m above ground level. The introduction of the MDRS standards created potential confusion by proposing a default to the underlying zoning for one to three dwellings in the THAB zone (as amended by PC78). This would have resulted in such applications defaulting to an 11m height, which is contrary to the intention of PC88.

The amendments confirm that the 16m building height standard is retained for the THAB zone.

***FUZ and associated provisions (defer rezoning until 2032, building setback, street frontage landscaping, earthworks)***

[65] The developer, AT and ACS have, in the side agreement, agreed to a method outside the plan whereby there will not be a plan change request to rezone the FUZ land before 2032. The reason for this is to allow time for sufficient information to be obtained to understand transport patterns from development within sub-precincts A – F. In recognition of this agreement, it is considered appropriate to add a statement into the Precinct Description of PC88 to recognise that a plan change to re-zone the Future Urban zone will not be lodged until 2032.

[66] Changes have been made to the building setback, street frontage landscaping and earthworks standards applying in PC88 to clarify that the PC88 building setback and earthworks standards do not apply to the FUZ, only to the ‘live’ zoned land. However, the street frontage landscaping standard will continue to apply to the FUZ land in order to maintain and enhance amenity of the locality.

***Water Supply and Wastewater Standard***

[67] Water supply for the PC88 development is to be sourced from the underground aquifer. Given the reliance on the aquifer as the source for potable water, a water supply (and wastewater) standard (6.4) has been included within PC88. The standard requires adequate water supply and wastewater infrastructure to be provided at the time of subdivision or development. Non-compliance with this standard is a non-complying activity.

[68] Given the importance of water supply for the development and in order to reflect the anticipated method by which water will be supplied to future developments within PC88, the term ‘reticulated’ has been added into Standard 6.4 to confirm that water supply needs to be from a reticulated network (i.e., no water tanks), except for the Residential – Large Lot zone. The changes also confirm that the reticulated water may be from a private supplier and it is not mandatory to connect to a public network.

### ***Stormwater Management Policy***

[69] An additional stormwater management policy (Policy 21A) has been added into PC88 to require the design of infrastructure and devices to be efficient and effective and integrate with the built and natural environment. This was identified as a policy gap and is required to give effect to Objective 13. The policy also gives effect to the stormwater management approach set out in the draft Stormwater Management Plan for Beachlands South and will ensure that the stormwater management and mitigation measures (stormwater ponds and rain gardens) are integrated into the development under a design conscious approach.

### ***Residential – Large Lot Zone***

[70] Amendments to this zone are made in order to ensure consistency with the general approach used in the AUP. As such, the 1,000m<sup>2</sup> minimum lot size for PC88 is to be located in the Subdivision chapter of the AUP (E38). This has resulted in amendments to standard 6.12. In addition, amendments have been made to activity rule 4.5 (A28A) to ensure that the Precinct specific maximum building coverage and maximum impervious area standards apply to development in the PC88 Residential – Large Lot zone as opposed to the default zone standards. The changes will ensure this outcome and are considered the most appropriate.

### ***General zoning approach***

[71] The provisions of this quantum of urban zoned land, combined with the proposed infrastructure and roading upgrades required by PC88, is in accordance with Objectives 1 and 3 of the NPS-UD as the additional urban zoned land will provide housing, commercial and recreational opportunities for the community. PC88 will contribute to a well-functioning urban environment and is well serviced by existing or planned public transport.

[72] With respect to AUP objectives and policies, PC88 also gives effect to the Urban Growth and Form objectives and policies, particularly B2.2.2(4) – (6) relating to enabling higher residential intensification close to public transport, social facilities and employment opportunities while supporting a hierarchy of centres within the

region. In particular, at a local level, through the proposed local centre, mixed use zones and light industry zones, a range of activities to support and serve as focal points for the local community will be established. The commercial opportunities provided support existing and future residents.

[73] Overall, Messrs Lala and Roberts consider the proposed zoning approach aligns with the zoning on neighbouring properties and is consistent with the Beachlands South Structure Plan.

[74] The objectives and policies are considered the most appropriate way to achieve the purpose of the RMA as they will ensure that the required transport infrastructure upgrades are implemented to avoid or mitigate the adverse traffic effects of any activity, development and/or subdivision on the existing and future transport network, and that the staging of subdivision and development is coordinated with the delivery of the required transport upgrades identified in Standard 6.3.

[75] The outcome will ensure the efficient use and development of natural and physical resources. Further, the provisions give effect to the relevant RPS provisions including Policy B3.3.2(5) “Improve the integration of land use and transport by: (a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth”.

#### ***Uncertain or insufficient information***

[76] Messrs Lala and Roberts consider this is not a situation where there is uncertain or insufficient information such that the risk of acting or not acting needs to be evaluated.

#### **Withdrawal of strikeout application**

[77] An application was made by BSLP to strike out the appeal of Auckland Council on the basis that the Council could not appeal its own decision.

[78] Following receipt of the consent documents, on 15 November 2024 counsel advised that BSLP wished to withdraw the strikeout application.

[79] The application is confirmed as withdrawn with no issues as to costs.

## Consideration

[80] The Court has now read and considered the consent memorandum of the parties dated 14 November 2024.

[81] Given the size and complexity of this proposal it is difficult for this Court to undertake a full evaluation without evidence. Instead, the Court must look to the various interests involved in the appeals and the further evaluations under s 32AA. I am satisfied the parties have considered other reasonably practicable options and assessed costs and benefits. The agreed amendments ensure efficiency and effectiveness and provided clarity to plan users. I conclude that a broad cross view of the wider public interest has been involved, and that the joint planning evaluation can give me greater confidence that the outcomes can achieve the broad purposes of the RMA.

[82] The agreed amendments ensure there is appropriate sequencing to align development with the provision of services and infrastructure. In particular, the agreed amendments ensure subdivision is coordinated and integrated with transport, water supply and wastewater infrastructure. This will help to ensure adequate servicing and that effects are managed. Improvements have been made to transport to ensure integration within the development and with nearby transport networks.

[83] Amenities and services are included to support the community, such as schools and paths. There are provisions which ensure protection of open space and ecological restoration. The plan change ensures there are various housing typologies and densities to respond to varying wants and needs. The provisions ensure a balance with the wider Auckland-wide objectives, policies, and standards applies, but with tailoring for this particular development, for example for setbacks and yards.

[84] I conclude the proposed amendments are the most appropriate way to achieve the purpose of the Act and the objectives in the Plan. Overall, I consider the sustainable management purpose and the other relevant requirements of the Act are broadly met.



[85] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order; and
- (b) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

### **Order**

[86] The Court orders, by consent, that:

- (a) The Private Plan Change 88: Beachlands South provisions to the Auckland Unitary Plan (Operative in Part) are amended in accordance with Annexure B;
- (b) The appeals are otherwise dismissed; and
- (c) There is no order as to costs.

  
\_\_\_\_\_  
**J A Smith**  
**Environment Judge**



## Annexure A

### CONSENT ORDER VERSION 14 November 2024

Green text are amendments to the Decision version that have been agreed between the parties.

Underline = new text

~~Strikethrough~~ = deleted text

## **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 ~~focused~~ focused 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. A plan change to re-zone the Future Urban zone will not be lodged until 2032 to allow time for sufficient information to be obtained to understand transport patterns from development within sub-precincts A – F.

The precinct incorporates the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the Resource Management Act 1991.

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 [and mitigate](#) adverse effects [from the Beachlands South Precinct](#) 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 Buildings, 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. Its 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 [indicative](#) 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~~ are 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 Special Area 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 Business - 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.~~

(X1) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural well-being and for their health and safety now and into the future.

(X2) A relevant residential zone provides for variety of housing types and sizes that respond to:

a) Housing needs and demand; and

b) The neighbourhood's planned urban built character, including 3-storey buildings.

(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-network~~ of high-quality, safe and well-connected ~~of~~ open spaces ~~is 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.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct with the exception of the following:

- H5.2(2) Objectives

**IXXX.3 Policies [rp/dp]**

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

MDRS Schedule 3A

- ~~(X1) Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.~~
- ~~(X2) Apply the MDRS across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga)~~
- ~~(X3) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.~~
- ~~(X4) Enable housing to be designed to meet the day-to-day needs of residents.~~
- ~~(X5) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.~~

*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. 2<sup>nd</sup> 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.~~

(8) Any subdivision and development in the precinct is coordinated with roading infrastructure by ensuring it:

- (a) does not precede required road transport upgrades including as set out in Table IXXX.6.3.1: Threshold for Subdivision and Development for Road Upgrades, unless an alternative legal mechanism is provided to

ensure infrastructure upgrades are completed and operational prior to release of s224(c) or occupation of dwellings; and

(b) is undertaken in a manner that mitigates the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.

(8A) Ensure subdivision and development in the precinct is coordinated with required ferry capacity upgrades, including as set out in Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades to meet peak period demands for ferry services, unless an alternative legal mechanism is provided to ensure ferry infrastructure and capacity upgrades are completed and operational prior to release of s224(c) or occupation of dwellings.

- (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.

(21A) 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.

*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 [Special Area 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.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct with the exception of the following:

- Policies H5.3(1) – (5) Policies
- Policies H6.3(1), (3),(5), (6) Policies

**IXXX.4 Activity table [rp/dp]**

~~All relevant overlay, Auckland-wide and zone activity tables~~ ~~The provisions in any relevant overlays, zone and the Auckland-wide~~ apply in this precinct unless otherwise specified below:

- [H5.4.1\(A34\) New buildings and additions to buildings](#)
- [H5.4.1\(A3\) Up to three dwellings per site](#)
- [H5.4.1\(A4\) Four or more dwellings](#)
- [H6.4.1\(A35\) New buildings and additions to buildings](#)
- [H6.4.1\(A3\) Dwellings](#)

Activity Tables ~~IXXX.4.1 to IXXX.4.6 specify specifies~~ the activity status for ~~land use, land use and~~ development ~~and subdivision~~ 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.

A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Note:

All applications for subdivision consent are subject to section 106 of the RMA.



**Table IXXX.4.1 Activity table All Sub-Precincts**

Activity		Activity Status
Use		
<u>Residential</u>		
<u>(AX1)</u>	<u>Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the IXXX.6.17 Medium Density Residential Standards</u>	<u>P</u>
<u>(AX2)</u>	<u>More than 3 dwellings per site in a residential zone Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone</u>	<u>RD</u>
<u>(AX3)</u>	<u>The conversion of a principal dwelling into a maximum of three dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone residential zone which complies with the IXXX.6.17 Medium Density Residential Standards</u>	<u>P</u>

[remove split in table]

Development		
<u>(A1)</u>	<u>Buildings for more than 3 dwellings per site in a residential zone</u>	<u>RD</u>
<u>(A2)</u>	<u>New buildings not otherwise provided for in Tables IXXX.4.1 to IXXX.4.6</u>	<u>RD</u>
<u>(AX5)</u>	<u>Internal and external alterations to buildings including for the development of dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone all of which complies with the IXXX.6.17 Medium Density Residential Standards</u>	<u>P</u>
<u>(AX6)</u>	<u>Additions to an existing dwelling in a Residential – Terrace Housing and</u>	<u>P</u>

	<u>Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the IXXX.6.17 Medium Density Residential Standards</u>	
<u>(AX7)</u>	<u>Accessory buildings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone associated with a development of dwellings each of which complies with the IXXX.6.17 Medium Density Residential Standards</u>	<u>P</u>
(A3)	<del>Development that does not comply with Standard IXXX.6.3 Staging of Development with Transport Upgrades</del>  <u>Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)</u>	<u>NC</u>
(A3AA)	<u>Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Row e)</u>	D
<u>(A3A)</u>	<u>Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)</u>	<u>D</u>
<u>(A3B)</u>	<u>The development of more than 2,700 dwellings precinct-wide</u> <u>For the purpose of this rule “dwelling” has the meaning provided in IXXX.6.3(3)(a).</u>	<u>D</u>
(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 <sup>2</sup>	RD
(A6)	Development of a civic space as	C

	shown on Precinct Plan 3	
(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
<b>Ecological Protected Area Network</b>		
(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
<b>Subdivision</b>		
(A14)	Subdivision that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades and <a href="#">Tables IXXX.6.3.1 (Road Upgrades) and IXXX.6.3.2 (Ferry Capacity Upgrades)</a>	RD
(A15)	<a href="#">Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)</a>	NC
(A15A)	<a href="#">Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table</a>	D

	<u>IXXX.6.3.1 (Road Upgrades) Row e)</u>	
(A15AA)	<u>Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)</u>	<u>D</u>
(A15B)	<u>The subdivision of more than 2,700 residential lots precinct-wide</u>	<u>D</u>
(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
<b><u>Subdivision for the purpose of the construction or use of dwellings</u></b>		
<u>(AX8)</u>	<u>Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone and meeting Standard IXXX.6.18 or IXXX.6.19 for controlled subdivision activities</u>	<u>C</u>
<u>(AX9)</u>	<u>Subdivision for up to three sites accompanied by:</u> <ul style="list-style-type: none"> <li>(a) <u>A land use consent application for up to three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone one or more of which does not comply with any of Standards IXXX.6.17(2) but does comply with all applicable zonal, precinct, Auckland-wide and overlay standards; or</u></li> <li>(b) <u>A certificate of compliance for up to three dwellings each of which complies with Standard</u></li> </ul>	<u>C</u>

	<u>IXXX.6.17(2) inclusive and applicable zonal, precinct, Auckland-wide and overlay standards;</u> <u>that complies with Standard IXXX.6.20</u>	
(AX10)	Subdivision (AX8) or (AX9) not meeting Standards IXXX.6.18, IXXX.6.19 or IXXX.6.20 for controlled subdivision activities	<u>RD</u>
<u>(AX11)</u>	<u>Subdivision (AX8) or (AX9) not meeting General Standards E38.6.2 to E38.6.6 inclusive</u>	<u>D</u>
<u>(AX12)</u>	<u>Subdivision (AX8) or (AX9) not meeting Standards for subdivision in residential zones E38.8.1.1(1) and E38.8.1.2</u>	<u>D</u>

**Table IXXX.4.2 Activity table Sub-Precinct A, Marina Point**

Activity		Activity Status
<b>Development</b>		
(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

**Table IXXX.4.3 Activity table Sub-Precinct C, Community**

Activity		Activity Status
<b>Use</b>		
<b>Community</b>		
(A22)	Education facilities	P
(A23)	Community facilities	P
(A24)	Visitor accommodation	P

**Table IXXX.4.4 Activity table Sub-Precinct E, Golf**

Activity		Activity Status
<b>Use</b>		

Community		
(A25)	Organised sport and recreation including associated maintenance in the Golf Course <a href="#">Special Area Overlay</a> shown on Precinct Plan 1	P

**Table IXXX.4.5 Activity table Sub-Precinct D, Coastal**

Activity		Activity Status
<b>Use</b>		
<b>Subdivision <a href="#">and Development</a></b>		
(A26)	Subdivision of land complying with <a href="#">Standard IXXX.6.12 Large Lot Zone E38.8.2.4</a>	<del>RD</del>
<del>(A27)</del>	<del>Subdivision of land not complying with Standard IXXX.6.12 Large Lot Zone</del>	<del>D</del>
(A28)	Development that does not comply with Standard IXXX.6.15 Coastal Walkway	D
(A28A)	<a href="#">In the Large Lot Residential Zone new buildings, and additions to buildings, that comply with IXXX.6.12(2)-(3) and H1.6 (excluding H1.6.6(1) and H1.6.7)</a>	<u>P</u>

**Table IXXX.4.6 Activity table Sub-Precinct F, Employment**

Activity		Activity Status
<b>Use</b>		
<b>Development</b>		
(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 Tables [IXXX.4.1 to 4.6](#) 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 [\(except as provided for under IXXX.5\(3\) below\)](#) 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).

- (3) Any application for resource consent that infringes the following standard will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
- (a) Subdivision or development that does not comply with Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity in Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (4) Unless the Council decides that special circumstances exist under section 95A(9), public notification of an application for resource consent is precluded if the application is for the construction and use of one, two, or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with the I.6.17.2 Medium Density Residential Standards below.
- (5) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of four or more than three dwellings that comply with the IXXX.6.17(2) standards below.
- (6) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:
- (a) [reinstate para (a)] one, two or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with one or more of the Standards listed in I.6.17(2) Medium Density Residential Development Standards; or
- (b) four or more dwellings in the Residential – Mixed Housing Urban Zone that comply with all the Standards listed in Table H5.4.1 (A4) the IXXX.6.17(2) standards; or
- (c) four or more dwellings in the Residential – Terrace Housing and Apartment Buildings Zone that comply with all the Standards listed in IXXX.6.17(2). Table H6.4.1 (A3)
- (7) Any application for a resource consent which is listed in IXXX.(5) above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.

## **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(1) Maximum impervious area
  - H1.6.7 Building Coverage
- H5 Residential – Mixed Housing Urban Zone Standards:
  - H5.6.54 Building height
  - H5.6.65 Height in relation to boundary
  - H5.6.6 Alternative height in relation to boundary
  - H5.6.7 Height in relation to boundary adjoining lower intensity zones
  - H5.6.8 Yards
  - H5.6.10 Building coverage
  - H5.6.11 Landscaped area
  - H5.6.12 Outlook space
  - H5.6.14 Outdoor living space
- H6 Residential – Terrace Housing and Apartment Buildings Zone Standards:
  - H6.6.5 Height
  - H6.6.6 Height in relation to boundary
  - H6.6.7 Alternative height in relation to boundary within the Residential – Terrace Housing and Apartment Buildings Zone
  - H6.6.8 Height in relation to boundary adjoining lower intensity zones
  - H6.6.9 Yards
  - H6.6.11 Building coverage
  - H6.6.12 Landscaped area
  - H6.6.13 Outlook space
  - H6.6.15 Outdoor living space
- H17 Business – Light Industry Zone
  - H17.6.4(1) Front Yard
- ~~H18 – Future Urban Zone~~
  - ~~H18.6.3(1) Front Yards~~
- E27 – Transport



- Trip Generation - Table E27.6.1.1 - “Residential” thresholds
- In addition for the purpose of assessing any non-residential activities located within the precinct that do not comply with E27.6.1 standards the term “transport network ” contained within assessment criterion E27.8.2(3) shall be defined as Jack Lachlan Drive and the transport network located within the Precinct.

In addition to standards listed in Activity Tables IXXX.4.1 to IXXX.4.6 all All activities listed in Activity Tables IXXX.4.1 to IXXX.4.6 must also comply with the following permitted activity standards IXXX.6.1 to IXXX.6.16.

### **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 for land zoned Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps and Precinct Plan 1.
- Unless specified by Standard IXXX.6.1(2), the building height for dwellings in the Residential – Mixed Housing Urban zone or the Residential – Terrace House and Apartment Building zone is specified in of the Residential Density Standards below.
- (2) Buildings must not exceed the height in metres in Standard IXXX.6.17(2)(a) for land zoned Residential – Terrace Housing and Apartment Buildings or Residential – Mixed Housing Urban.
- (3) If the site is subject to the Height Variation Control on the planning maps, buildings must not exceed the height in metres, as shown in Table IXXX.6.1.1 below and on Precinct Plan 1.
- (4) 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**

<b>Occupiable building height</b>	<b>Height for roof form</b>	<b>Total building height</b>
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) ~~In sub-precinct F a 10m or~~ 15m wide building setback must be provided along the ~~entire~~ frontage of the land adjoining Whitford-Maraetai Road ~~indicatively shown on IXXX.10.1 Precinct Plan 1 and~~ measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within ~~either of these~~ this 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.~~
- (2) 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.
- (3) In addition to the 15m planted landscape buffer required in sub-precinct F by IXXX.6.2(2), a 10m wide planted landscape buffer must be provided along the remaining Whitford Maraetai Road frontage on the Future Urban Zone land. The 10m planted landscape buffer must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along its full extent. 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.

QM under  
s771(j) of RMA

### **IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Manage and mitigate the adverse effects of traffic generation from the Beachlands South Precinct on the safety and efficiency of the surrounding road network ~~by ensuring subdivision and development is coordinated with infrastructure upgrades.~~
- Achieve the integration of subdivision and development with transport infrastructure consistent with Policy IXXX.3 (8) and Policy IXXX.3 (8A).

(1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table IXXX.6.3.1 and Table IXXX.6.3.2 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of ~~activities,~~ development and / or subdivision identified in Column 1 of Table IXXX.6.3.1 and/or Table IXXX.6.3.2 will be deemed to comply with this standard IXXX.6.3

if the corresponding infrastructure identified in Column 2 of the relevant 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) Prior to 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; 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:
    - (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~~ for Road Upgrades (see Precinct Plan 6)**

<p><b>Column 1</b>  <del>Land use</del> <b>Development and/or subdivision</b> enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,</p>	<p><b>Column 2</b>  <b>Transport infrastructure required to enable activities development and/or or subdivision in column 1</b></p>
<p>(a) Up to a maximum of <del>250</del> <b>500</b> dwellings and/or residential lots</p>	<p>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 <u>as shown in Appendix 2</u>; and</p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection <u>as shown in Appendix 2</u> and</p> <p>Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to <del>a double lane roundabout*</del> <u>provide an additional traffic lane on the Whitford Road (western) approach and traffic signal metering of the same approach with queue detectors on the Whitford-Maraetai Road (eastern) approach as shown in Appendix 2 **</u>; and</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 <u>as shown in Appendix 2</u>.</p>

(b)	A provision of: i. <del>More than 250 and up to 500 dwellings or residential lots</del>	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.
(e <b>b</b> )	A provision of: i. More than 500 and up to 850 dwellings or residential lots	Upgrades in (a) <del>and (b)</del> 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 <u>as shown in Appendix 2*</u> .
(e <b>c</b> )	A provision of: i. More than 850 and up to <u>1,200</u> <del>1,900</del> dwellings or residential lots	Upgrades in (a) – (b) <del>(c)</del> above; and  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 <u>as shown in Appendix 2.*</u>
(d)	<u>A provision of: i. More than 1,200 and up to 1,900 dwellings or residential lots</u>	<u>Upgrades in (a) – (c) above; and  Site (B) on Precinct Plan 6: Further upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional lane on the Whitford-Maraetai Road (eastern) approach, and the removal of the traffic signal metering equipment as shown in Appendix 2. *</u>

(e)	A provision of: i. More than 1,900 and up to 2,700 dwellings or residential lots	Upgrades in (a) – (d) above; and  <u>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.</u>  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 operational or under construction brought forward in timing prior to the Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout then this roundabout upgrade is these upgrades are not required.

\*\* Note: This upgrade is not required if the Row (d) upgrade is operational or under construction.

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

**Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades**

<b><u>Column 1</u></b> <b><u>Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2</u></b>	<b><u>Column 2</u></b> <b><u>Transport infrastructure required to enable development and/or subdivision in column 1</u></b>
(a) <u>A provision of more than 250 up to 500 850 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 600 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 0630-0830 on weekdays.</u>
(b) <u>A provision of more than 500 up to 850 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.</u>
(c) <u>A provision of more than 850 up to 1500 dwellings or residential lot</u>	<u>Provision for a total capacity of at least 825 ferry passengers from Pine Harbour during the two-hour peak period between 0620-0820 0630-0830 on weekdays; and</u>

(d)	<u>A provision of more than 1500 up to 1900 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 950 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.</u>
(e)	<u>A provision of more than 1900 and up to 2700 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 1150 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 0630-0830 on weekdays</u>

QM under  
s771(j) of RMA

#### **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 reticulated water supply and wastewater infrastructure within the following zones of the Precinct:
  - Residential – Mixed Housing Urban;
  - Residential - Terrace Housing and Apartment Buildings;
  - Business – Mixed Use;
  - Business – Light Industry; and
  - Business – Local Centre.

must be provided at the time of subdivision or development.
- (2) For the Residential – Large Lot zone adequate water supply and wastewater systems (reticulated and / or on site) must be provided at the time of subdivision or development.
- (3) For the avoidance of doubt non-potable water supply is not required to be reticulated.
- (4) The reticulated infrastructure may be private and it is not mandatory to connect to a public reticulated network.

QM under  
s771(j) of RMA

#### **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.

QM under  
s771(j) of RMA

### **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).

QM under  
s771(j) of RMA

### **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.

QM under  
s771(j) of RMA

#### **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 1](#):

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.
- (5) IXXX.6.11(1) to (4) does not apply to any land zoned Future Urban.

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 on the planning maps in Precinct Plan 4 must comply with the minimum net site area in the table Table E38.8.2.4.1 below.

[relocate table to Table E38.8.2.4.1 as a new row, referenced as IXXX Beachlands South Precinct]

<b>Area</b>	<b>Minimum net site area</b>
Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>

- (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 <sup>2</sup> ), or 3000L (roof area greater than 110m <sup>2</sup> )
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.6.17 Medium Density Residential Standards**

Purpose: Enable development of a variety of housing typologies with a mix of densities within relevant residential zones that responds to the planned urban built character.

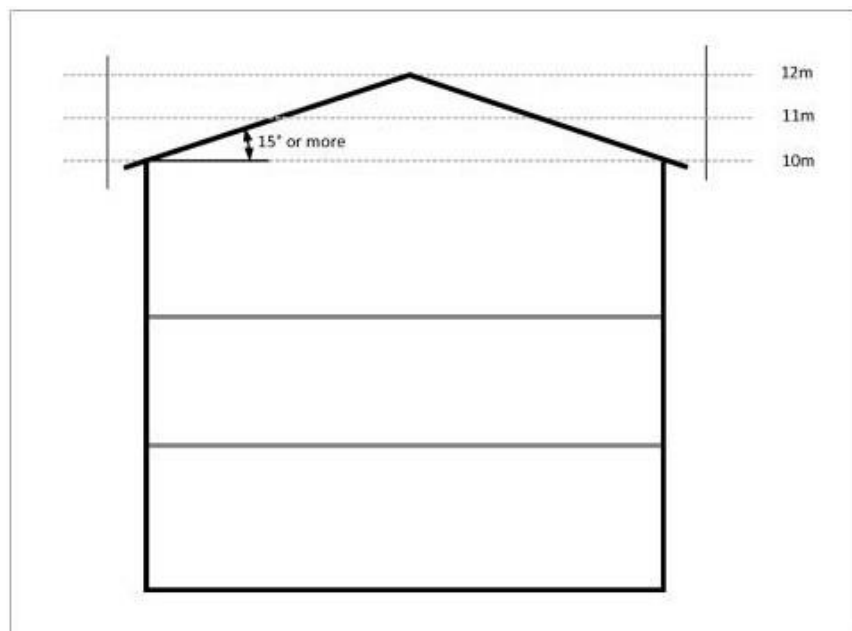
(1) There must be no more than three dwellings per site.

(2) [retain the number two]

(a) **Building height**

(i) In the Residential - Terrace Housing and Apartment Buildings Zone, buildings must not exceed 16m in height.

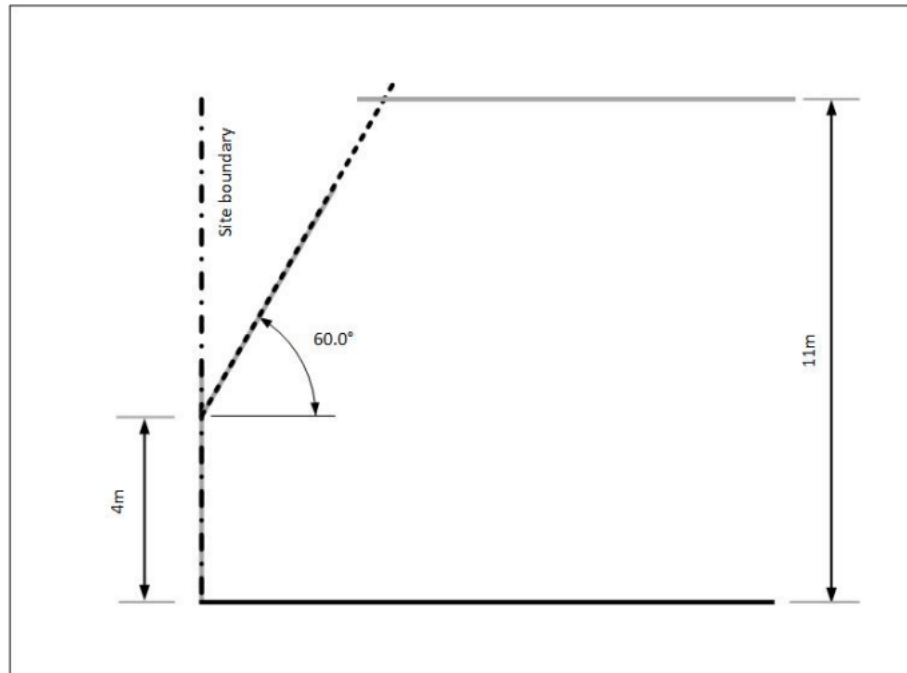
(ii) In the Residential – Mixed Housing Urban Zone, buildings must not exceed 11 metres in height, except that 50% of a building’s roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram:



(b) **Height in relation to boundary**

(i) Buildings must not project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the

height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.



(ii) This standard does not apply to —

- (a) a boundary with a road:
- (b) existing or proposed internal boundaries within a site:
- (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

(c) **Yards Setbacks**

(i) Buildings must be set back from the relevant boundary by the minimum depth listed in the yards table below:

<b><u>Yard</u></b>	<b><u>Minimum depth</u></b>
<u>Front</u>	<u>1.5 metres</u>
<u>Side</u>	<u>1 metre</u>
<u>Rear</u>	<u>1 metre (excluded on corner sites)</u>
<u>Riparian margin required by IXXX6.5(1)</u>	<u>10 metres</u>
<u>High value terrestrial planting required by IXXX6.6(7)</u>	<u>5 metres</u>
<u>Wetland margin buffer planting required by IXXX6.6(7)</u>	<u>5 metres</u>
<u>Coastal protection yard required by IXXX6.9</u>	<u>30 metres</u>

(ii) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common

wall is proposed.

(d) **Building coverage**

The maximum building coverage must not exceed 50% of the net site area.

(e) **Outdoor living space**

(i) A dwelling at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:

(a) where located at ground level, has no dimension less than 3 metres; and

(b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and

(c) is accessible from the dwelling; and

(d) may be:

- grouped cumulatively by area in 1 communally accessible location; or

- located directly adjacent to the dwelling unit; and

(e) is free of buildings, parking spaces, and servicing and manoeuvring areas.

(ii) A dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that—

(a) is at least 8 square metres and has a minimum dimension of 1.8 metres; and

(b) is accessible from the dwelling; and

(c) may be:

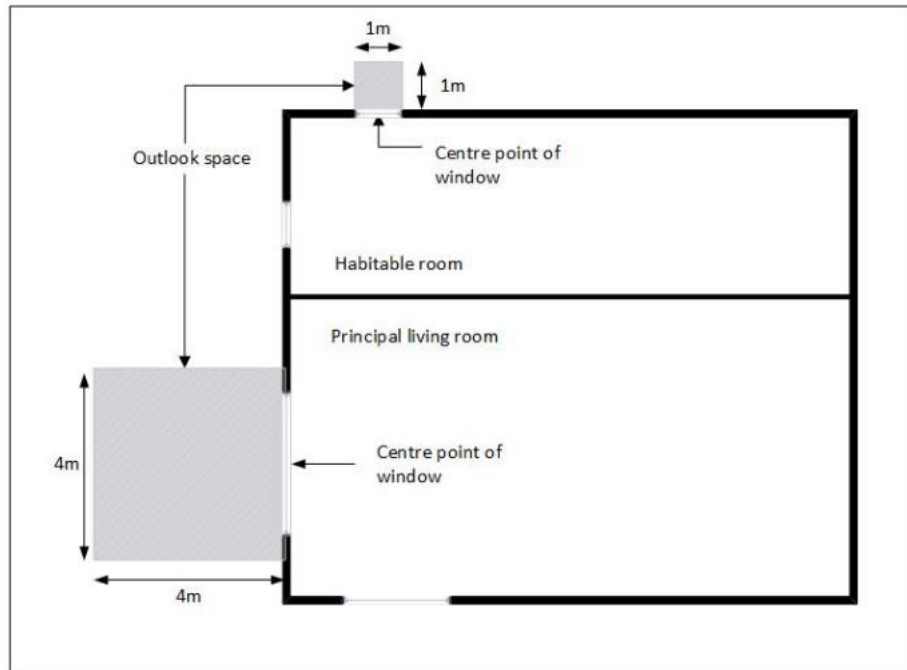
- grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or

- located directly adjacent to the dwelling unit.

(f) **Outlook space**

(i) An outlook space must be provided for each dwelling as specified in this standard clause.

(ii) An outlook space must be provided from habitable room windows as shown in the diagram below:



- (iii) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
  - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (iv) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (v) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (vi) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (vii) Outlook spaces may be under or over a balcony.
- (viii) Outlook spaces required from different rooms within the same building may overlap.
- (ix) Outlook spaces must—
- (a) be clear and unobstructed by buildings; and
  - (b) not extend over an outlook space or outdoor living space required by another dwelling.
- (g) **Windows to street**

Any dwelling facing the street must have a minimum of 20% of the street- facing



façade in glazing. This can be in the form of windows or doors.

(h) **Landscape area**

- (i) A dwelling at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- (ii) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

**Subdivision For Controlled Subdivision Activities**

Purpose: Enable subdivision around the development of a variety of housing typologies with a mix of densities within residential zones that responds to the planned urban built character.

**IXXX.6.18 Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the precinct**

- (1) Any subdivision relating to an approved land use consent must comply with that land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard IXXX.6.17(2) except that Standard IXXX.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**IXXX.6.19 Subdivision around existing buildings and development**

- (1) Prior to subdivision occurring, all development must meet the following:
  - (a) Comply with the relevant overlay, Auckland-wide, zone and precinct rules; or
  - (b) Be in accordance with an approved land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard IXXX.6.17(2) except that Standard IXXX.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**IXXX.6.20 Subdivision for up to three sites accompanied by a land use consent application or certificate of compliance for up to three dwellings**

- (1) The subdivision application and land use consent application or certificate of compliance relate to a site on which there are no dwellings;
- (2) The subdivision application and land use consent application or certificate of compliance must be determined concurrently;
- (3) Each dwelling, relative to its proposed boundaries, complies with Standard IXXX.6.17(2) and all other applicable standards;
- (4) A maximum of three sites and three dwellings are created; and
- (5) No vacant sites are created.

**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) Subdivision for the purpose of the construction or use of dwellings:
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;
  - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
  - (c) the effects of infrastructure provision.
- (2) 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.
- (3) 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~~ Crime Prevention Through Environmental Design

#### **IXXX.7.2 Assessment criteria**

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

- (1) Subdivision for the purpose of the construction or use of dwellings
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:
    - i. refer to Policy E38.3(6);
  - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
    - i. refer to Policy E38.3(1) and (6);
  - (c) whether there is appropriate provision made for infrastructure including:
    - (i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and

(ii) whether appropriate management of effects of stormwater has been provided;

(iii) refer to Policies E38.3(1), (6), (19) to (23).

(2) 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.

(3) 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~~ Crime Prevention Through Environmental Design 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 dwellings~~ Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone 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
- (e) The Standards in IXXX.6.17(2)
- (f) Infrastructure and servicing.

(1X) Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the IXXX.6.17(2) Medium Density Residential Standards:

(a) any precinct or zone policy which is relevant to the standard

(b) the effects of any special or unusual characteristic of the site which is relevant to the standard

(c) the effects of the infringement of the standard

(d) the effects on the urban built character of the precinct zone.

(e) the effects on the amenity of the neighbouring sites.

(f) the characteristics of the development

(g) any other matters specifically listed for the standard; and

(h) where more than one standard will be infringed, the effects of all infringements.

(2) New buildings, other than buildings for dwellings residential units in a Residential – Terrace Housing and Apartment Buildings Zone, or Residential – Mixed Housing Urban Zone, or Large Lot Zone 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; and
- (h) Reductions in energy demand.

(3) Subdivision and development that complies with Standard IXXX.6.3 Staging of Subdivision and 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.~~

(b) The adequacy of transport monitoring and outcomes of monitoring required under special information requirement IXXX.9(4A);

- (c) Funding arrangements to provide the necessary infrastructure required by Standard IXXX.6.3.

- (d) The quality of public transport, 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.

- (e) The imposition of consent conditions of the kind referred to in standard IXXX.6.3(1), (2) and (3).

- (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 1000m<sup>2</sup>

- (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 1000m<sup>2</sup>.

- (6) Infringement to standard IXXX.6.5 Riparian Margins:

- (a) Effects on water quality, biodiversity and stream erosion.

- (6A) Any subdivision or development application

- (7) Stormwater and Flooding 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.~~
- (10) Infringement of standard IXXX.6.1446 Road Design
  - (b) The design of the road and associated road reserve and where it achieves policies IXXX.3(12), (13), (14) and (15).
  - (c) Design constraints.
  - (d) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (11) 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) Four or more dwellings More than 3 dwellings per site in Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone 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.

(1A) Buildings for up to three dwellings or four or more dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the IXXX.6.17(2) Medium Density Residential Standards

- (a) for all infringements to standards:
  - (i) refer to Policy IXXX.3(X5)
- (b) for building height:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X5)
  - (iii) notwithstanding IXXX.3 refer to Policy H6.3(5).

Visual dominance

- (iv) the extent to which buildings as viewed from the street or public places are designed to minimise visual dominance effects of any additional height, taking into account:
  - the planned urban built character of the precinct; and
  - the location, orientation and design of development,
  - the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

- (v) the extent to which the form and design of the building and any additional height responds to the planned urban built character of the surrounding area including natural landforms and features, and the coast
- (c) for height in relation to boundary:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X5)

Sunlight access - Residential – Mixed Housing Urban Zone

- (iii) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:  
Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):
  - over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard IXXX.6.17(2)(e): or
  - over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard IXXX.6.17(2)(e).
- (iv) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in IXXX.8.2(1A)(b)(v):
  - the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard IXXX.6.17(2)(b) Height in relation to boundary control; and
  - the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

#### Daylight access - Residential – Terrace Housing and Apartment Buildings Zone

- (ivA) The extent to which the height and bulk of development maintains daylight access and minimises visual dominance effects to adjoining sites and developments taking into account site orientation, topography, vegetation and existing or consented development.

#### Visual dominance

- (v) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:
  - the planned urban built character of the zone;
  - the location, orientation and design of development;
  - the physical characteristics of the site and the neighbouring site;
  - the design of side and rear walls, including appearance and dominance; and
  - providing adequate visual and/or physical break up of long continuous building forms.

#### Overlooking and privacy

- (vi) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.
- (d) for yards:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X3)
  - (iii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.
- (e) for building coverage:
  - (i) refer to Policy IXXX.3(X1)



- (ii) refer to Policy IXXX.3(X3)
  - (iii) whether the non-compliance is appropriate to the context, taking into account:
    - whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
    - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;
  - (f) for landscaped area:
    - (i) refer to Policy IXXX.3(X1)
    - (ii) refer to Policy IXXX.3(X3)
    - (iii) refer to Policy H5.3(10) or Policy H6.3(10) and
    - (iv) the extent to which existing mature trees are retained.
  - (g) for outlook space:
    - (i) refer to Policy IXXX.3(X1)
    - (ii) refer to Policy IXXX.3(X3)
    - (iii) refer to Policy IXXX.3(X4)
    - (iv) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.
  - (h) for outdoor living space:
    - (i) refer to Policy IXXX.3(X1);
    - (ii) refer to Policy IXXX.3(X4); and
    - (iii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants.
  - (i) for windows facing the street:
    - (i) refer to Policy IXXX.3(X3)
    - (ii) the extent to which the glazing:
      - allows views to the street and/or accessways to ensure passive surveillance; and
      - provides a good standard of privacy for occupants.
- (2) Subdivision and development that complies with Standard IXXX.6.3 Staging of Subdivision and 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 to which the proposal provides for quality public transport, walking and cycle 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.

(c) The extent to which the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.

~~(b)(d)~~ The extent of subdivision and development that have been previously approved under this standard.

~~(e)(e)~~ The extent to which intersections are designed to provide safe and efficient movement for pedestrians and cyclists.

~~(d)(f)~~ The extent to which funding options are available to provide the required transport infrastructure upgrades.

~~(e)(g)~~ The extent to which monitoring confirms the forecast mode share splits, assumed trip generation and development mix and safety monitoring in clauses IXXX.9(4A) ~~(ba)~~ – ~~(c)~~ 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 dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone or Residential – Large Lot Zone 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 1000m<sup>2</sup> 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 1000m<sup>2</sup>:
- (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 [Special Area 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 or to provide in excess of 2700 dwellings or lots 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 Subdivision and 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**

<b>Residential</b>	<b>Non-Residential</b>
<del>More than 500 dwellings and up to 850 dwellings or residential lots</del>	<del>a) Minimum of 900m<sup>2</sup> light industrial GFA;</del>



More than 850 dwellings and up to 1,900 dwellings or residential lots	<ul style="list-style-type: none"> <li>a) Minimum of 1,500m<sup>2</sup> light industrial GFA;</li> <li>b) Minimum of 1,100m<sup>2</sup> commercial GFA;</li> <li>c) Education facilities with capacity for 750 pupils.</li> </ul>
More than 1,900 dwellings and up to 2,700 dwellings or residential lots	<ul style="list-style-type: none"> <li>a) Minimum of 8,000m<sup>2</sup> light industrial GFA;</li> <li>b) Minimum of 3,300m<sup>2</sup> commercial GFA;</li> <li>c) Education facilities with capacity for 1,600 pupils.</li> </ul>

- ~~(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)~~ (b) 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)~~ (c) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;
- ~~(h)~~ (d) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and
- (e) For applications that infringe Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity Upgrades only - An assessment of the ferry two-hour peak period (between 0620-0820 on weekdays) passenger numbers, available remaining capacity and the anticipated ferry passenger demand associated with the application.
- (f) Any information and findings within the transport monitoring material supplied under Special information requirement IXXX.9(4A).
- ~~(i) Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the precinct.~~

(4A) Transport Development and Subdivision Monitoring Report

A Transport Monitoring Report shall be prepared for every 500 dwellings or residential lots cumulatively within the precinct (e.g., 500, 1,000, 1,500, and so on). At each of these thresholds, a Transport Monitoring Report must be submitted to Council. The Transport Monitoring Report is to include:

- (a) An assessment demonstrating whether the following public transport mode share for residential trips to employment and education activities have been achieved:

**Table IXXX.9.1: Residential Mode Share**

<u>Dwellings</u>	<u>Public Transport</u>
<u>Base Scenario</u>	<u>7%</u>
<u>Up to 1200</u>	<u>13%</u>
<u>Up to 2700</u>	<u>17%</u>

If the assessment demonstrates that mode share splits are less than shown in the above table, the report shall identify any of the required 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.

(b) An assessment demonstrating whether vehicle trips rates per apartment are 0.4 trips or fewer. If the monitoring demonstrates that the trips rates are greater an 0.4,-the report-shall identify any of the required 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.

(c) Information on the mix of consented or constructed ~~or enabled~~ development within the Precinct, including:

i) Whether it differs from that assumed and specified in Table IXXX.9.2: Development Mix; and

ii) If there is a difference:

- An assessment of the associated trip generation arising from this difference;
- An evaluation of any effects on the surrounding transport network;
- Whether any transport infrastructure upgrades in Table IXXX.6.3.1 are still appropriate or any alternatives that are proposed

**Table IXXX.9.2 Development Mix**

<b><u>Residential</u></b>	<b><u>Non-Residential</u></b>
<u>More than 500 dwellings and up to 850 dwellings or residential lots</u>	a) <u>Minimum of 900m<sup>2</sup> light industrial GFA;</u>
<u>More than 850 dwellings and up to 1,900 dwellings or residential lots</u>	a) <u>Minimum of 1,500m<sup>2</sup> light industrial GFA;</u> b) <u>Minimum of 1,100m<sup>2</sup> commercial GFA;</u> c) <u>Education facilities with capacity for 750 pupils.</u>
<u>More than 1,900 dwellings and up to 2,700 dwellings or residential lots</u>	a) <u>Minimum of 8,000m<sup>2</sup> light industrial GFA;</u> b) <u>Minimum of 3,300m<sup>2</sup> commercial GFA;</u> c) <u>Education facilities with capacity for 1,600 pupils.</u>

(d) A safety assessment for Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village. This assessment shall:

- i) Include an updated crash history for this section of Whitford-Maraetai Road;
- ii) Identify any new patterns of deaths or serious injuries that have emerged on this section of Whitford-Maraetai Road from the date of the first occupied dwelling within the Precinct or issue of first s224(c) certificate for a dwelling within the Precinct;
- iii) Analyse the nature and causes of these crashes;
- iv) If any new patterns are identified, the report should recommend specific safety improvements to be implemented to reduce the risk of further deaths or serious injuries.

Note: The purpose of the safety assessment specified in clause IXXX.9(4A)(d) above is to guide future Auckland Transport safety upgrade investments. Any outcomes of the safety assessment shall not be considered or used as the basis for a condition of resource consent for any application for subdivision or development that complies with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.

#### (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 500m<sup>2</sup> 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.

#### (9) Monitoring of Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades

Purpose: The purpose of this information requirement is to enable ongoing monitoring of dwelling and lot numbers to ascertain compliance with Tables IXXX.6.3.1 Staging of Subdivision and Development with Road Upgrades and IXXX.6.3.2 Staging of Subdivision and Development with Threshold for Subdivision and Development for Ferry Capacity

- (a) Any proposal for dwellings (as defined in IXXX.6.3(3)(a)) must include the number of dwellings already consented or which may be enabled on vacant lots (as well as anticipated dwellings for any subdivision proposal involving superlots) to demonstrate compliance with standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (b) Any application must contain details of the number of dwellings anticipated including any changes from those enabled within previous consent applications.

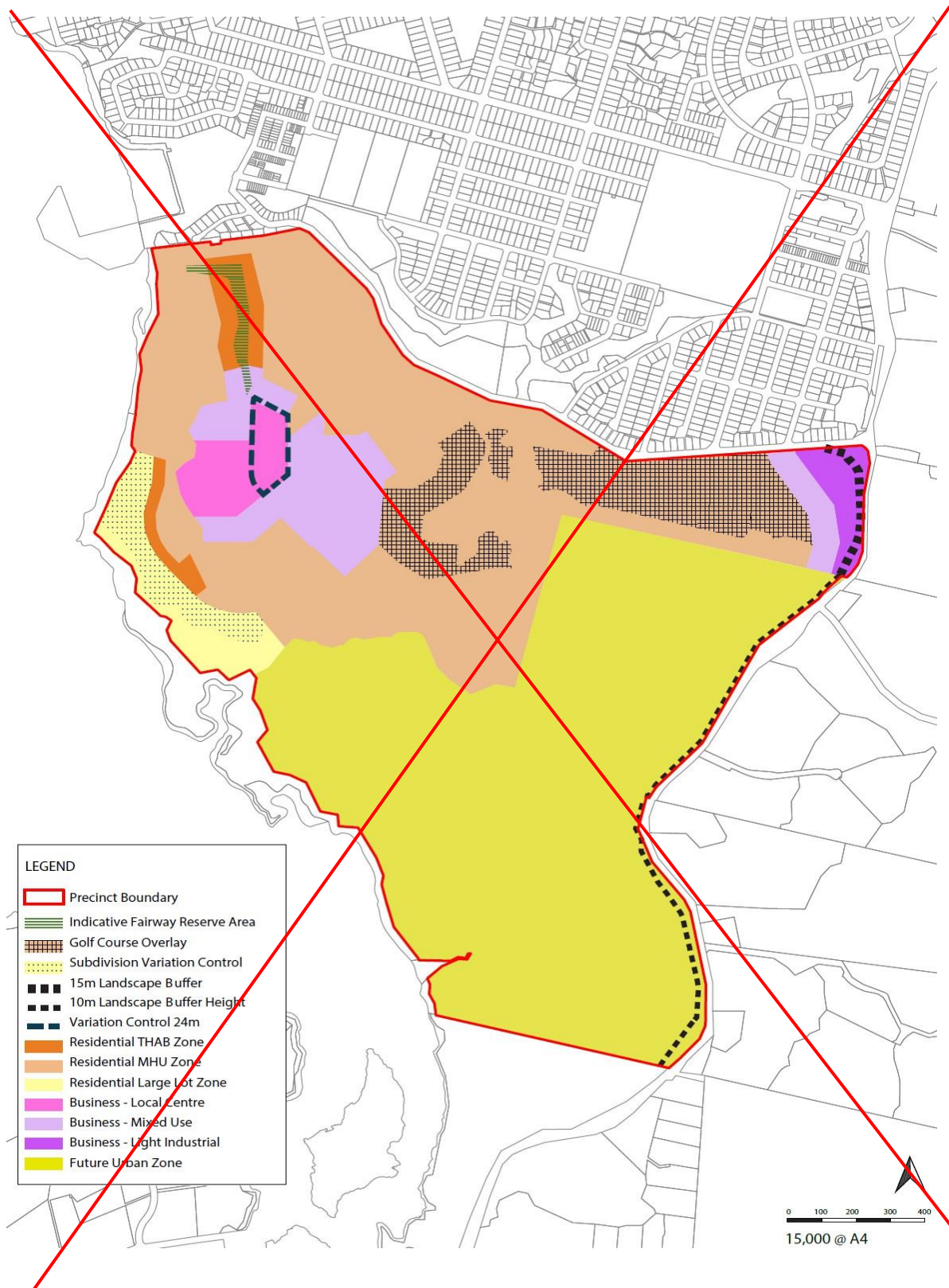


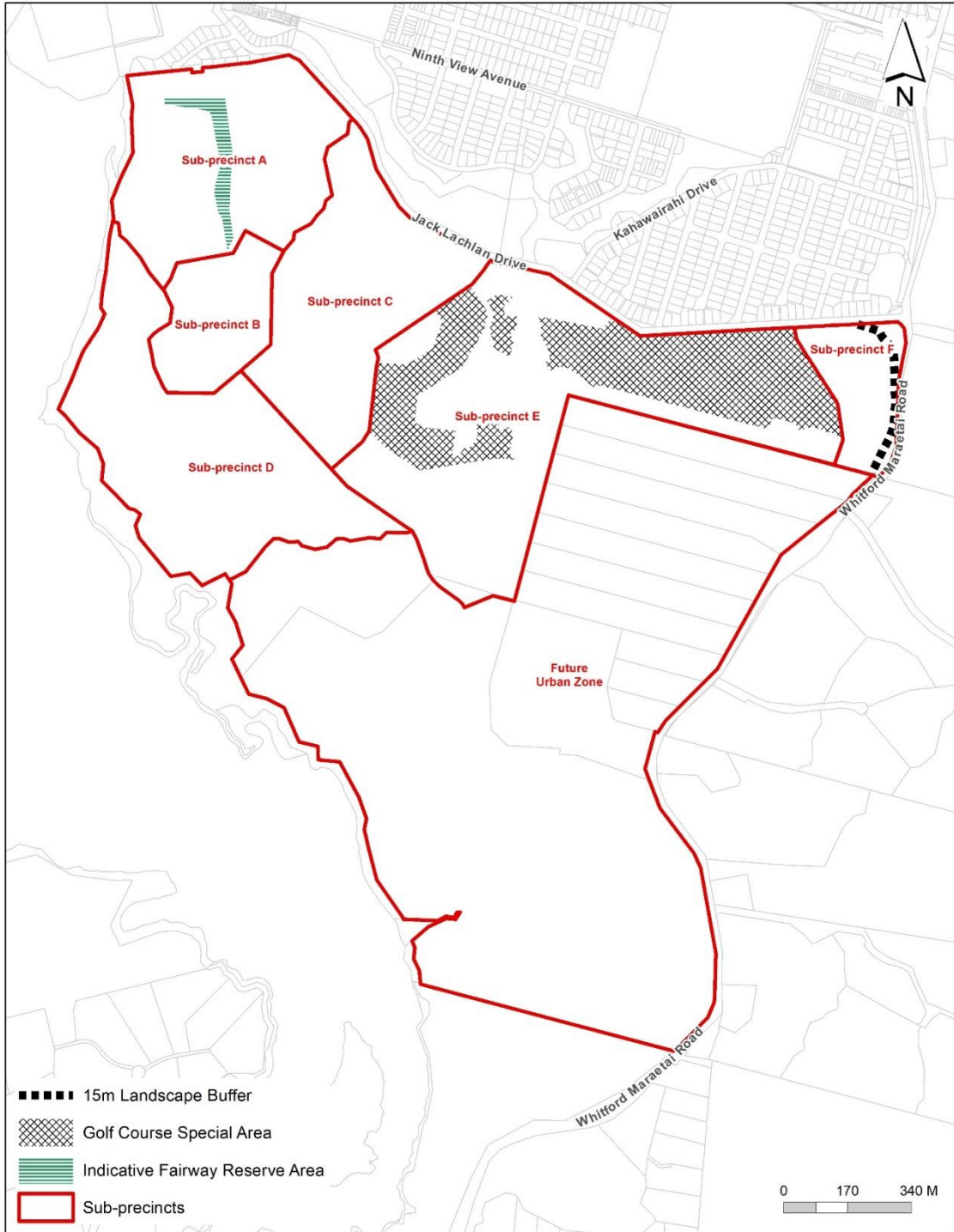
## IXXX.10 Precinct plans

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

[Delete the decisions version of Precinct Plan 1 below, and replace with the updated version of Precinct Plan 1 immediately following. NB: The updated plan:

- Adds and labels sub-precincts
- Removes zoning, height variation control and subdivision variation control from plan and legend (these are shown on the planning maps)
- Removes the 10 metre landscape/yard control in the FUZ from plan and legend
- Updates legend to rename 'golf course overlay', i.e. 'golf course special area' and make consequential changes to precinct text





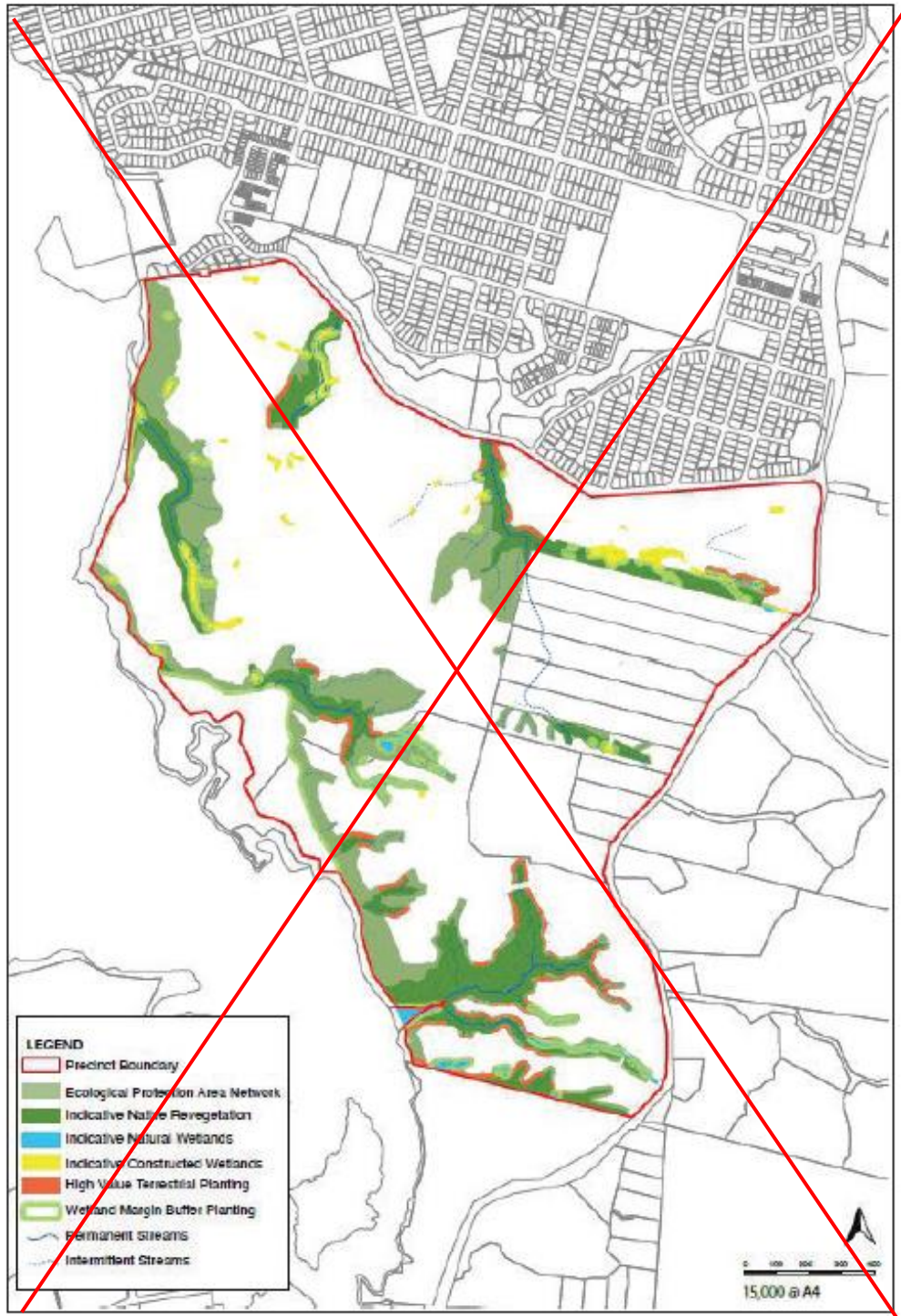
**Precinct Plan 1: Additional Controls**



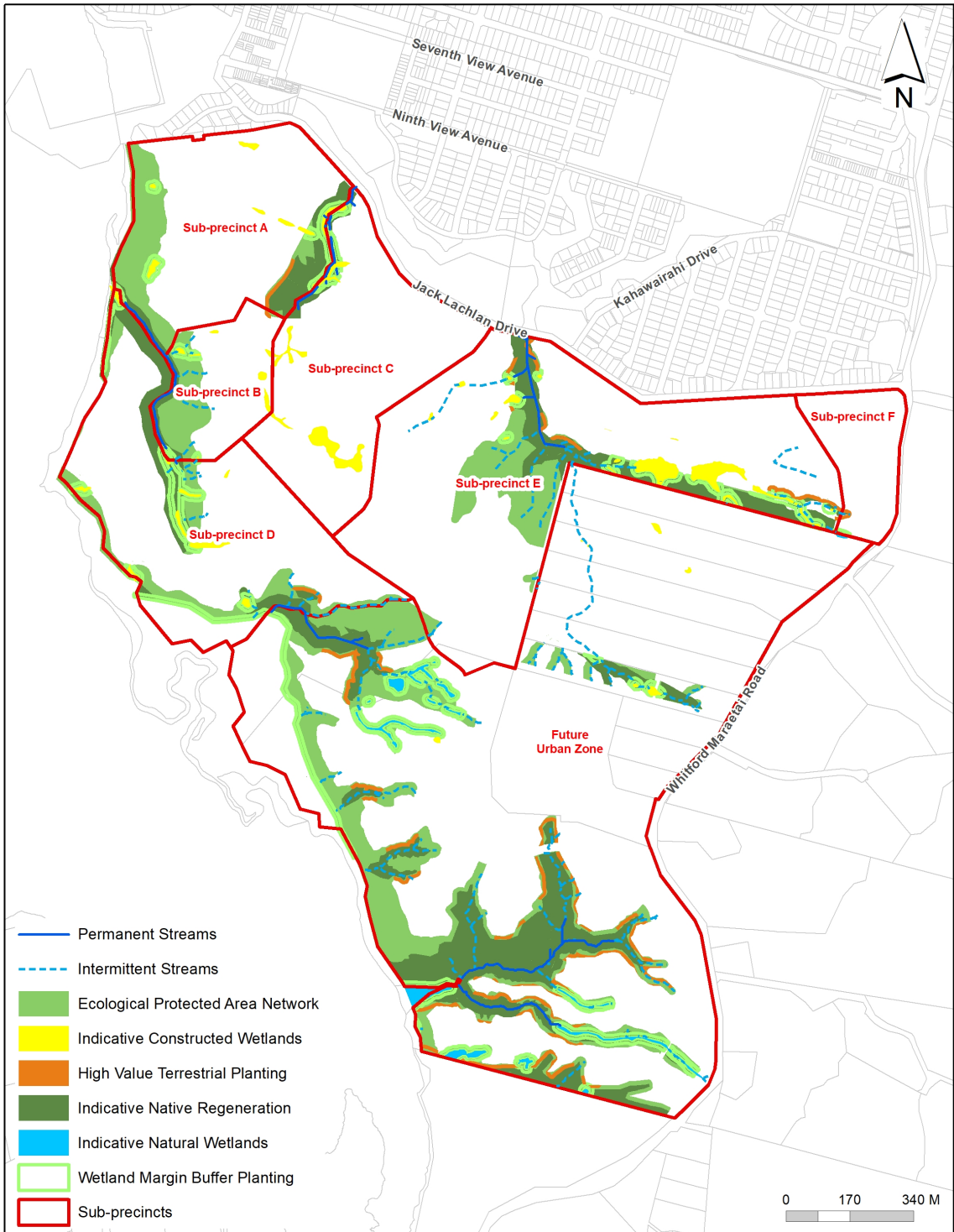
COPYRIGHT © Auckland Council

## IXXX.10.2 Precinct Plan 2 – Natural Features

[Delete the decisions version of Precinct Plan 2 below, and replace with the updated version of Precinct Plan 2 immediately following. NB: The updated plan adds and labels sub-precincts]







**Precinct Plan 2: Natural Features**

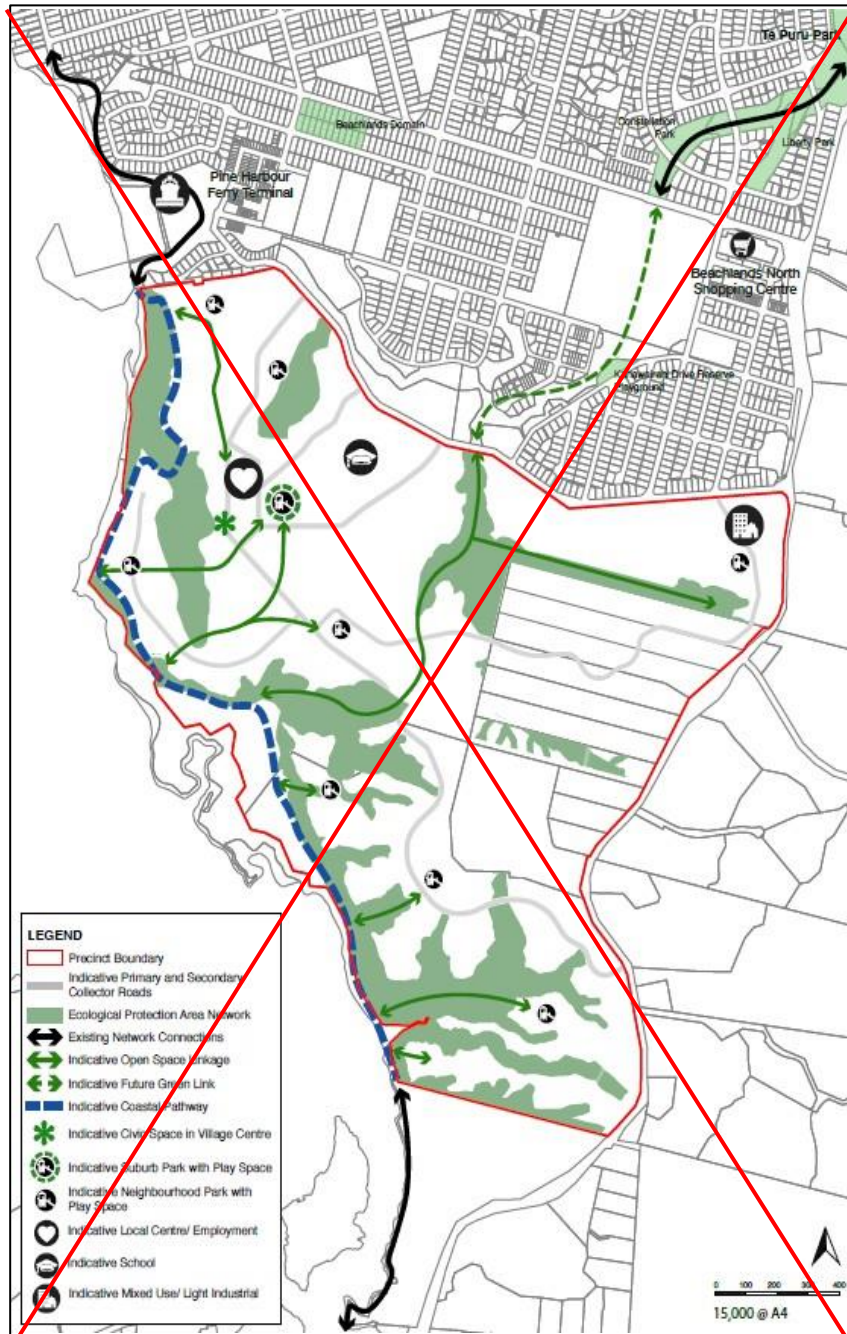


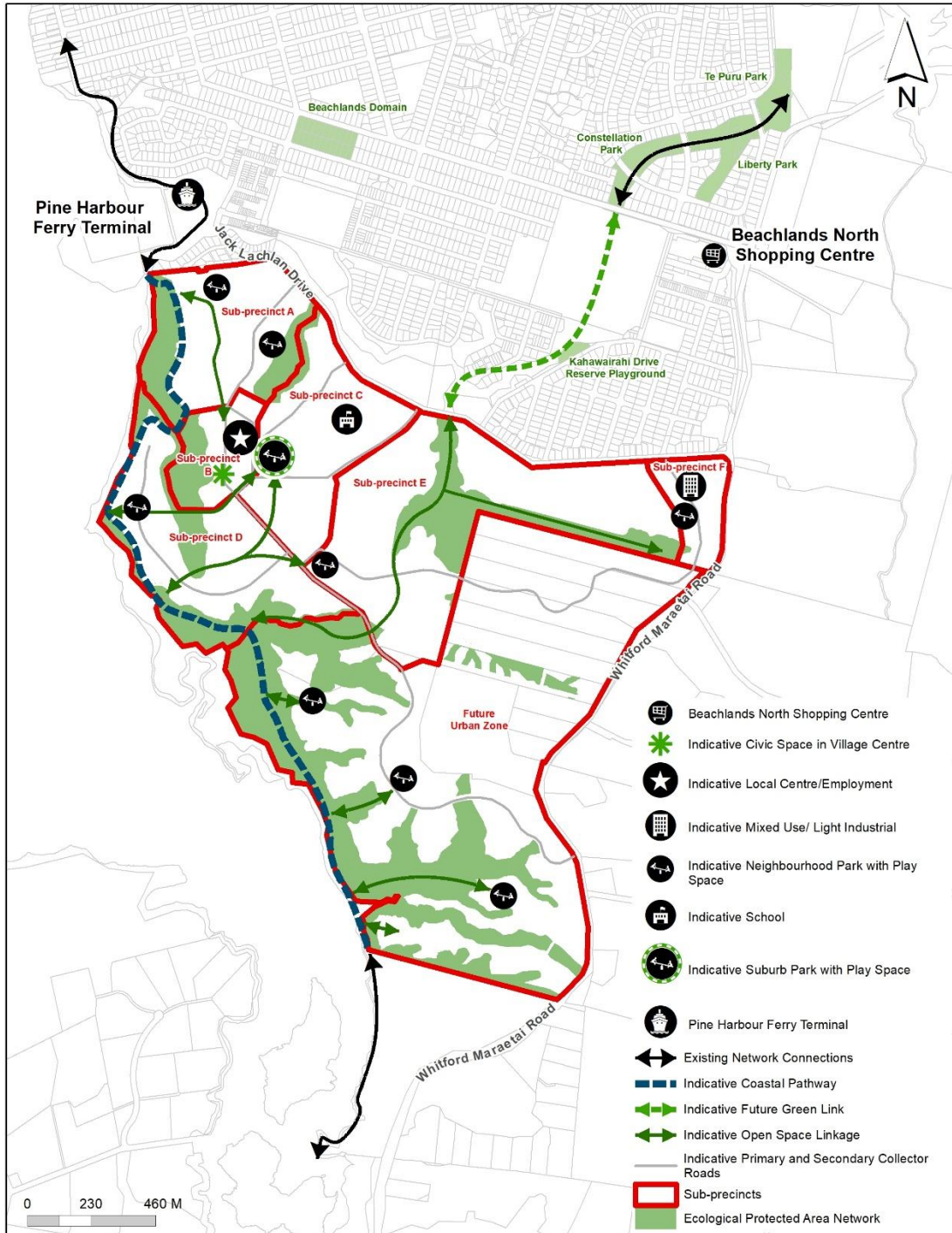
COPYRIGHT © Auckland Council

COPYRIGHT © Auckland Council

### IXXX.10.3 Precinct Plan 3 – Structuring Elements

[Delete the decisions version of Precinct Plan 3 below, and replace with the updated version of Precinct Plan 3 immediately following. NB: The updated plan adds and labels sub-precincts]





### Precinct Plan 3: Structuring Elements



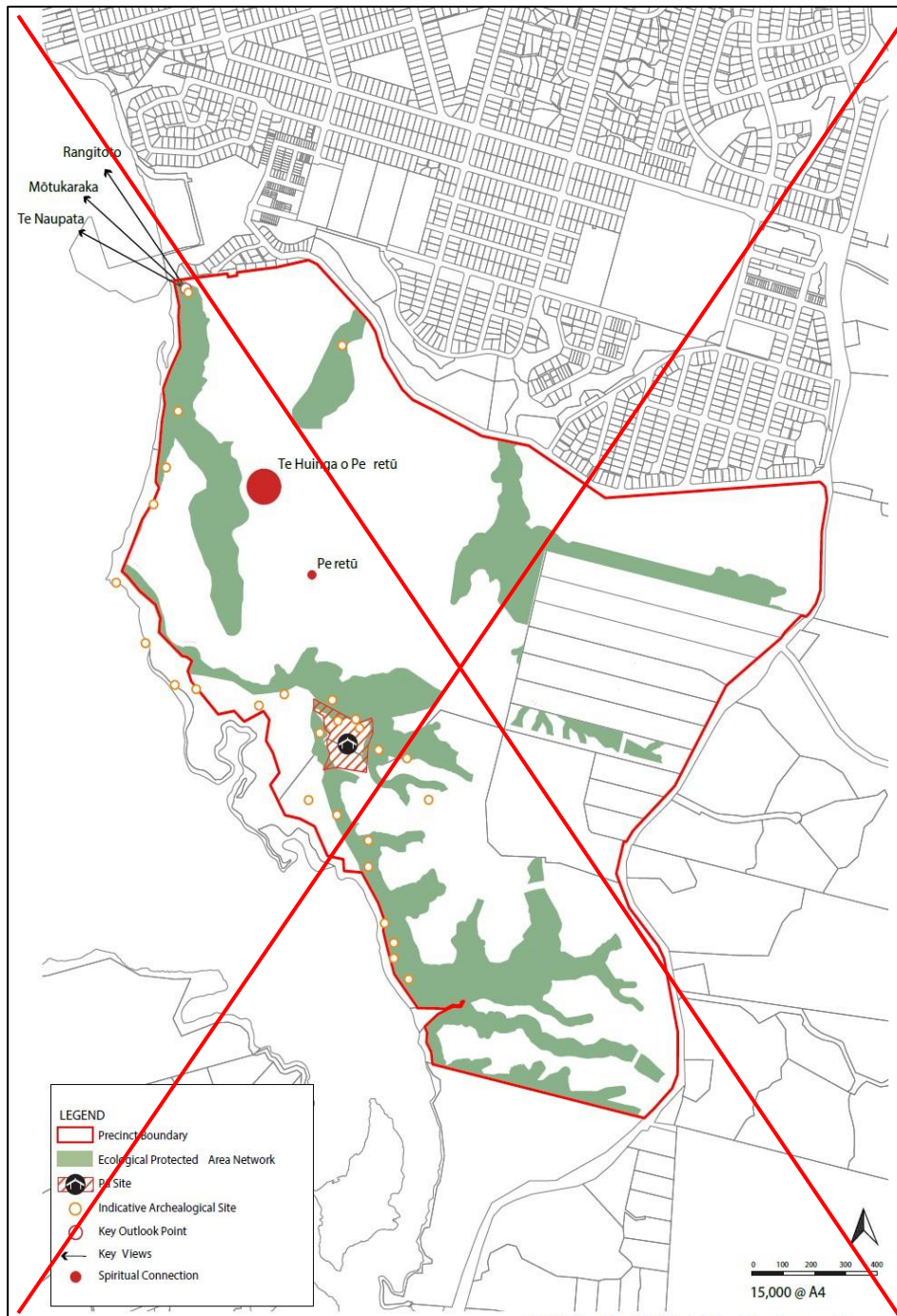
COPYRIGHT © Auckland Council

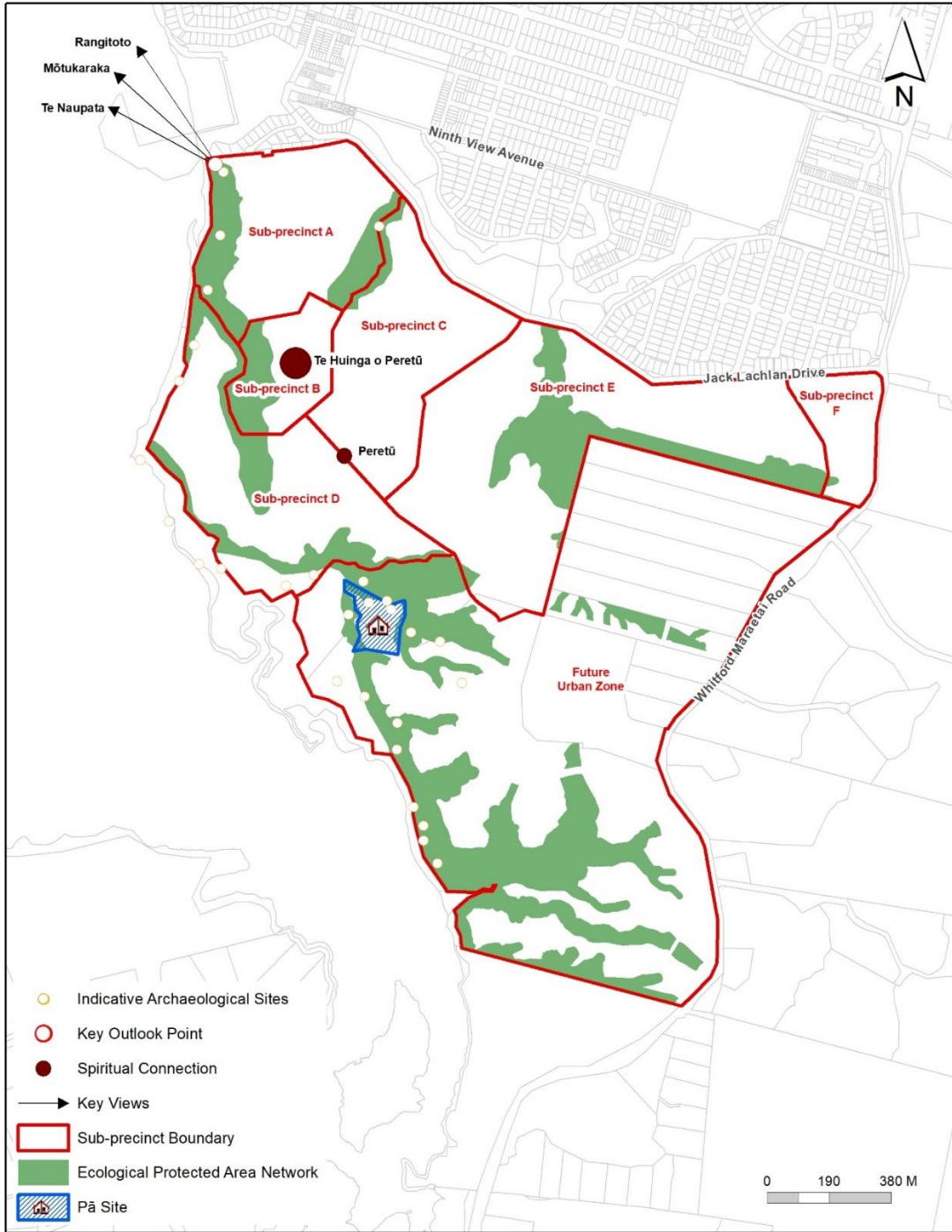
Note: All elements and locations shown are indicative only and subject to detailed design and assessment as part of the resource consent process.



## IXXX.10.4 Precinct Plan 4 – Cultural Landscape

[Delete the decisions version of Precinct Plan 4 below, and replace with the updated version of Precinct Plan 4 immediately following. NB: The updated plan adds and labels sub-precincts]



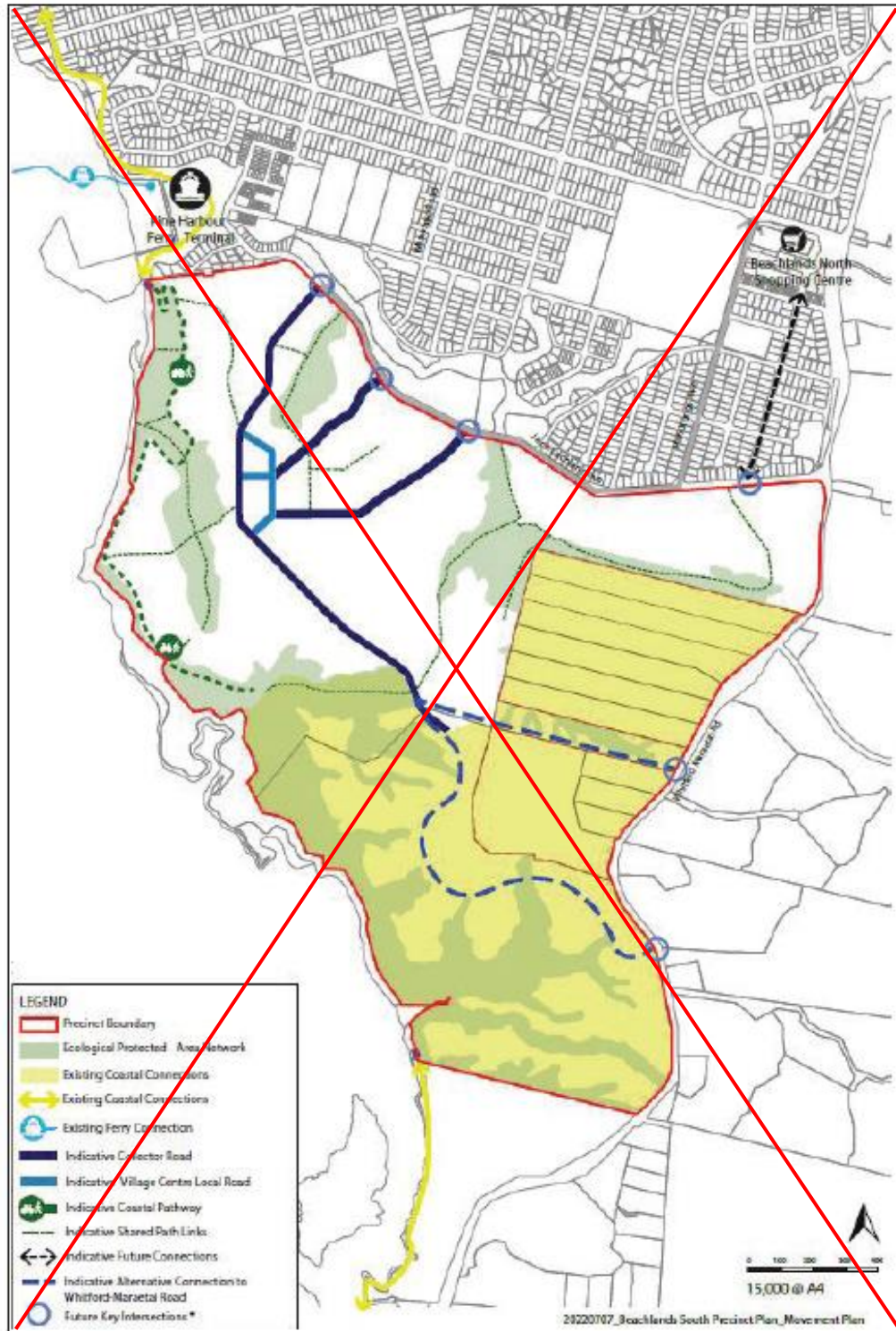


**Precinct Plan 4: Cultural Landscape**

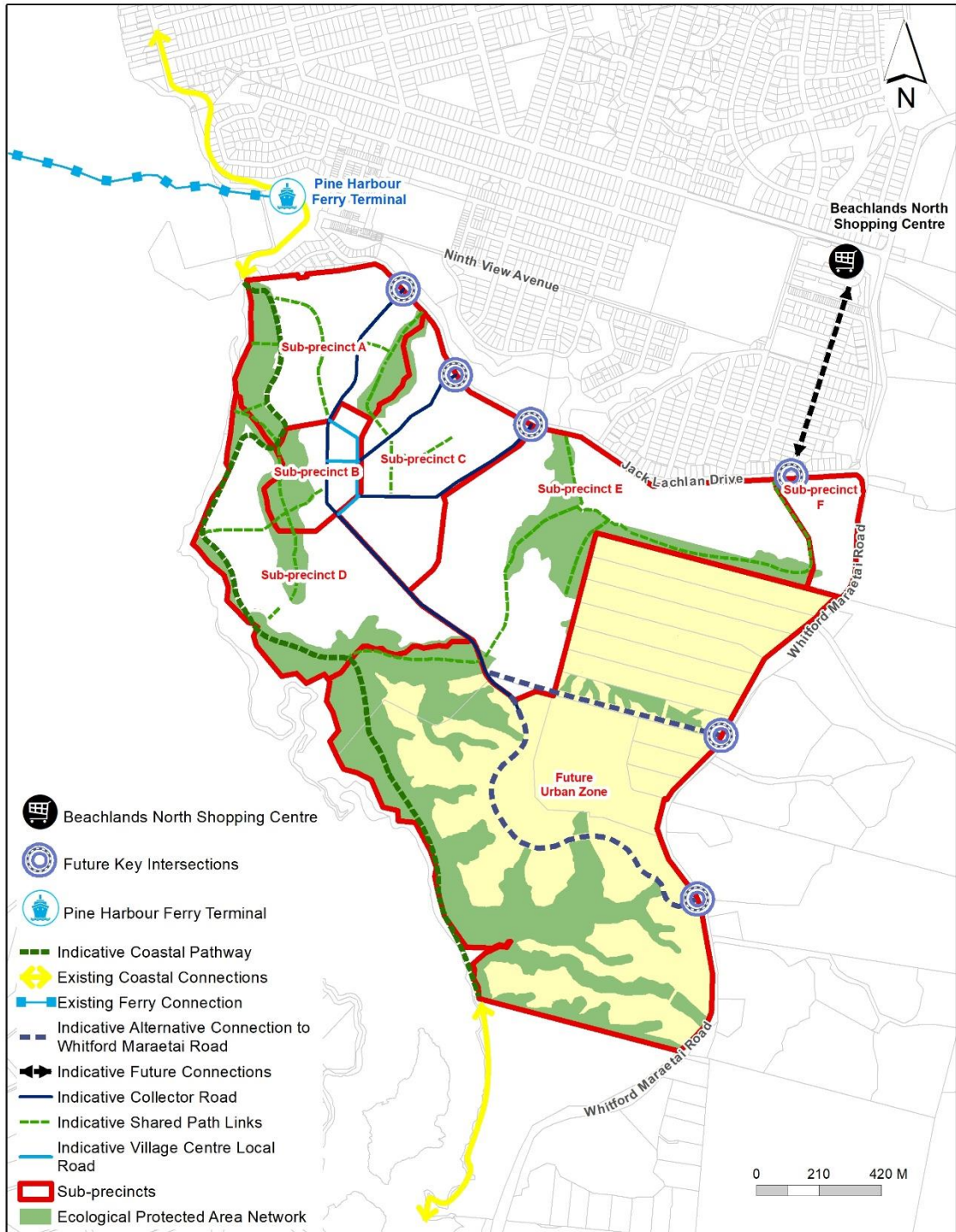
COPYRIGHT © Auckland Council

### IXXX.10.5 Precinct Plan 5 – Movement Network

[Delete the decisions version of Precinct Plan 5 below, and replace with the updated version of Precinct Plan 5 immediately following. NB: The updated plan adds and labels sub-precincts and deletes a stray grey line/arrow outside the precinct boundary]







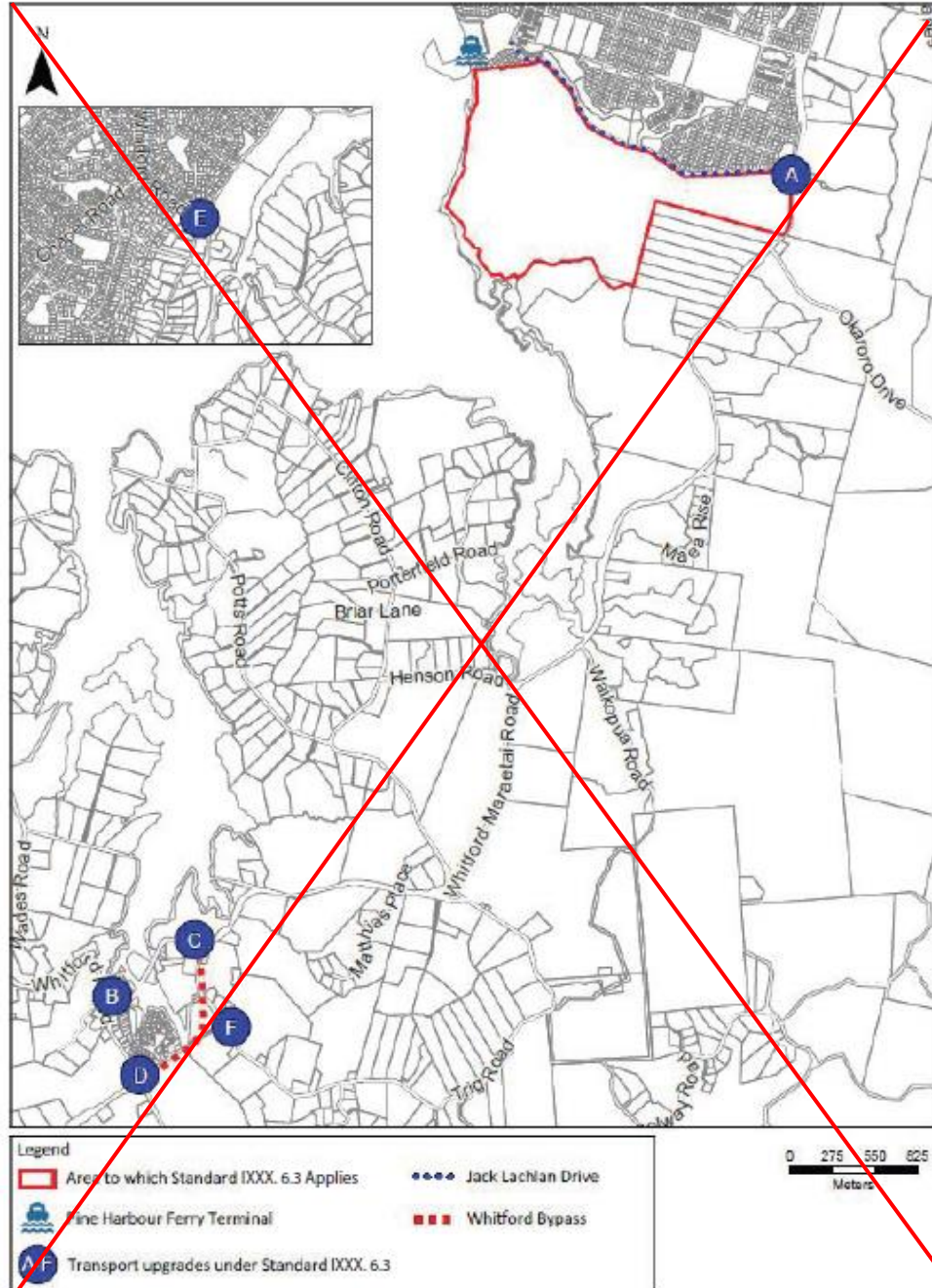
**Precinct Plan 5: Movement Network**



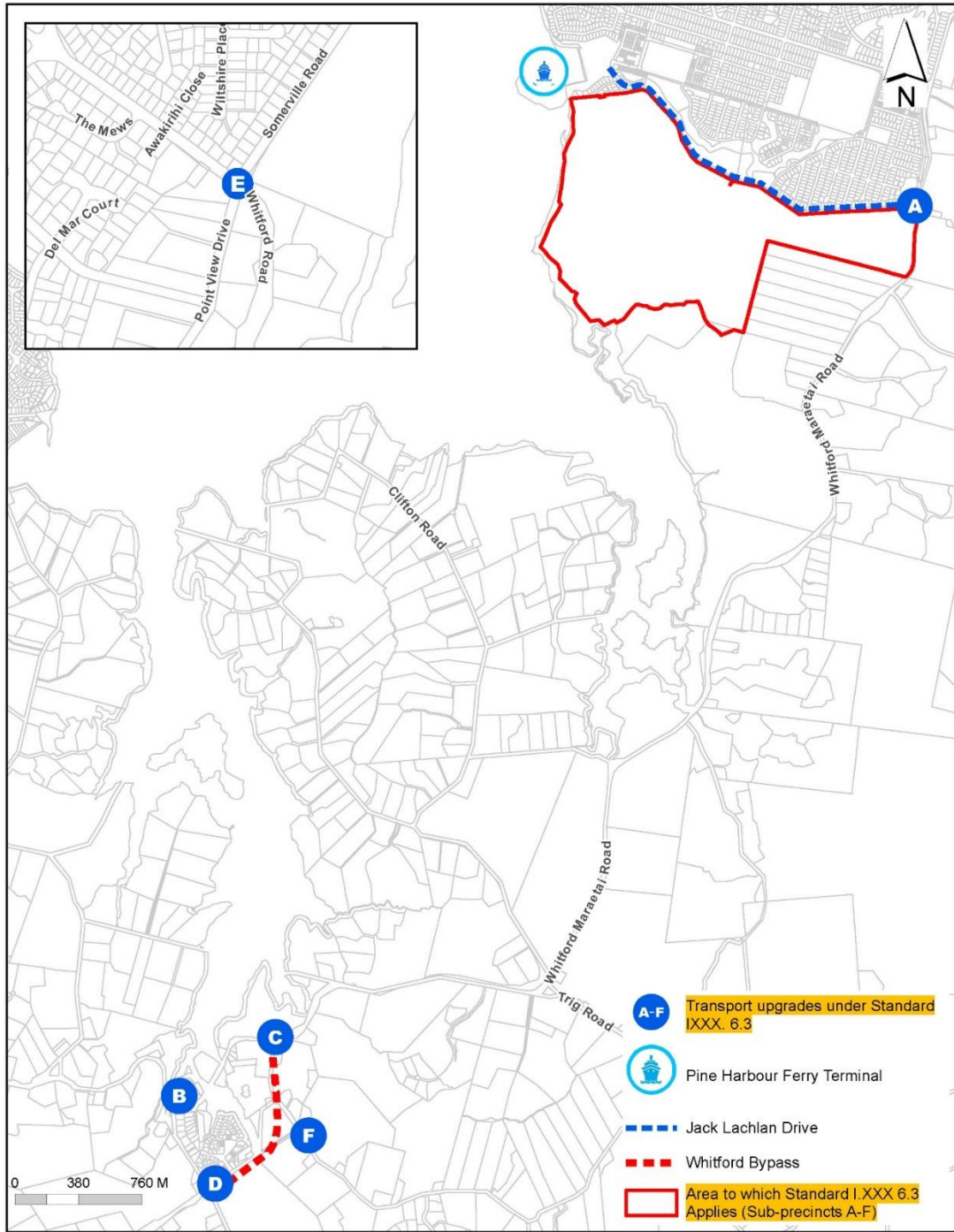
COPYRIGHT © Auckland Council

### IXXX.10.6 Precinct Plan 6 – Transport Staging and Upgrades

[Delete the decisions version of Precinct Plan 6 below, and replace with the updated version of Precinct Plan 6 immediately following. NB: The updated plan amends legend and plan to record red area to which Standard IXXX.6.3 applies is sub-precincts A-F]







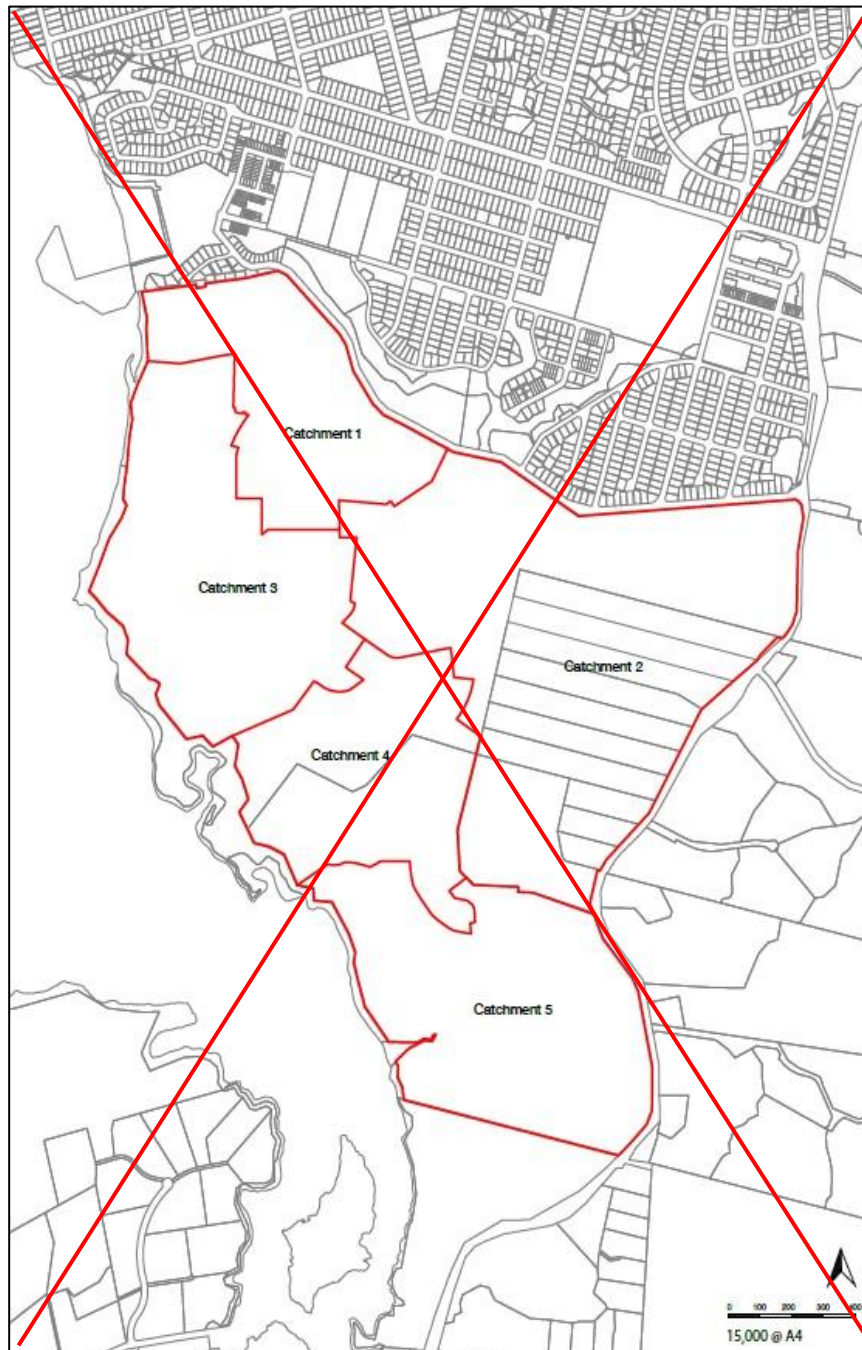
**Precinct Plan 6: Transport Staging and Upgrades**

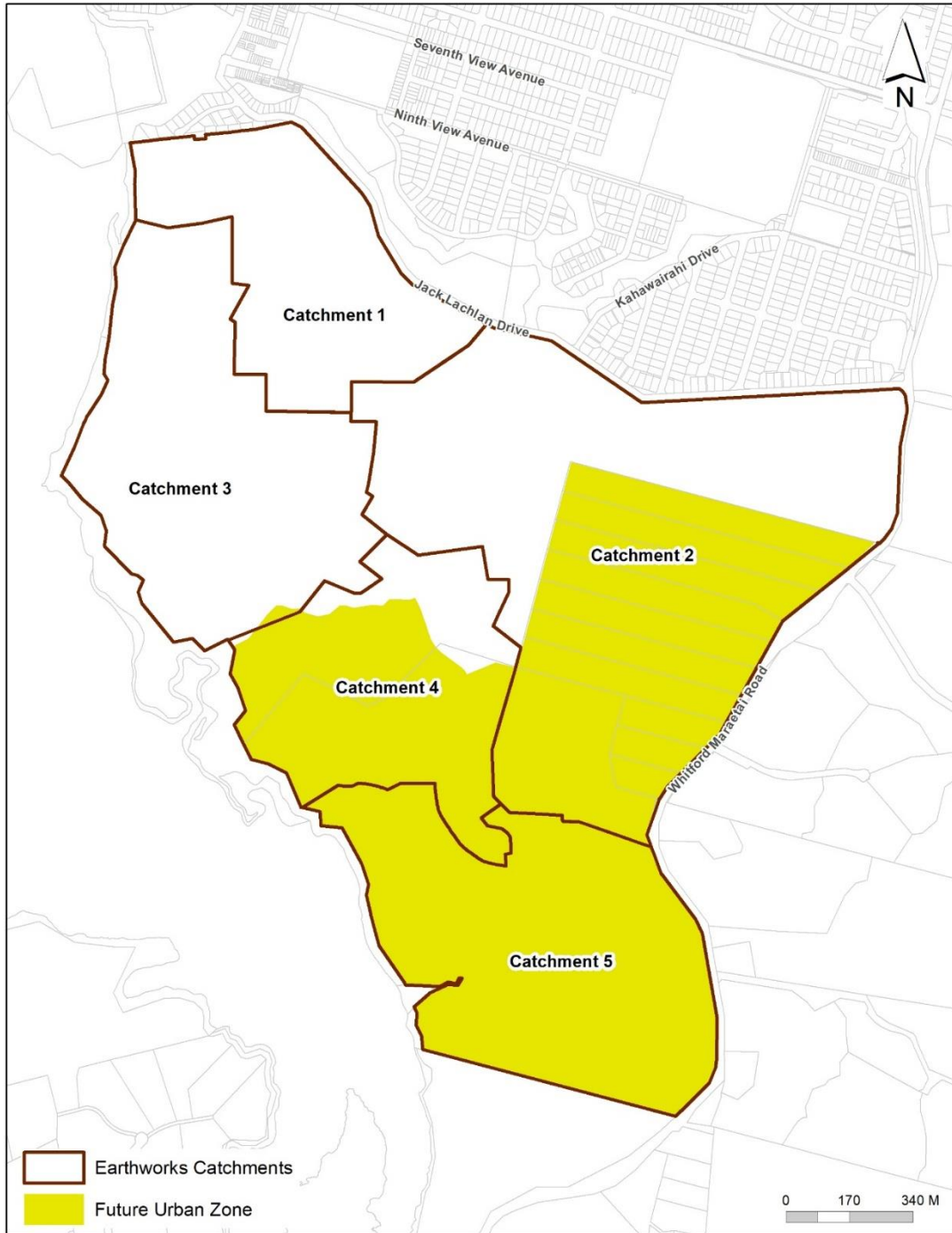


COPYRIGHT © Auckland Council

## IXXX.10.7 Precinct Plan 7 – Earthworks Catchments

[Delete the decisions version of Precinct Plan 7 below, and replace with the updated version of Precinct Plan 7 immediately following. NB: The updated plan applies FUZ zoning (to make clear which parts of precinct are excluded from earthworks activity and standard) and adds a legend





**Precinct Plan 7: Earthworks Catchments**



COPYRIGHT © Auckland Council

## Appendices

### Appendix 1: Beachlands South Precinct, Road Function and Design Details Table

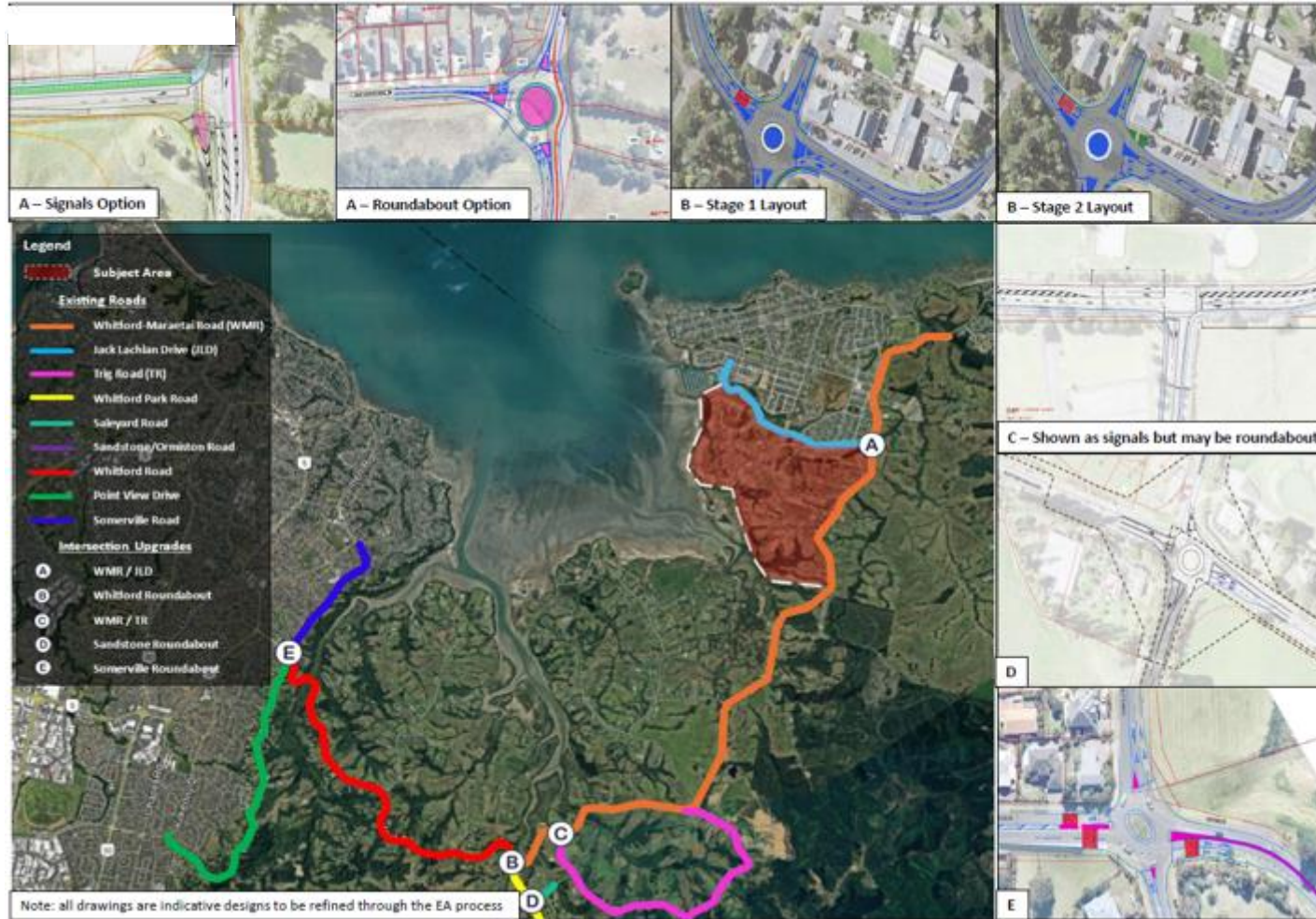
<u>Road Name</u> (refer to <u>Precinct Plan 5</u> )	<u>Role and Function</u>	<u>Min. Road Reserve</u> <sup>1</sup>	<u>Design Speed</u>	<u>Bus Provision</u> <sup>2</sup>	<u>Cycle Provision</u>	<u>Access Restrictions</u>	<u>Pedestrian Provision</u>
Jack Lachlan Drive	Arterial	23m	50	Yes	Yes	Yes (where protected cycle land or shared path)	Both sides
Collector	Collector	23m	40	Yes	Yes	Yes (where protected cycle lane or shared path)	Both sides
Village Centre Local	Local	20m	40	No	No	No	Both sides
Local Street	Local	16m	30	No	No	No	Both sides
Business local	Local	17m	30	No	No	No	Both Sides

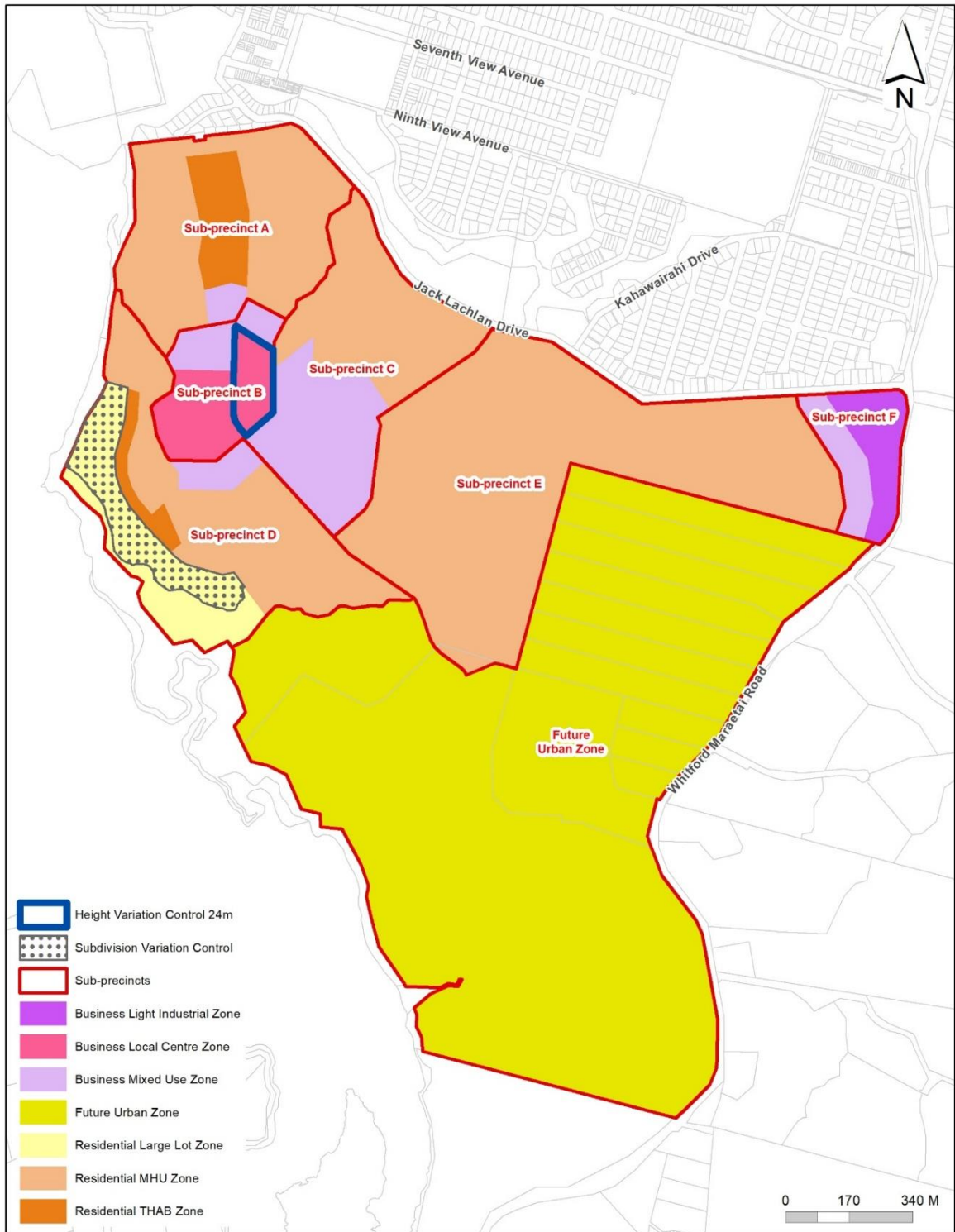
*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements. Width of roads where they continuously adjoin open space may be modified and Road width on Collector roads may be reduced if a two-way cycleway is provided on one side of the road.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses*



**Appendix 2: Beachlands South Precinct Road and Intersection Upgrade Concept Plans**



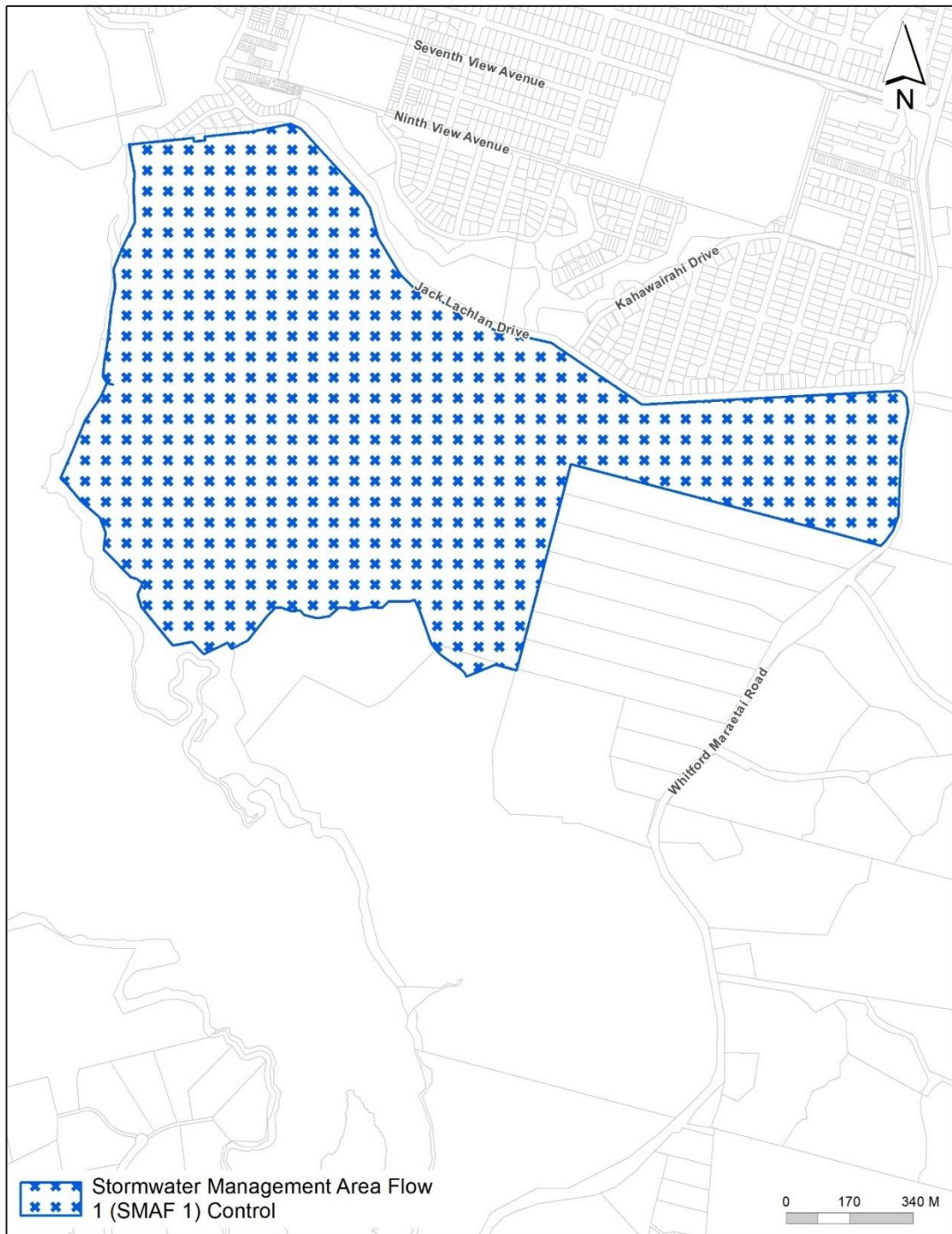


### Zoning and Overlays

Beach

Appeal Version





**Stormwater Management Area Flow 1 (SMAF 1) Control**

COPYRIGHT © Auckland Council

**Make consequential changes to Chapter E38 Subdivision - Urban**

**Table E38.8.2.4.1 Subdivision of sites identified in the Subdivision Variation Control**

[insert new row]

Area	Minimum net site area
IXXX Beachlands South Precinct: Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>



## **Annexure B**

**CONSENT ORDER VERSION 14 November 2024**

## **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 focused 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. A plan change to re-zone the Future Urban zone will not be lodged until 2032 to allow time for sufficient information to be obtained to understand transport patterns from development within sub-precincts A – F.

The precinct incorporates the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the Resource Management Act 1991.

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 and mitigate adverse effects from the Beachlands South Precinct 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 Buildings, Residential - Mixed Housing Urban Zone, Residential – Large Lot, Business – Mixed Use, Business – Local Centre, Business – Light Industry 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. Its 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 indicative 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 are 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 Special Area 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 Business - 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]**

- (X1) A well-functioning urban environment that enables all people and communities to provide for their social, economic and cultural well-being and for their health and safety now and into the future.
- (X2) A relevant residential zone provides for variety of housing types and sizes that respond to:
- a) Housing needs and demand; and
  - b) The neighbourhood's planned urban built character, including 3-storey buildings.
- (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 network of high-quality, safe and well-connected ~~of~~ open spaces is ~~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.

In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct with the exception of the following:

- H5.2(2) Objectives

**IXXX.3 Policies [rp/dp]**

*MDRS Schedule 3A*

- (X1) Enable a variety of housing types with a mix of densities within the zone, including 3-storey attached and detached dwellings, and low-rise apartments.
- (X2) Apply the MDRS across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga)
- (X3) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
- (X4) Enable housing to be designed to meet the day-to-day needs of residents.
- (X5) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.

*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. 2<sup>nd</sup> 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) Any subdivision and development in the precinct is coordinated with roading infrastructure by ensuring it:
  - (a) does not precede required road transport upgrades including as set out in Table IXXX.6.3.1: Threshold for Subdivision and Development for Road Upgrades, unless an alternative legal mechanism is provided to ensure infrastructure upgrades are completed and operational prior to release of s224(c) or occupation of dwellings; and
  - (b) is undertaken in a manner that mitigates the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.
- (8A) Ensure subdivision and development in the precinct is coordinated with required ferry capacity upgrades, including as set out in Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades to meet peak period demands for ferry services, unless an alternative legal mechanism is provided

to ensure ferry infrastructure and capacity upgrades are completed and operational prior to release of s224(c) or occupation of dwellings.

- (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.

#### *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.
- (21A) 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.

#### *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 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 Special Area 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.

In addition to the policies specified above, all relevant overlay, Auckland-wide and zone policies apply in this precinct with the exception of the following:

- Policies H5.3(1) – (5) Policies
- Policies H6.3(1), (3),(5), (6) Policies

**IXXX.4 Activity table [rp/dp]**

All relevant overlay, Auckland-wide and zone activity tables apply in this precinct unless otherwise specified below:

- H5.4.1(A34) New buildings and additions to buildings
- H5.4.1(A3) Up to three dwellings per site
- H5.4.1(A4) Four or more dwellings
- H6.4.1(A35) New buildings and additions to buildings
- H6.4.1(A3) Dwellings

Activity Tables IXXX.4.1 to IXXX.4.6 specify the activity status for land use, development and subdivision 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.

A blank table cell with no activity status specified means that the zone, Auckland-wide and overlay provisions apply.

Note:

All applications for subdivision consent are subject to section 106 of the RMA.

**Table IXXX.4.1 Activity table All Sub-Precincts**

Activity		Activity Status
<b>Use</b>		
<b>Residential</b>		
(AX1)	Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the IXXX.6.17 Medium Density Residential Standards	P
(AX2)	Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone	RD

(AX3)	The conversion of a principal dwelling into a maximum of three dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the IXXX.6.17 Medium Density Residential Standards	P
-------	---	---

[remove split in table]

<b>Development</b>		
(A2)	New buildings not otherwise provided for in Tables IXXX.4.1 to IXXX.4.6	RD
(AX5)	Internal and external alterations to buildings including for the development of dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone all of which complies with the IXXX.6.17 Medium Density Residential Standards	P
(AX6)	Additions to an existing dwelling in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the IXXX.6.17 Medium Density Residential Standards	P
(AX7)	Accessory buildings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone associated with a development of dwellings each of which complies with the IXXX.6.17 Medium Density Residential Standards	P
(A3)	Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)	NC
(A3AA)	Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table	D



	IXXX.6.3.1 (Road Upgrades) Row e)	
(A3A)	Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)	D
(A3B)	The development of more than 2,700 dwellings For the purpose of this rule “dwelling” has the meaning provided in IXXX.6.3(3)(a).	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 <sup>2</sup>	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
<b>Ecological Protected Area Network</b>		
(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
<b>Subdivision</b>		
(A14)	Subdivision that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades and Tables IXXX.6.3.1 (Road Upgrades) and IXXX.6.3.2 (Ferry Capacity Upgrades)	RD
(A15)	Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)	NC
(A15A)	Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Row e)	D
(A15AA)	Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)	D
(A15B)	The subdivision of more than 2,700 residential lots	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
<b>Subdivision for the purpose of the construction or use of dwellings</b>		
(AX8)	Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted	C

	discretionary activities in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone and meeting Standard IXXX.6.18 or IXXX.6.19 for controlled subdivision activities	
(AX9)	Subdivision for up to three sites accompanied by:  (a) A land use consent application for up to three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone one or more of which does not comply with any of Standards IXXX.6.17(2) but does comply with all applicable zonal, precinct, Auckland-wide and overlay standards; or  (b) A certificate of compliance for up to three dwellings each of which complies with Standard IXXX.6.17(2) inclusive and applicable zonal, precinct, Auckland-wide and overlay standards that complies with Standard IXXX.6.20	C
(AX10)	Subdivision (AX8) or (AX9) not meeting Standards IXXX.6.18, IXXX.6.19 or IXXX.6.20 for controlled subdivision activities	RD
(AX11)	Subdivision (AX8) or (AX9) not meeting General Standards E38.6.2 to E38.6.6 inclusive	D
(AX12)	Subdivision (AX8) or (AX9) not meeting Standards for subdivision in residential zones E38.8.1.1(1) and E38.8.1.2	D

**Table IXXX.4.2 Activity table Sub-Precinct A, Marina Point**

Activity		Activity Status
<b>Development</b>		
(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
-------	--	---

**Table IXXX.4.3 Activity table Sub-Precinct C, Community**

Activity		Activity Status
<b>Use</b>		
<b>Community</b>		
(A22)	Education facilities	P
(A23)	Community facilities	P
(A24)	Visitor accommodation	P

**Table IXXX.4.4 Activity table Sub-Precinct E, Golf**

Activity		Activity Status
<b>Use</b>		
<b>Community</b>		
(A25)	Organised sport and recreation including associated maintenance in the Golf Course Special Area Overlay shown on Precinct Plan 1	P

**Table IXXX.4.5 Activity table Sub-Precinct D, Coastal**

Activity		Activity Status
<b>Use</b>		
<b>Subdivision and Development</b>		
(A26)	Subdivision of land complying with E38.8.2.4	
(A28)	Development that does not comply with Standard IXXX.6.15 Coastal Walkway	D
(A28A)	In the Large Lot Residential Zone new buildings, and additions to buildings, that comply with IXXX.6.12(2)-(3) and H1.6 (excluding H1.6.6(1) and H1.6.7)	P

**Table IXXX.4.6 Activity table Sub-Precinct F, Employment**

Activity		Activity Status
<b>Use</b>		
<b>Development</b>		
(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 Tables IXXX.4.1 to 4.6 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 (except as provided for under IXXX.5(3) below) 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).
- (3) Any application for resource consent that infringes the following standard will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
  - (a) Subdivision or development that does not comply with Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity in Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (4) Unless the Council decides that special circumstances exist under section 95A(9), public notification of an application for resource consent is precluded if the application is for the construction and use of one, two, or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with the I.6.17.2 Medium Density Residential Standards below.
- (5) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of four or more dwellings that comply with the IXXX.6.17(2) standards below.
- (6) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:

- (a) one, two or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with one or more of the Standards listed in I.6.17(2) Medium Density Residential Standards; or
  - (b) four or more dwellings in the Residential – Mixed Housing Urban Zone that comply with all the Standards listed in IXXX.6.17(2); or
  - (c) four or more dwellings in the Residential – Terrace Housing and Apartment Buildings Zone that comply with all the Standards listed in IXXX.6.17(2).
- (7) Any application for a resource consent which is listed in IXXX.5 above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.

### **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(1) Maximum impervious area
  - H1.6.7 Building Coverage
- H5 Residential – Mixed Housing Urban Zone Standards:
  - H5.6.54 Building height
  - H5.6.65 Height in relation to boundary
  - H5.6.6 Alternative height in relation to boundary
  - H5.6.7 Height in relation to boundary adjoining lower intensity zones
  - H5.6.8 Yards
  - H5.6.10 Building coverage
  - H5.6.11 Landscaped area
  - H5.6.12 Outlook space
  - H5.6.14 Outdoor living space
- H6 Residential – Terrace Housing and Apartment Buildings Zone Standards:
  - H6.6.5 Height
  - H6.6.6 Height in relation to boundary
  - H6.6.7 Alternative height in relation to boundary within the Residential – Terrace Housing and Apartment Buildings Zone
  - H6.6.8 Height in relation to boundary adjoining lower intensity zones

- H6.6.9 Yards
- H6.6.11 Building coverage
- H6.6.12 Landscaped area
- H6.6.13 Outlook space
- H6.6.15 Outdoor living space
- H17 Business – Light Industry Zone
  - H17.6.4(1) Front Yard
- E27 – Transport
  - Trip Generation - Table E27.6.1.1 - “Residential” thresholds
  - In addition for the purpose of assessing any non-residential activities located within the precinct that do not comply with E27.6.1 standards the term “transport network ” contained within assessment criterion E27.8.2(3) shall be defined as Jack Lachlan Drive and the transport network located within the Precinct.

In addition to standards listed in Activity Tables IXXX.4.1 to IXXX.4.6 all activities listed in Activity Tables IXXX.4.1 to IXXX.4.6 must also comply with the following permitted activity standards IXXX.6.1 to IXXX.6.16.

#### **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 for land zoned Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps.
  - (2) Buildings must not exceed the height in metres in Standard IXXX.6.17(2)(a) for land zoned Residential – Terrace Housing and Apartment Buildings or Residential – Mixed Housing Urban.
  - (3) If the site is subject to the Height Variation Control on the planning maps, buildings must not exceed the height in metres, as shown in Table IXXX.6.1.1 below.
  - (4) 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	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) In sub-precinct F a 15m wide building setback must be provided along the frontage of the land adjoining Whitford-Maraetai Road indicatively shown on IXXX.10.1 Precinct Plan 1 and measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within this building setbacks.
- (2) The 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.
- (3) In addition to the 15m planted landscape buffer required in sub-precinct F by IXXX6.2(2), a 10m wide planted landscape buffer must be provided along the remaining Whitford Maraetai Road frontage on the Future Urban Zone land. The 10m planted landscape buffer must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along its full extent. 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.

QM under  
s771(j) of RMA

### **IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades**

Purpose:

- Manage and mitigate the adverse effects of traffic generation from the Beachlands South Precinct on the safety and efficiency of the surrounding road network.
- Achieve the integration of subdivision and development with transport infrastructure consistent with Policy IXXX.3 (8) and Policy IXXX.3 (8A).

(1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table IXXX.6.3.1 and Table IXXX.6.3.2 until such time that the identified infrastructure upgrades are constructed and are



operational. Applications for resource consent in respect of development and / or subdivision identified in Column 1 of Table IXXX.6.3.1 and/or Table IXXX.6.3.2 will be deemed to comply with this standard IXXX.6.3 if the corresponding infrastructure identified in Column 2 of the relevant 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:
    - (i) Prior to 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; 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:
    - (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 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 for Road Upgrades (see Precinct Plan 6)**

<b>Column 1 Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,</b>		<b>Column 2 Transport infrastructure required to enable development and/or or subdivision in column 1</b>
(a)	Up to a maximum of 500 dwellings and/or residential lots	<p>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 as shown in Appendix 2; and</p> <p>Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection as shown in Appendix 2 and</p> <p>Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to provide an additional traffic lane on the Whitford Road (western) approach and traffic signal metering of the same approach with queue detectors on the Whitford-Maraetai Road (eastern) approach as shown in Appendix 2 **; and</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 as shown in Appendix 2.</p>

(b)	A provision of: i. More than 500 and up to 850 dwellings or residential lots	Upgrades in (a) above; 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 as shown in Appendix 2*.
(ec)	A provision of: i. More than 850 and up to 1,200 dwellings or residential lots	Upgrades in (a) – (b) above; and  Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford-Maraetai Road intersection as shown in Appendix 2.*
(d)	A provision of: i. More than 1,200 and up to 1,900 dwellings or residential lots	Upgrades in (a) – (c) above; and  Site (B) on Precinct Plan 6: Further upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional lane on the Whitford-Maraetai Road (eastern) approach, and the removal of the traffic signal metering equipment as shown in Appendix 2. *

(e)	A provision of: i. More than 1,900 and up to 2,700 dwellings or residential lots	Upgrades in (a) – (d) above; and  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 operational or under construction these upgrades are not required.

\*\* Note: This upgrade is not required if the Row (d) upgrade is operational or under construction.

**Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades**

<b>Column 1 Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2</b>	<b>Column 2 Transport infrastructure required to enable development and/or subdivision in column 1</b>
(a) A provision of more than 250 up to 500 dwellings or residential lots	Provision for a total capacity of at least 600 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(b) A provision of more than 500 up to 850 dwellings or residential lots	Provision for a total capacity of at least 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(c) A provision of more than 850 up to 1500 dwellings or residential lot	Provision for a total capacity of at least 825 ferry passengers from Pine Harbour during the two-hour peak period between 0620-0820 on weekdays; and
(d) A provision of more than 1500 up to 1900 dwellings or residential lots	Provision for a total capacity of at least 950 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(e) A provision of more than 1900 and	Provision for a total capacity of at least

up to 2700 dwellings or residential lots	1150 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays
--	---

QM under  
s771(j) of RMA

#### **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 reticulated water supply and wastewater infrastructure within the following zones of the Precinct:
  - Residential – Mixed Housing Urban;
  - Residential - Terrace Housing and Apartment Buildings;
  - Business – Mixed Use;
  - Business – Light Industry; and
  - Business – Local Centre.
 must be provided at the time of subdivision or development.
- (2) For the Residential – Large Lot zone adequate water supply and wastewater systems (reticulated and / or on site) must be provided at the time of subdivision or development.
- (3) For the avoidance of doubt non-potable water supply is not required to be reticulated.
- (4) The reticulated infrastructure may be private and it is not mandatory to connect to a public reticulated network.

QM under  
s771(j) of RMA

#### **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).

QM under  
s771(j) of RMA

### **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.

QM under  
s771(j) of RMA

#### **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 1:

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.
- (5) IXXX.6.11(1) to (4) does not apply to any land zoned Future Urban.

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 on the planning maps must comply with the minimum net site area in Table E38.8.2.4.1.

[relocate table to Table E38.8.2.4.1 as a new row, referenced as IXXX Beachlands South Precinct]

<b>Area</b>	<b>Minimum net site area</b>
Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>

- (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 <sup>2</sup> ), or 3000L (roof area greater than 110m <sup>2</sup> )
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.

QM under  
s77I(j) of RMA

### **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.6.17 Medium Density Residential Standards**

Purpose: Enable development of a variety of housing typologies with a mix of densities within relevant residential zones that responds to the planned urban built character.

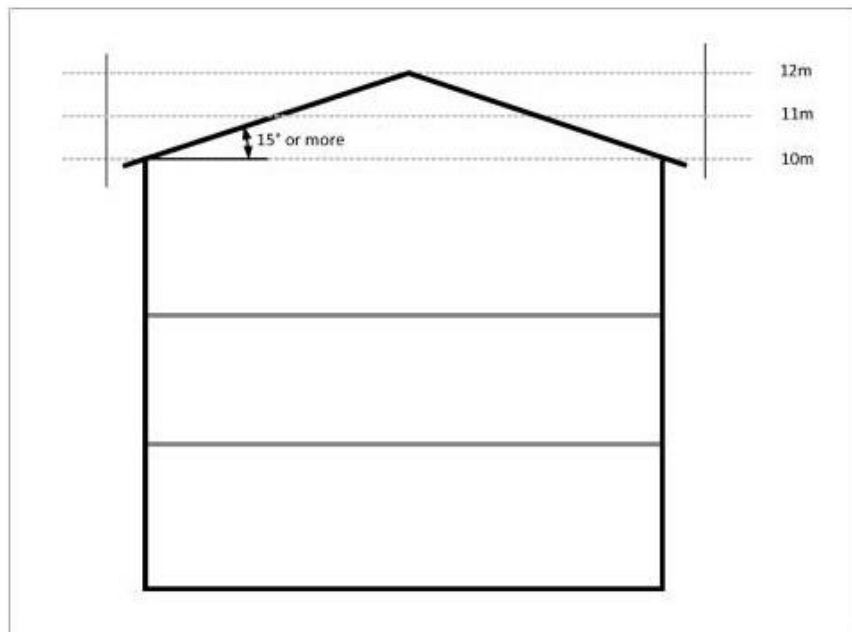
(1) There must be no more than three dwellings per site.

(2) [retain the number two]

(a) **Building height**

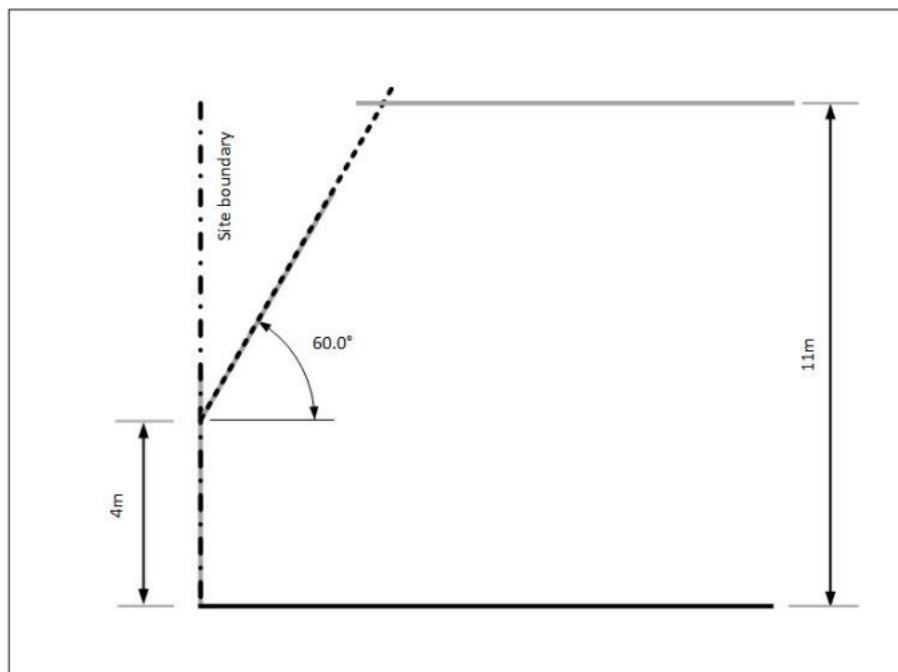
(i) In the Residential - Terrace Housing and Apartment Buildings Zone, buildings must not exceed 16m in height.

(ii) In the Residential – Mixed Housing Urban Zone, buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram:



(b) **Height in relation to boundary**

(i) Buildings must not project beyond a 60° recession plane measured from a point 4 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.



(ii) This standard does not apply to —

- (a) a boundary with a road:
- (b) existing or proposed internal boundaries within a site:
- (c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

(c) **Yards**

(i) Buildings must be set back from the relevant boundary by the minimum depth listed in the yards table below:

Yard	Minimum depth
Front	1.5 metres
Side	1 metre
Rear	1 metre (excluded on corner sites)
Riparian margin required by IXXX6.5(1)	10 metres
High value terrestrial planting required by IXXX6.6(7)	5 metres
Wetland margin buffer planting required by IXXX6.6(7)	5 metres
Coastal protection yard required by IXXX6.9	30 metres

(ii) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.

QM under  
s771(j) of RMA

(d) **Building coverage**

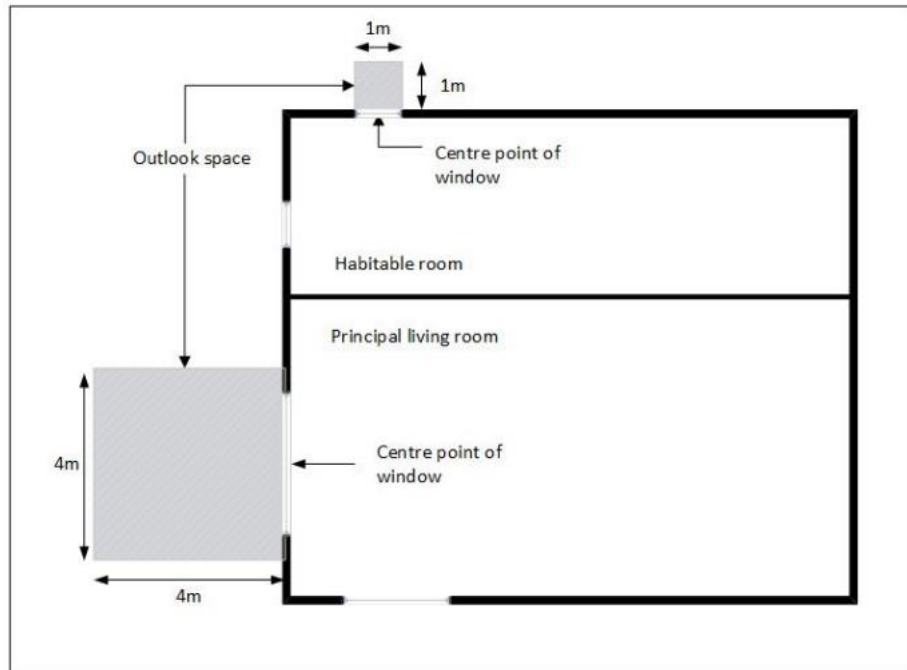
The maximum building coverage must not exceed 50% of the net site area.

(e) **Outdoor living space**

- (i) A dwelling at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:
- (a) where located at ground level, has no dimension less than 3 metres; and
  - (b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - (c) is accessible from the dwelling; and
  - (d) may be:
    - grouped cumulatively by area in 1 communally accessible location; or
    - located directly adjacent to the dwelling; and
  - (e) is free of buildings, parking spaces, and servicing and manoeuvring areas.
- (ii) A dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio, or roof terrace that—
- (a) is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - (b) is accessible from the dwelling; and
  - (c) may be:
    - grouped cumulatively by area in 1 communally accessible location, in which case it may be located at ground level; or
    - located directly adjacent to the dwelling.

(f) **Outlook space**

- (i) An outlook space must be provided for each dwelling as specified in this standard.
- (ii) An outlook space must be provided from habitable room windows as shown in the diagram below:



- (iii) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
  - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (iv) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (v) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (vi) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (vii) Outlook spaces may be under or over a balcony.
- (viii) Outlook spaces required from different rooms within the same building may overlap.
- (ix) Outlook spaces must—
- (a) be clear and unobstructed by buildings; and
  - (b) not extend over an outlook space or outdoor living space required by another dwelling.

**(g) Windows to street**

Any dwelling facing the street must have a minimum of 20% of the street- facing

façade in glazing. This can be in the form of windows or doors.

**(h) Landscape area**

- (i) A dwelling at ground floor level must have a landscaped area of a minimum of 20% of a developed site with grass or plants, and can include the canopy of trees regardless of the ground treatment below them.
- (ii) The landscaped area may be located on any part of the development site, and does not need to be associated with each dwelling.

**Subdivision For Controlled Subdivision Activities**

Purpose: Enable subdivision around the development of a variety of housing typologies with a mix of densities within residential zones that responds to the planned urban built character.

**IXXX.6.18 Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the precinct**

- (1) Any subdivision relating to an approved land use consent must comply with that land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard IXXX.6.17(2) except that Standard IXXX.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**IXXX.6.19 Subdivision around existing buildings and development**

- (1) Prior to subdivision occurring, all development must meet the following:
  - (a) Comply with the relevant overlay, Auckland-wide, zone and precinct rules; or
  - (b) Be in accordance with an approved land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard IXXX.6.17(2) except that Standard IXXX.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

**IXXX.6.20 Subdivision for up to three sites accompanied by a land use consent application or certificate of compliance for up to three dwellings**

- (1) The subdivision application and land use consent application or certificate of compliance relate to a site on which there are no dwellings;
- (2) The subdivision application and land use consent application or certificate of compliance must be determined concurrently;
- (3) Each dwelling, relative to its proposed boundaries, complies with Standard IXXX.6.17(2) and all other applicable standards;
- (4) A maximum of three sites and three dwellings are created; and
- (5) No vacant sites are created.

**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) Subdivision for the purpose of the construction or use of dwellings:
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;
  - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
  - (c) the effects of infrastructure provision.
- (2) 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.
- (3) 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) Crime Prevention Through Environmental Design

#### **IXXX.7.2 Assessment criteria**

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

- (1) Subdivision for the purpose of the construction or use of dwellings
  - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:
    - i. refer to Policy E38.3(6);
  - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
    - i. refer to Policy E38.3(1) and (6);
  - (c) whether there is appropriate provision made for infrastructure including:
    - (i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and



- (ii) whether appropriate management of effects of stormwater has been provided;
  - (iii) refer to Policies E38.3(1), (6), (19) to (23).
- (2) 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.
- (3) 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 Crime Prevention Through Environmental Design 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) Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban 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
  - (e) The Standards in IXXX.6.17(2)
  - (f) Infrastructure and servicing.
- (1X) Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the IXXX.6.17(2) Medium Density Residential Standards:
- (a) any precinct or zone policy which is relevant to the standard
  - (b) the effects of any special or unusual characteristic of the site which is relevant to the standard
  - (c) the effects of the infringement of the standard
  - (d) the effects on the urban built character of the precinct ~~zone~~.
  - (e) the effects on the amenity of the neighbouring sites.
  - (f) the characteristics of the development
  - (g) any other matters specifically listed for the standard; and
  - (h) where more than one standard will be infringed, the effects of all infringements.
- (2) New buildings, other than buildings for dwellings in a Residential – Terrace Housing and Apartment Buildings Zone, Residential – Mixed Housing Urban Zone, or Large Lot 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;
  - (e) Movement network on Precinct Plan 5;
  - (f) Building sustainability certification;
  - (g) Building adaptability and reduction of building material waste; and
  - (h) Reductions in energy demand.
- (3) Subdivision and development that complies with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades:
- (a) Design and sequencing of upgrades and or mitigation measures to address

- adverse effects on the transport network; and
- (b) The adequacy of transport monitoring and outcomes of monitoring required under special information requirement IXXX.9(4A);
- (b) Funding arrangements to provide the necessary infrastructure required by Standard IXXX.6.3.
- (c) The quality of public transport, 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.
- (d) The imposition of consent conditions of the kind referred to in standard IXXX.6.3(1), (2) and (3).
- (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 1000m<sup>2</sup>
  - (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 1000m<sup>2</sup>.
- (6) Infringement to standard IXXX.6.5 Riparian Margins:
  - (a) Effects on water quality, biodiversity and stream erosion.
- (6A) Any subdivision or development application
- (7) Stormwater and Flooding 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) Infringement of standard IXXX.6.1446 Road Design
  - (b) The design of the road and associated road reserve and where it achieves policies IXXX.3(12), (13), (14) and (15).
  - (c) Design constraints.
  - (d) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (11) 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) Four or more dwellings per site in Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban 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.

(1A) Buildings for up to three dwellings or four or more dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the IXXX.6.17(2) Medium Density Residential Standards

(a) for all infringements to standards:

(i) refer to Policy IXXX.3(X5)

(b) for building height:

(i) refer to Policy IXXX.3(X1)

(ii) refer to Policy IXXX.3(X5)

(iii) notwithstanding IXXX.3 refer to Policy H6.3(5).

Visual dominance

(iv) the extent to which buildings as viewed from the street or public places are designed to minimise visual dominance effects of any additional height, taking into account:

- the planned urban built character of the precinct; and
- the location, orientation and design of development,
- the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

(v) the extent to which the form and design of the building and any additional height responds to the planned urban built character of the surrounding area including natural landforms and features, and the coast

(c) for height in relation to boundary:

(i) refer to Policy IXXX.3(X1)

(ii) refer to Policy IXXX.3(X5)

Sunlight access - Residential – Mixed Housing Urban Zone

(iii) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:  
Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):

- over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard IXXX.6.17(2)(e): or
- over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard IXXX.6.17(2)(e).

- (iv) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in IXXX.8.2(1A)(b)(v):
  - the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard IXXX.6.17(2)(b) Height in relation to boundary control; and
  - the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

#### Daylight access - Residential – Terrace Housing and Apartment Buildings Zone

- (ivA) The extent to which the height and bulk of development maintains daylight access and minimises visual dominance effects to adjoining sites and developments taking into account site orientation, topography, vegetation and existing or consented development.

#### Visual dominance

- (v) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:
  - the planned urban built character of the zone;
  - the location, orientation and design of development;
  - the physical characteristics of the site and the neighbouring site;
  - the design of side and rear walls, including appearance and dominance; and
  - providing adequate visual and/or physical break up of long continuous building forms.

#### Overlooking and privacy

- (vi) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.
- (d) for yards:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X3)
  - (iii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.
- (e) for building coverage:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X3)
  - (iii) whether the non-compliance is appropriate to the context, taking into account:
    - whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
    - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;

- (f) for landscaped area:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X3)
  - (iii) refer to Policy H5.3(10) or Policy H6.3(10) and
  - (iv) the extent to which existing mature trees are retained.
  
- (g) for outlook space:
  - (i) refer to Policy IXXX.3(X1)
  - (ii) refer to Policy IXXX.3(X3)
  - (iii) refer to Policy IXXX.3(X4)
  - (iv) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.
  
- (h) for outdoor living space:
  - (i) refer to Policy IXXX.3(X1);
  - (ii) refer to Policy IXXX.3(X4); and
  - (iii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants.
  
- (i) for windows facing the street:
  - (i) refer to Policy IXXX.3(X3)
  - (ii) the extent to which the glazing:
    - allows views to the street and/or accessways to ensure passive surveillance; and
    - provides a good standard of privacy for occupants.
  
- (2) Subdivision and development that complies with Standard IXXX.6.3 Staging of Subdivision and 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 to which the proposal provides for quality public transport, walking and cycle 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.
  - (c) The extent to which the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.
  - (d) The extent of subdivision and development that have been previously approved under this standard.

- (e) The extent to which intersections are designed to provide safe and efficient movement for pedestrians and cyclists.
  - (f) The extent to which funding options are available to provide the required transport infrastructure upgrades.
  - (g) The extent to which monitoring confirms the forecast mode share splits, assumed trip generation and development mix in clauses IXXX.9(4A) (a) – (c) 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 dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone or Residential – Large Lot 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 1000m<sup>2</sup> 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 1000m<sup>2</sup>:
- (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 Special Area 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 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) 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.

(13) 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

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

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

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 infringe Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades or to provide in excess of 2700 dwellings or lots 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 Subdivision and 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 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;
- (c) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;
- (d) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and
- (e) For applications that infringe Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity Upgrades only - An assessment of the ferry two-hour peak period (between 0620-0820 on weekdays) passenger numbers, available remaining capacity and the anticipated ferry passenger demand associated with the application.
- (f) Any information and findings within the transport monitoring material supplied under Special information requirement IXXX.9(4A).

#### (4A) Transport Development and Subdivision Monitoring Report

A Transport Monitoring Report shall be prepared for every 500 dwellings or residential lots cumulatively within the precinct (e.g., 500, 1,000, 1,500, and so on). At each of these thresholds, a Transport Monitoring Report must be submitted to Council. The Transport Monitoring Report is to include:

- (a) An assessment demonstrating whether the following public transport mode share for residential trips to employment and education activities have been achieved:

**Table IXXX.9.1: Residential Mode Share**

<b>Dwellings</b>	<b>Public Transport</b>
Base Scenario	7%
Up to 1200 Dwellings	13%
Up to 2700 Dwellings	17%

If the assessment demonstrates that mode share splits are less than shown in the above table, the report shall identify any of the required 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.

- (b) An assessment demonstrating whether vehicle trips rates per apartment are 0.4 trips or fewer. If the monitoring demonstrates that the trips rates are greater an 0.4,-the report-shall identify any of the required 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.
- (c) Information on the mix of consented or constructed development within the Precinct, including:
  - i) Whether it differs from that assumed and specified in Table IXXX.9.2: Development Mix; and
  - ii) If there is a difference:
    - An assessment of the associated trip generation arising from this difference;
    - An evaluation of any effects on the surrounding transport network;
    - Whether any transport infrastructure upgrades in Table IXXX.6.3.1 are still appropriate or any alternatives that are proposed

**Table IXXX.9.2 Development Mix**

<b>Residential</b>	<b>Non-Residential</b>
More than 500 dwellings and up to 850 dwellings or residential lots	a) Minimum of 900m <sup>2</sup> light industrial GFA;

More than 850 dwellings and up to 1,900 dwellings or residential lots	<ul style="list-style-type: none"> <li>a) Minimum of 1,500m<sup>2</sup> light industrial GFA;</li> <li>b) Minimum of 1,100m<sup>2</sup> commercial GFA;</li> <li>c) Education facilities with capacity for 750 pupils.</li> </ul>
More than 1,900 dwellings and up to 2,700 dwellings or residential lots	<ul style="list-style-type: none"> <li>a) Minimum of 8,000m<sup>2</sup> light industrial GFA;</li> <li>b) Minimum of 3,300m<sup>2</sup> commercial GFA;</li> <li>c) Education facilities with capacity for 1,600 pupils.</li> </ul>

- (d) A safety assessment for Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village. This assessment shall:
- i) Include an updated crash history for this section of Whitford-Maraetai Road;
  - ii) Identify any new patterns of deaths or serious injuries that have emerged on this section of Whitford-Maraetai Road from the date of the first occupied dwelling within the Precinct or issue of first s224(c) certificate for a dwelling within the Precinct;
  - iii) Analyse the nature and causes of these crashes;
  - iv) If any new patterns are identified, the report should recommend specific safety improvements to be implemented to reduce the risk of further deaths or serious injuries.

Note: The purpose of the safety assessment specified in clause IXXX.9(4A)(d) above is to guide future Auckland Transport safety upgrade investments. Any outcomes of the safety assessment shall not be considered or used as the basis for a condition of resource consent for any application for subdivision or development that complies with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.

(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 500m<sup>2</sup> 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.

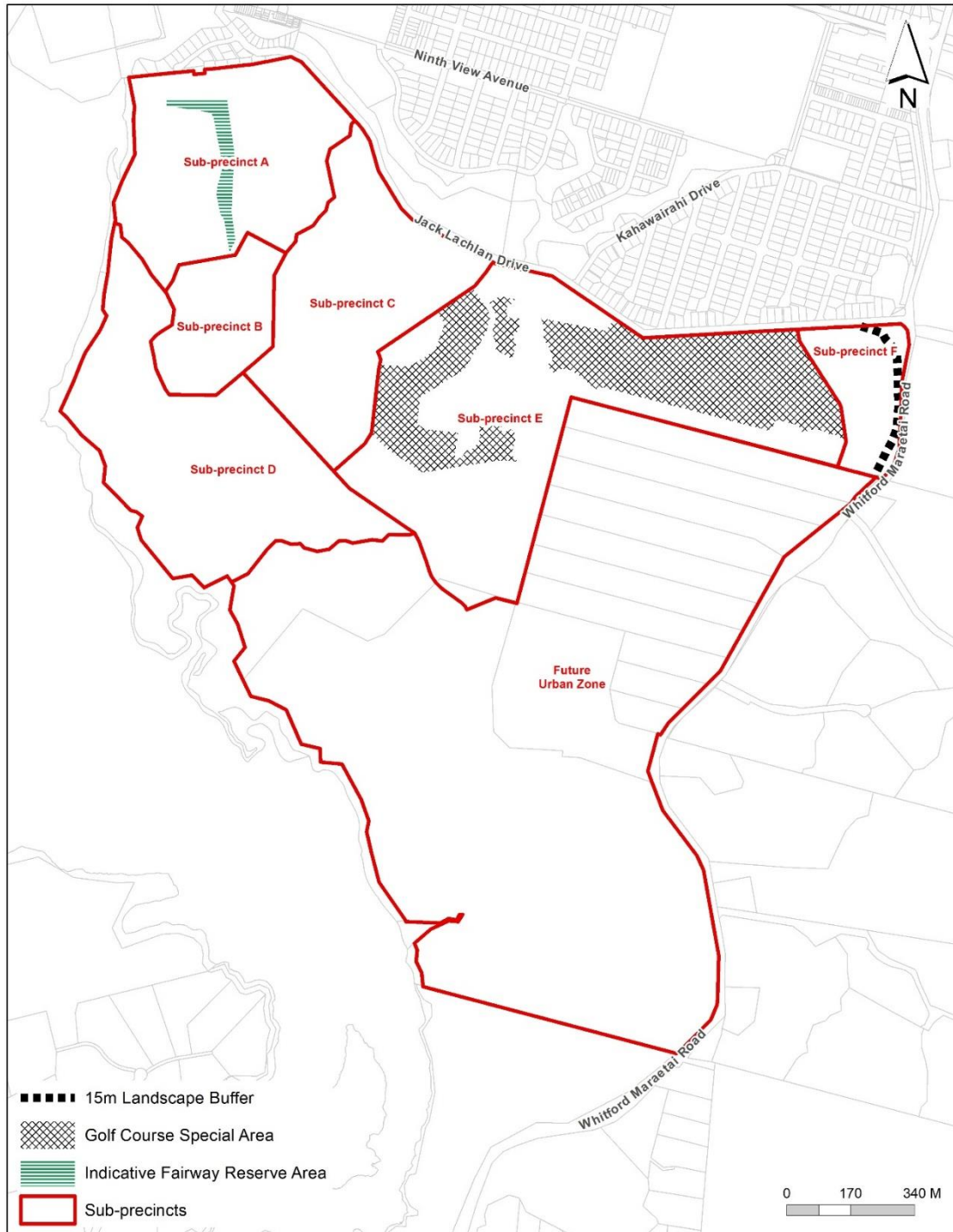
(9) Monitoring of Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades

Purpose: The purpose of this information requirement is to enable ongoing monitoring of dwelling and lot numbers to ascertain compliance with Tables IXXX.6.3.1 Staging of Subdivision and Development with Road Upgrades and IXXX.6.3.2 Staging of Subdivision and Development with Threshold for Subdivision and Development for Ferry Capacity

- (a) Any proposal for dwellings (as defined in IXXX.6.3(3)(a)) must include the number of dwellings already consented or which may be enabled on vacant lots (as well as anticipated dwellings for any subdivision proposal involving superlots) to demonstrate compliance with standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (b) Any application must contain details of the number of dwellings anticipated including any changes from those enabled within previous consent applications.

# IXXX.10 Precinct plans

## IXXX.10.1 Precinct Plan 1 – Additional Controls

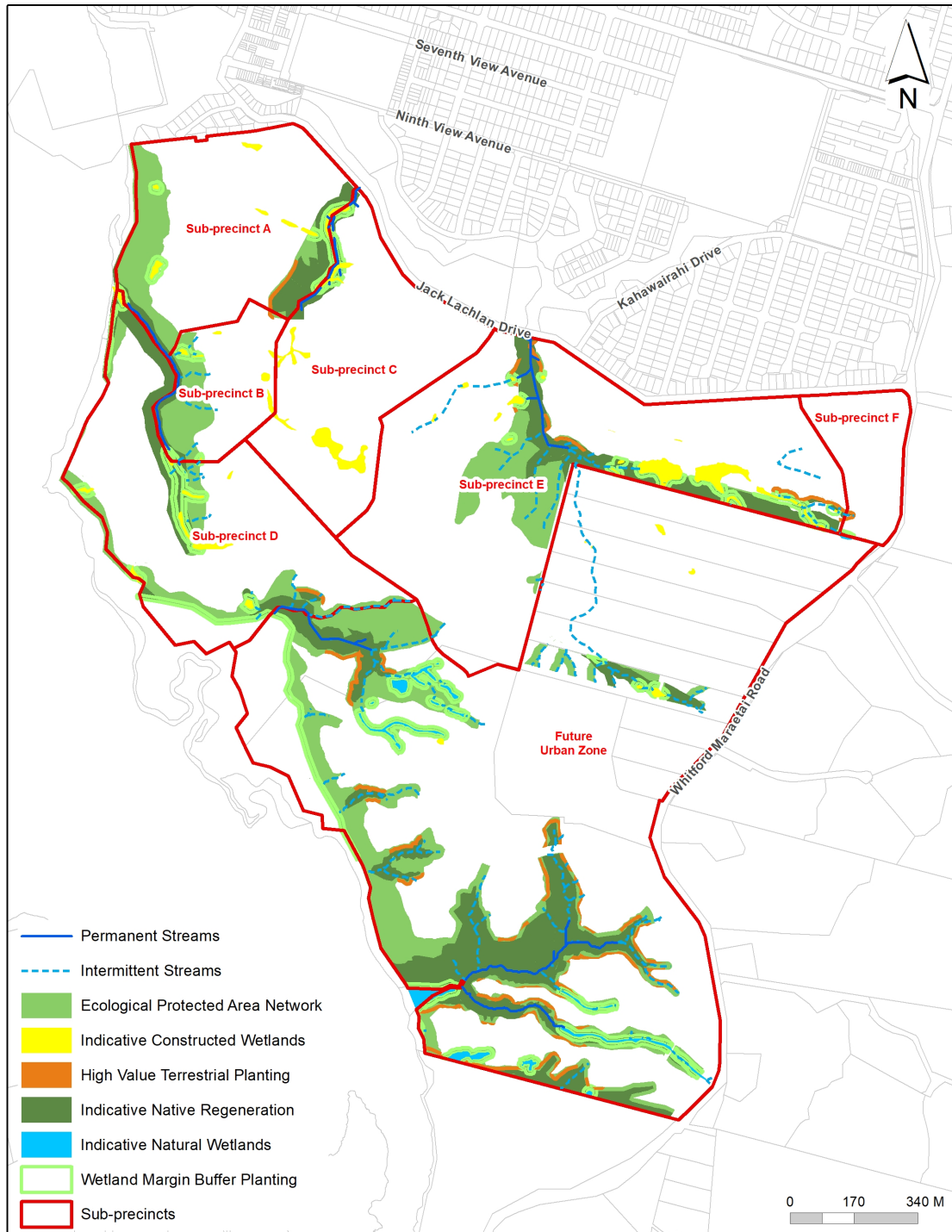


Precinct Plan 1: Additional Controls



COPYRIGHT Auckland Council

# IXXX.10.2 Precinct Plan 2 – Natural Features



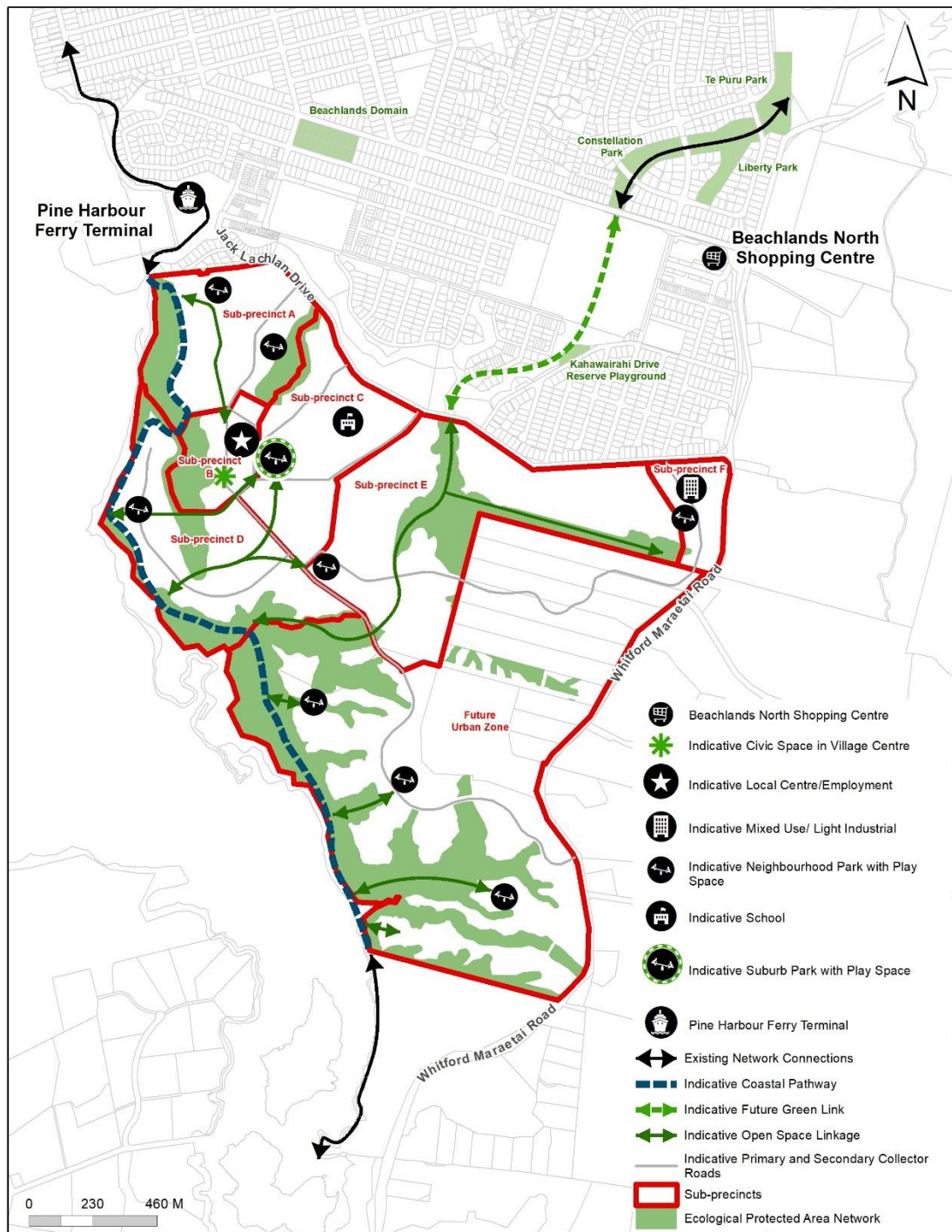
Precinct Plan 2: Natural Features



COPYRIGHT Auckland Council

COPYRIGHT Auckland Council

## 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.



### Precinct Plan 3: Structuring Elements

COPYRIGHT © Auckland Council

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



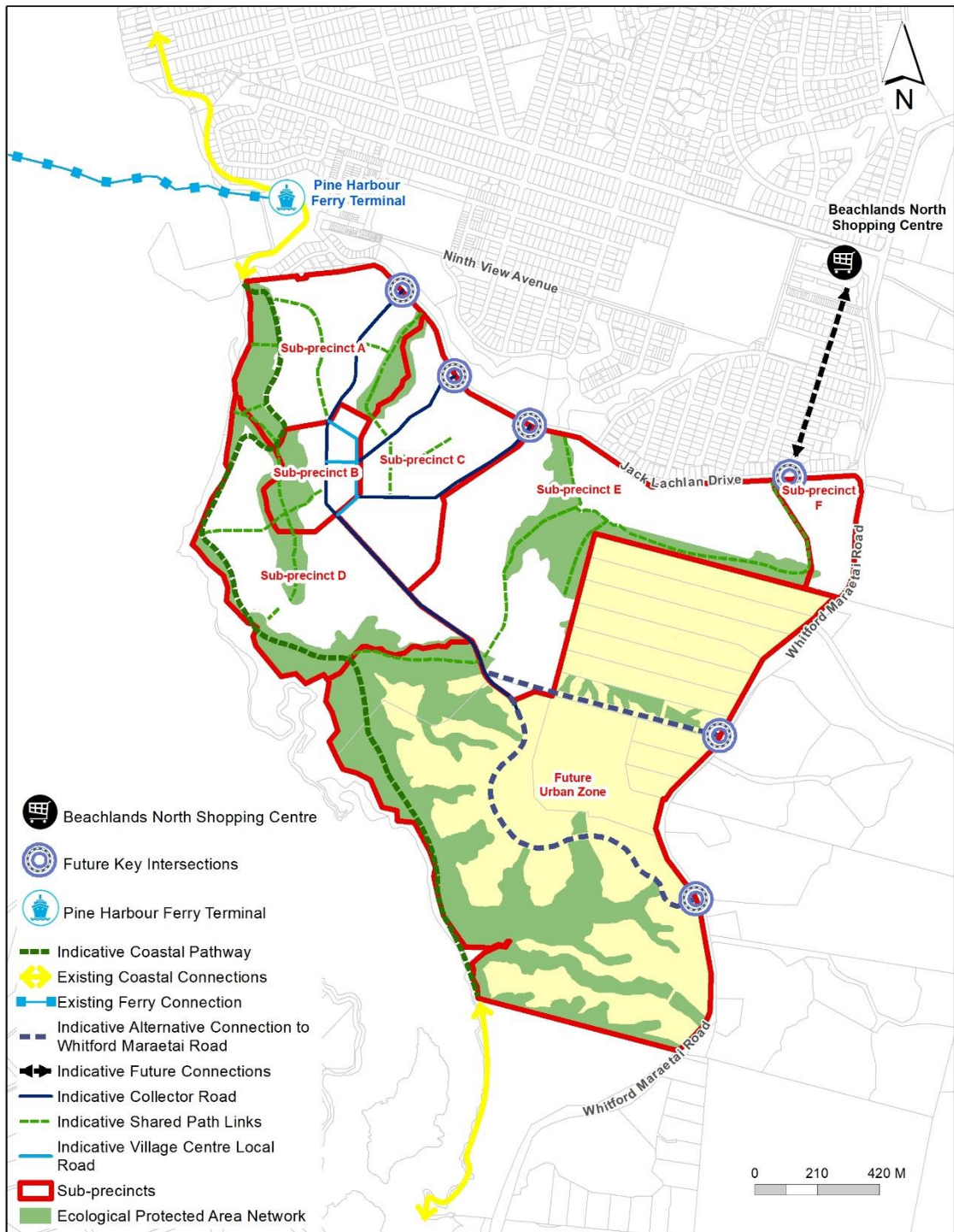
# IXXX.10.4 Precinct Plan 4 – Cultural Landscape



## Precinct Plan 4: Cultural Landscape

COPYRIGHT © Auckland Council

# IXXX.10.5 Precinct Plan 5 – Movement Network

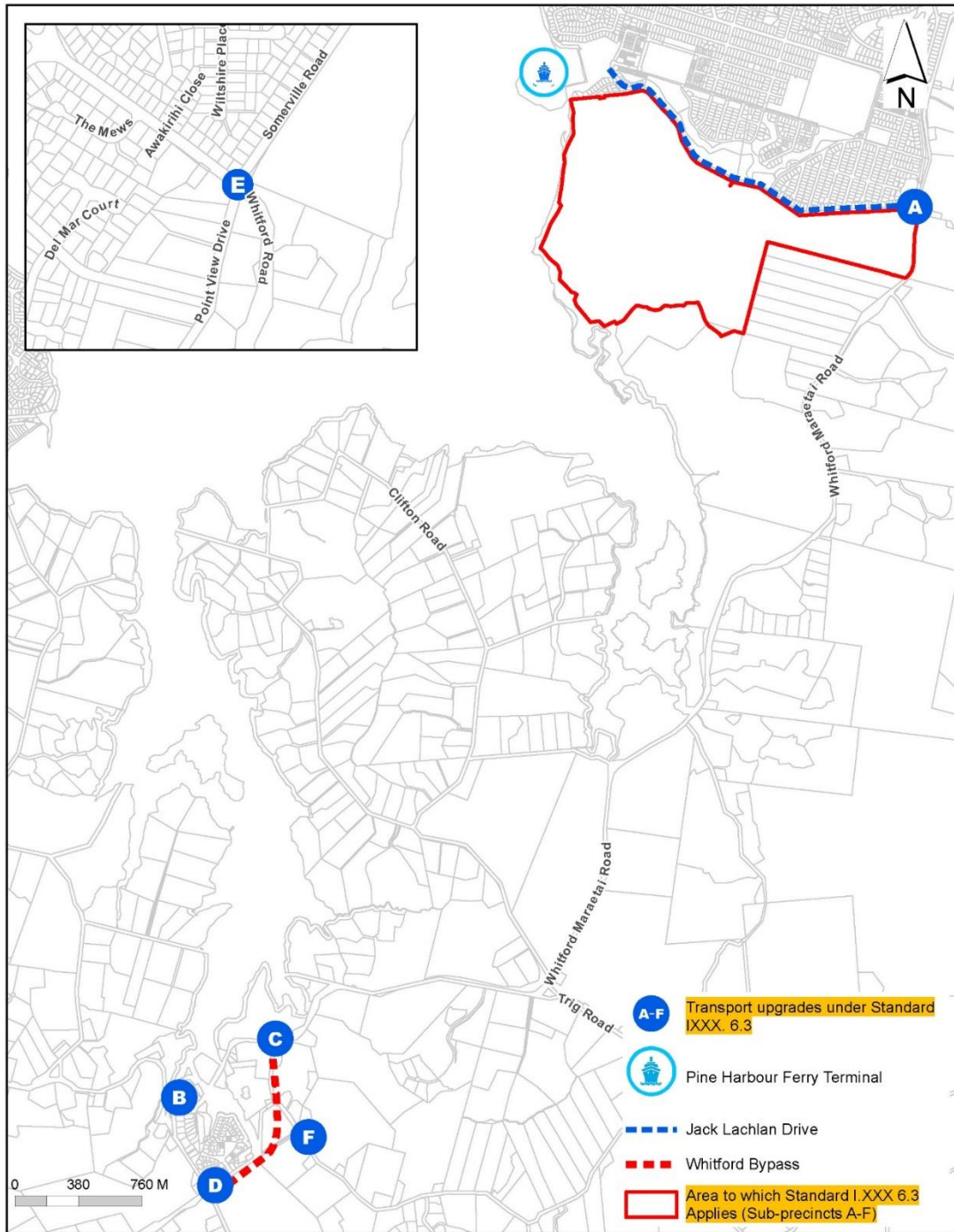


Precinct Plan 5: Movement Network



COPYRIGHT © Auckland Council

# IXXX.10.6 Precinct Plan 6 – Transport Staging and Upgrades



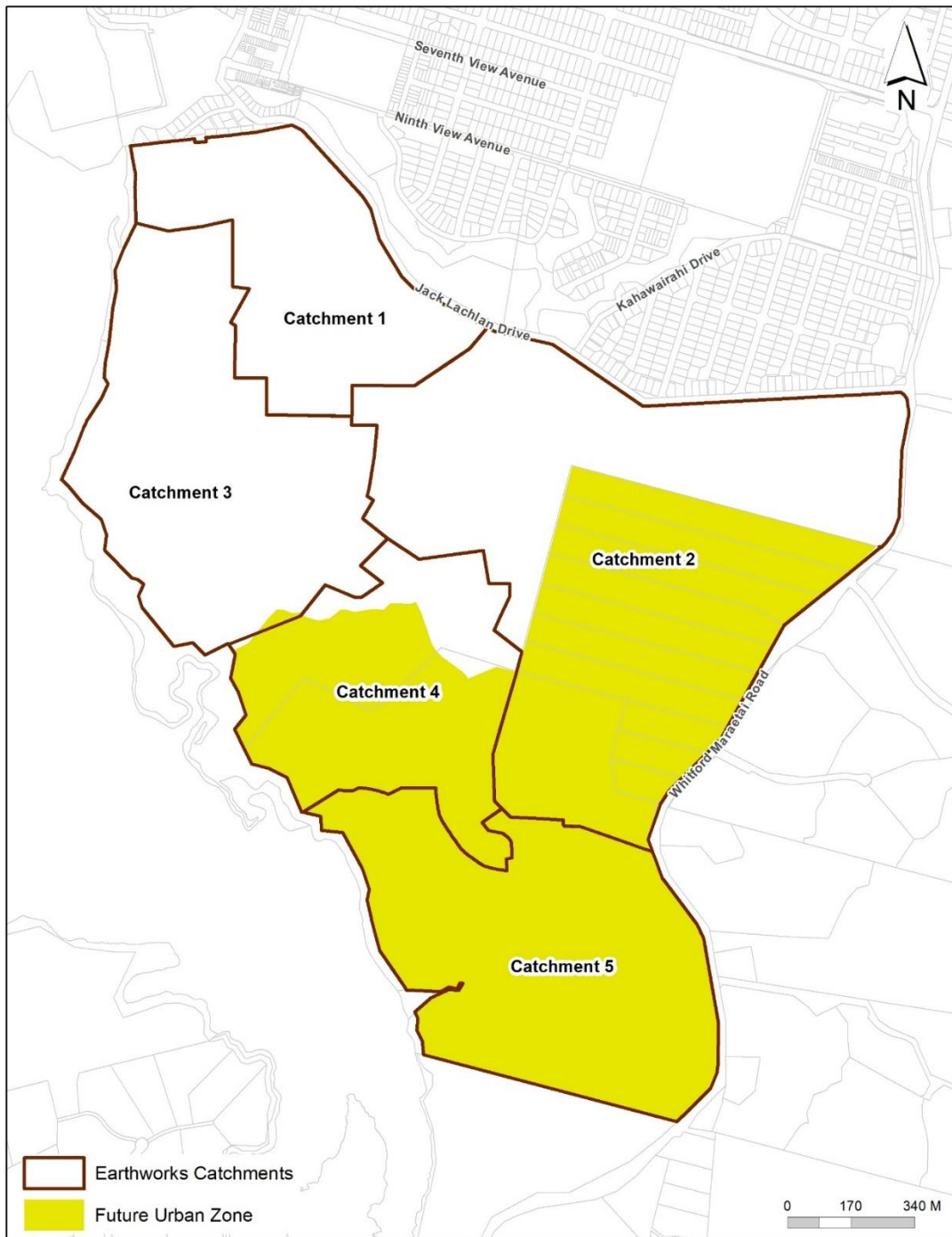
Precinct Plan 6: Transport Staging and Upgrades



COPYRIGHT © Auckland Council



# IXXX.10.7 Precinct Plan 7 – Earthworks Catchments



## Precinct Plan 7: Earthworks Catchments

COPYRIGHT © Auckland Council

## Appendices

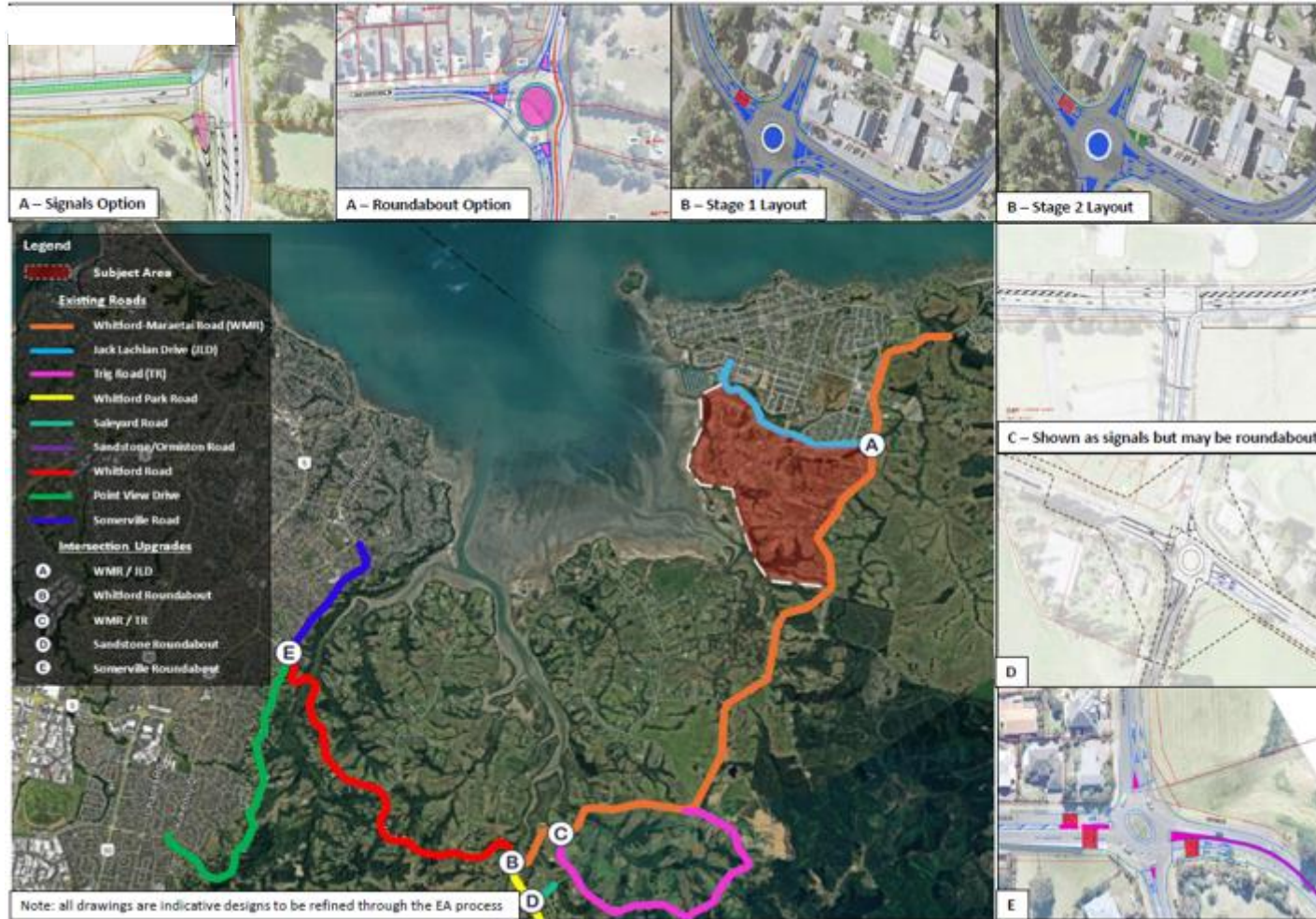
### Appendix 1: Beachlands South Precinct, Road Function and Design Details Table

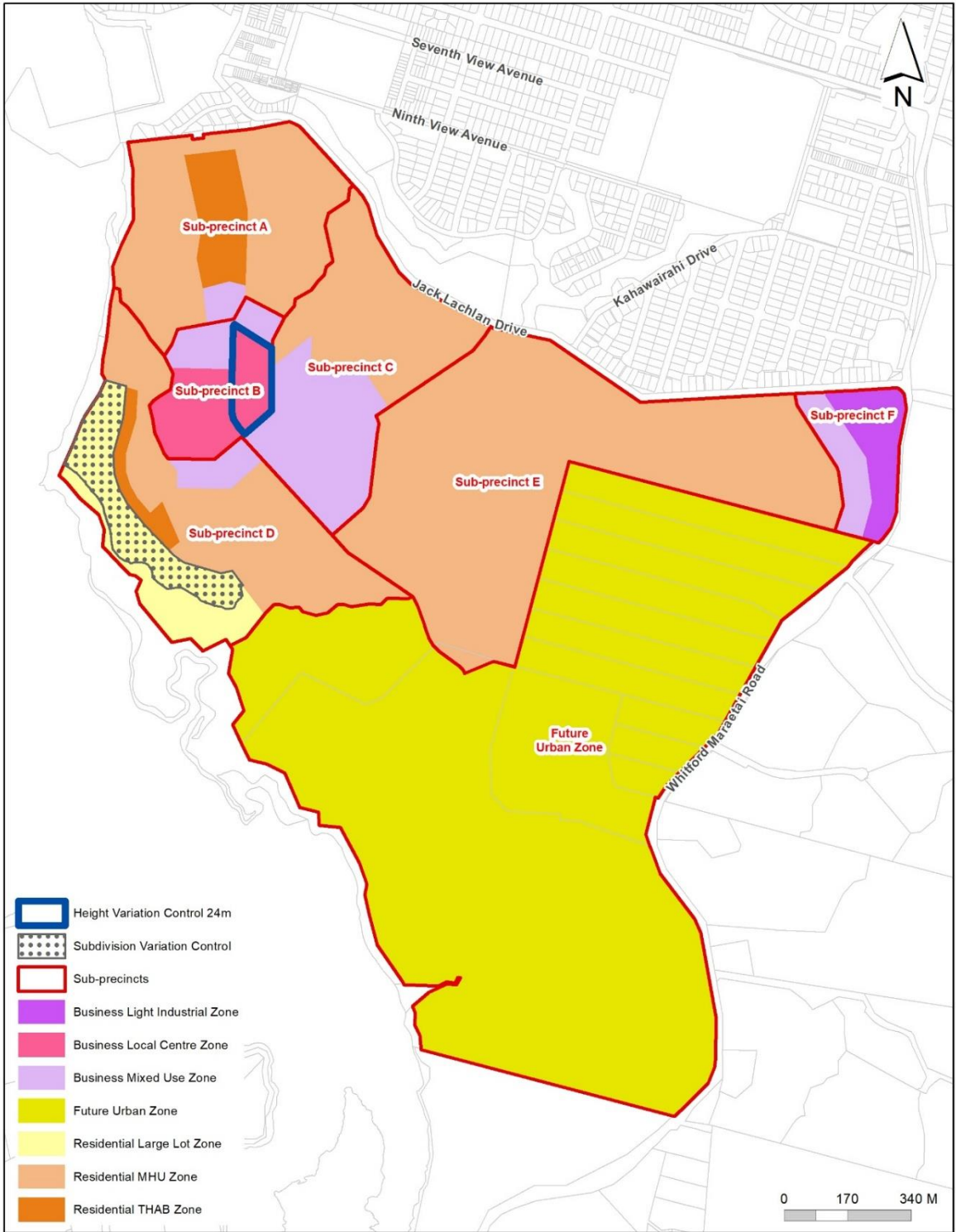
Road Name (refer to Precinct Plan 5)	Role and Function	Min. Road Reserve <sup>1</sup>	Design Speed	Bus Provision <sup>2</sup>	Cycle Provision	Access Restrictions	Pedestrian Provision
Jack Lachlan Drive	Arterial	23m	50	Yes	Yes	Yes (where protected cycle land or shared path)	Both sides
Collector	Collector	23m	40	Yes	Yes	Yes (where protected cycle lane or shared path)	Both sides
Village Centre Local	Local	20m	40	No	No	No	Both sides
Local Street	Local	16m	30	No	No	No	Both sides
Business local	Local	17m	30	No	No	No	Both Sides

*Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements. Width of roads where they continuously adjoin open space may be modified and Road width on Collector roads may be reduced if a two-way cycleway is provided on one side of the road.*

*Note 2: Carriageway and intersection geometry capable of accommodating buses*

## Appendix 2: Beachlands South Precinct Road and Intersection Upgrade Concept Plans



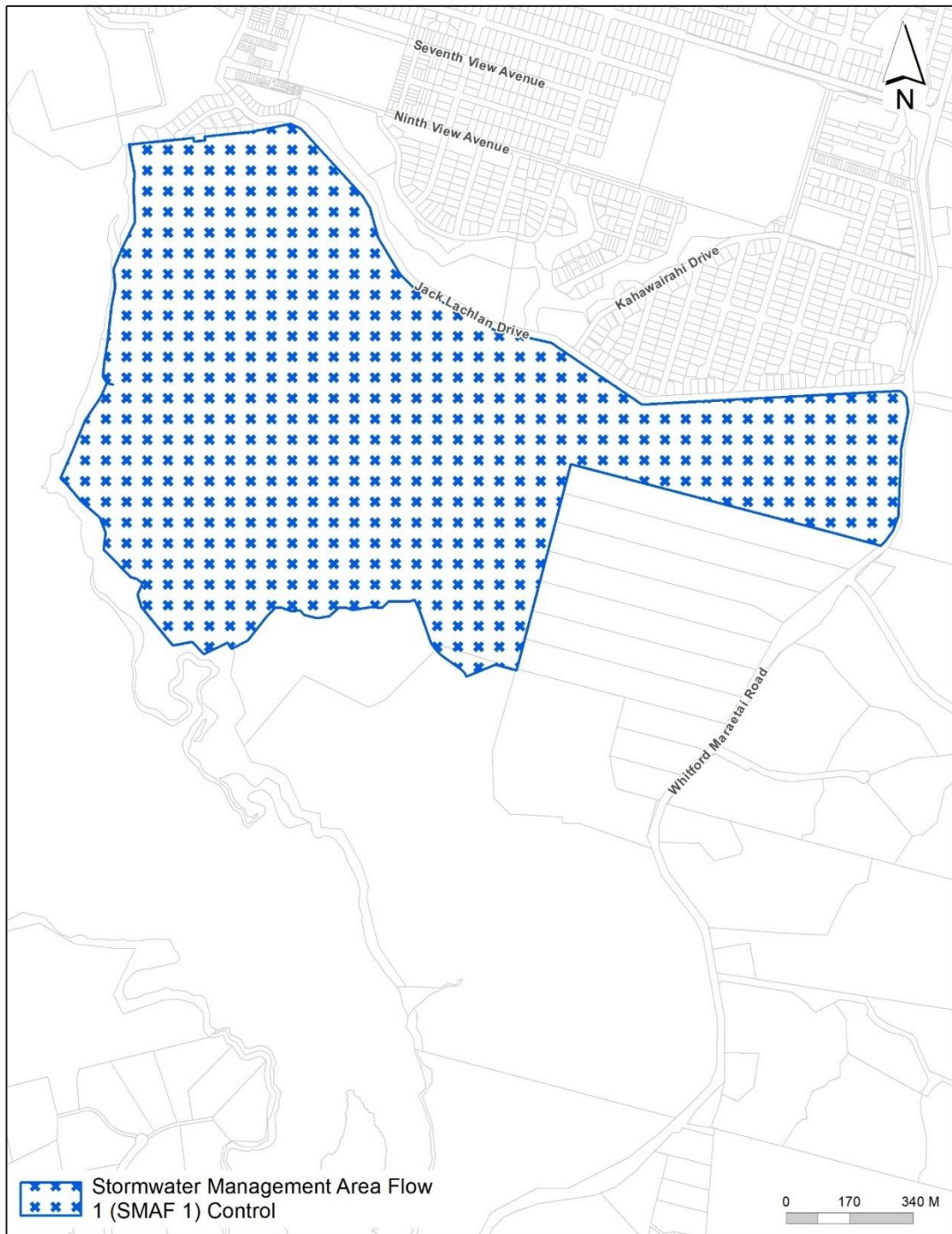


**Zoning and Overlays**

Beach

Appeal Version





**Stormwater Management Area Flow 1 (SMAF 1) Control**

COPYRIGHT © Auckland Council

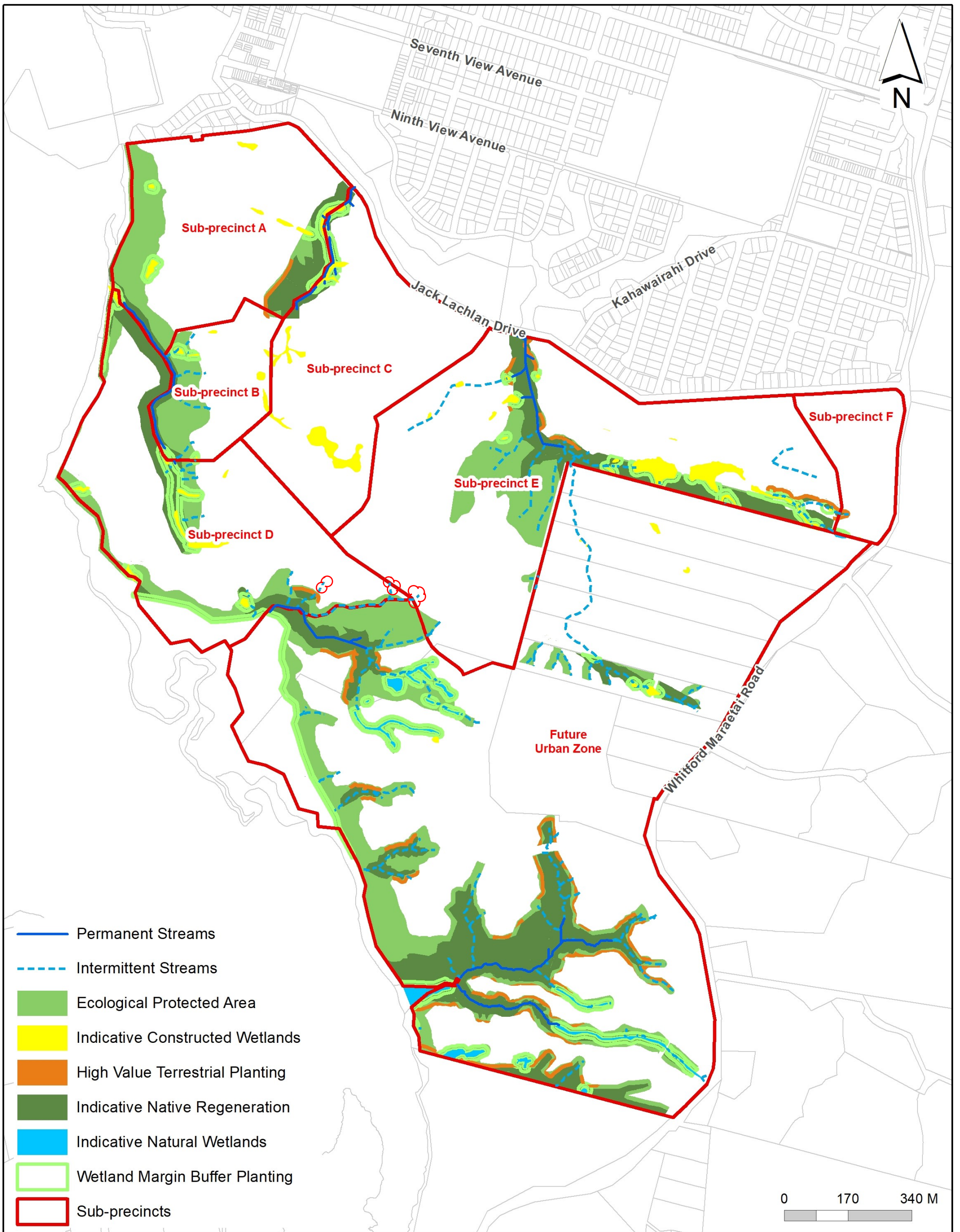
**Make consequential changes to Chapter E38 Subdivision - Urban**

**Table E38.8.2.4.1 Subdivision of sites identified in the Subdivision Variation Control**

[insert new row]

Area	Minimum net site area
IXXX Beachlands South Precinct: Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>

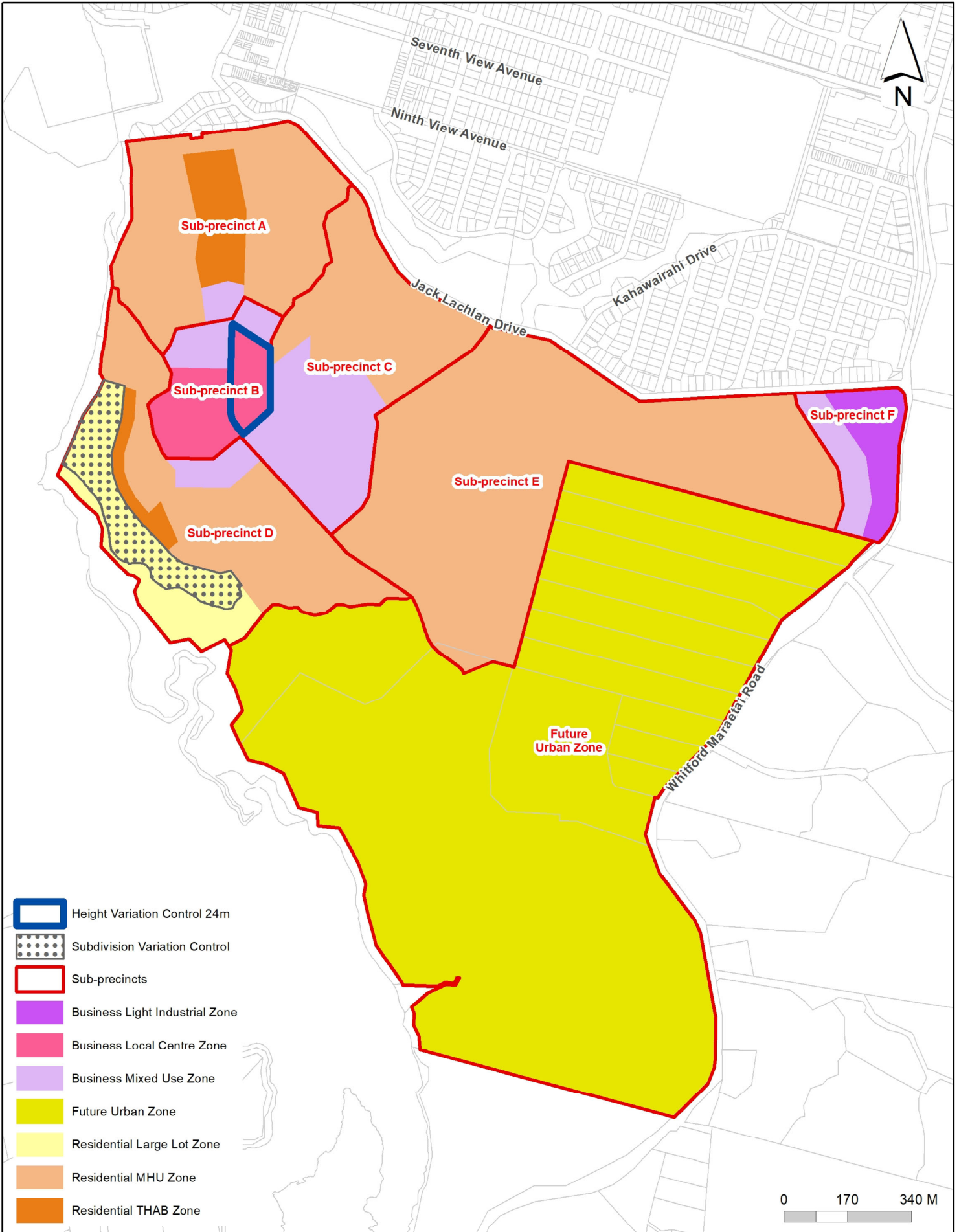




- Permanent Streams
- Intermittent Streams
- Ecological Protected Area
- Indicative Constructed Wetlands
- High Value Terrestrial Planting
- Indicative Native Regeneration
- Indicative Natural Wetlands
- Wetland Margin Buffer Planting
- Sub-precincts

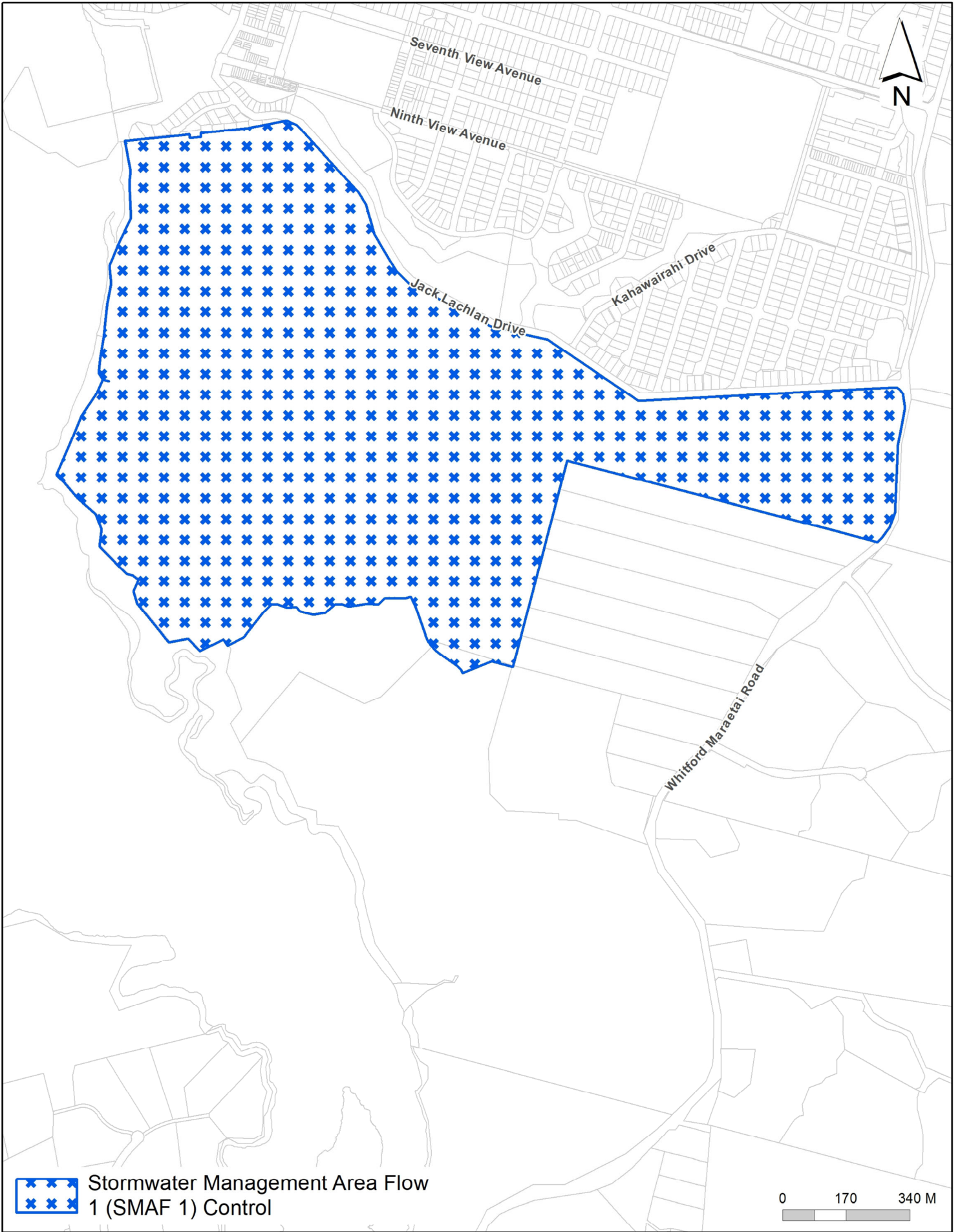
## Precinct Plan 2: Natural Features





## Zoning and Overlays





**Stormwater Management Area Flow 1 (SMAF 1) Control**







<p><b>Transport and Infrastructure Staging</b></p> <p>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 <u>and mitigate</u> adverse effects <u>from the Beachlands South Precinct</u> on the local and wider transport network.</p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The addition of the proposed wording better reflects the approach taken in the objectives and policies, where transport effects will be reduced through the comprehensive suite of transport upgrades proposed within PC88.</p>	<p>The benefits of this approach will outweigh the costs as the mitigation of traffic effects will result in greater efficiencies for the community.</p>	<p>The proposed approach will provide health and well-being benefits for the community in the future and mitigate existing traffic effects on the transport network.</p>
<p><b>IXXX.2 Objectives</b></p>				
<p><b>No changes to objectives proposed</b></p>				
<p><b>IXXX.3 Policies</b></p>				
<p><u>(8) Any subdivision and development in the precinct is coordinated with roading infrastructure by ensuring it:</u></p> <p><u>(a) does not precede required road transport upgrades including as set out in Table IXXX.6.3.1: Threshold for Subdivision and Development for Road Upgrades, unless an alternative legal mechanism is provided to ensure infrastructure upgrades are completed and operational prior to release of s224(c) or occupation of dwellings; and</u></p> <p><u>(b) is undertaken in a manner that mitigates the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.</u></p> <p><u>(8A) Ensure subdivision and development in the precinct is coordinated with required ferry capacity upgrades, including as set out in Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades to meet peak period demands for ferry services, unless an alternative legal mechanism is provided to ensure ferry infrastructure and capacity upgrades are completed and operational prior to release of s224(c) or occupation of dwellings.</u></p> <p><u>(11) Require that residential subdivision and development does not occur in advance of the availability of operational transport infrastructure and ferry services, unless:</u></p> <p><u>(a) An alternative integrated transport infrastructure solution is approved which minimises adverse effects on the safety and effectiveness of the transport network; or</u></p> <p><u>(b) An alternative legal mechanism is provided to ensure infrastructure is completed and operational prior to release of s224(c) or occupation of dwellings.</u></p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> <li>Option 2 - Include ‘avoid’ in the policies</li> </ul>	<p>It is proposed to amend Policies 8 and 11 from and replace them with Policies 8 and 8A.</p> <p>PC88 enables an additional 2,700 dwellings within the live zoned and area. In order to accommodate this additional development, PC88 requires several transport upgrades to the road and ferry network to be implemented over time as development within PC88 grows and progresses.</p> <p>Given the significance and importance of these policies to ensuring the transport network continues to operate safely and efficiently as development within PC88 progresses, the policies have been amended to be more directive.</p> <p>The proposed amendments to these policies seek to ‘ensure’ subdivision or development does not precede the required road transport upgrades including those set out in standard 6.3. Policy 8 also now only applies to road transport upgrades while new Policy 8A only applies to ferry capacity transport upgrades.</p> <p>The proposed separation of the road transport upgrades and the ferry capacity upgrades will result in better clarity and certainty as to the methods by which the policies can be achieved.</p> <p>The amended policies will also be effective in achieving Objective 8 of PC88 which seeks to ensure subdivision and development in the precinct is coordinated with the adequate provision of required transport infrastructure.</p> <p>The proposed amendments (particularly the separation of road and ferry transport</p>	<p>The proposed amendments to the policies will result in greater clarity between the upgrades required to the road network and the ferry service.</p> <p>The amendments will also provide greater certainty that the required road and ferry transport upgrades will be delivered when they are required. In other words, the upgrades will be constructed and coordinated with growth and development within the precinct.</p> <p>The amendments will therefore ensure certainty that the environmental, social and economic benefits of the upgrades will be delivered as required and will be coordinated with the growth of the Beachlands South precinct.</p> <p>The costs of the upgrades will remain the same as previous, although the amendments proposed below provide options regarding the delivery of upgrades to the Whitford Roundabout.</p> <p>However, given the increased certainty that the transport upgrades will be delivered (through the amended policies), we consider the environmental, economic and social benefits of the proposed amendments will outweigh the costs.</p>	<p>The proposed amendments will ensure the social and economic well-being of the existing and future local community will be provided for. The transport improvements will also provide for their health and safety.</p> <p>In consideration of this assessment, we consider the proposed amendments are the most appropriate.</p>

			<p>policies) are considered to be more effective, certain and clear for district plan users.</p> <p>The option of including 'avoid' within these policies was considered, however we do not support the use of this term in relation to traffic as we consider it would be impossible to meet this threshold. For example, should there be 1 additional vehicle in a queue at an intersection or an additional delay of 1 second, it would be interpreted that any adverse traffic effects are not 'avoided'. As a result, we consider it inappropriate and not practical to include such a reference here. Therefore, we do not support the inclusion of the term 'avoid' in these policies.</p> <p>Overall, the proposed amendments to the policies are considered to be the most effective and efficient provisions to achieve the objectives of PC88.</p>		
<p><a href="#">(21A) 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.</a></p>		<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>We propose an additional stormwater management policy (policy 21A) be added into PC88 to require the design of infrastructure and devices to be efficient and effective and integrate with the built and natural environment.</p> <p>This was identified as a policy gap and is required to give effect to objective 13. The policy also gives direction as to the stormwater management outcomes required for the design of stormwater infrastructure and devices that should be achieved and set out in the PC88 Stormwater Management Plan (SMP).</p> <p>The amendment will ensure that the stormwater management and mitigation measures (stormwater ponds and rain gardens) are integrated into the development under a design conscious approach.</p> <p>We consider the proposed amendment effectively and efficiently achieves objective 13 and will ensure the resulting stormwater infrastructure and devices proposed in Beachlands South will be complementary to the built and natural environment.</p>	<p>The proposed policy requires that the design of stormwater infrastructure and devices considers the whole of life cycle costs, ease of access and operation.</p> <p>This will ensure the costs of the infrastructure and devices will be taken into account in the decision-making process for procurement of these stormwater measures. The consideration of costs will mean that the proposed additional policy will result in additional benefits in comparison to the Decision (where costs were not specifically identified as a required consideration).</p> <p>Therefore, Policy 21A will result in economic and environmental benefits for the existing and future Beachlands community.</p>	<p>The additional stormwater management policy will result in positive environmental and economic well-being outcomes for the existing and future local community.</p> <p>Therefore, we consider the additional stormwater management policy to be the most appropriate planning outcome for the Beachlands South precinct.</p>
<b>IXXX.4.1 Activity Table</b>					
<p><b>Development</b></p> <p>(A3) <a href="#">Development that does not comply with Standard IXXX.6.3 Staging of Development with Transport Upgrades</a> <a href="#">NC</a></p> <p><a href="#">Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)</a></p>		<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The Decision required a discretionary activity resource consent for any resource consent application that sought to infringe the transport upgrades specified in standard 6.3. This included infringements to the road and ferry capacity upgrades.</p> <p>Given the amendments proposed to policies 8 and 8A, in order to give effect to these policies we consider it appropriate to amend the</p>	<p>The proposed amendments to the activity table will result in benefits to the local community and will ensure greater certainty that the envisaged positive transport, environmental and social effects will be delivered as a result of the amended provisions.</p> <p>The amendments to the activity</p>	<p>The proposed amendments will ensure the social and economic well-being of the existing and future local community will be provided for. The changes in activity status relating to the transport improvements will also provide for improved health and safety outcomes for some of</p>

(A3AA)	<a href="#">Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Row e)</a>	D					
(A3A)	<a href="#">Development that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)</a>	<u>D</u>					
(A3B)	<a href="#">The development of more than 2,700 dwellings <del>precinct wide</del> For the purpose of this rule “dwelling” has the meaning provided in IXXX.6.3(3)(a).</a>	<u>D</u>					
<b>Subdivision</b>							
(A14)	Subdivision that complies with Standard IXXX.6.3 Staging of Development with Transport Upgrades <a href="#">and Tables IXXX.6.3.1 (Road Upgrades) and IXXX.6.3.2 (Ferry Capacity Upgrades)</a>	RD					
(A15)	<a href="#">Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Rows a) to d)</a>	NC					
(A15A)	<a href="#">Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.1 (Road Upgrades) Row e)</a>	D					
(A15AA)	<a href="#">Subdivision that does not comply with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades and Table IXXX.6.3.2 (Threshold for Subdivision and Development For Ferry Capacity)</a>	<u>D</u>					
(A15B)	<a href="#">The subdivision of more than 2,700 residential lots <del>precinct wide</del></a>	<u>D</u>					
					<p>status of applications to infringe some of the road transport upgrades (rows a) to d)) of standard 6.3.1 to non-complying activity status.</p> <p>These upgrades are required and have a high level of certainty associated with them and are required at various thresholds ranging from the first dwelling or residential lot, up to the provision of more than 1,200 and up to 1,900 dwellings or residential lots. The proposed amendment to non-complying activity status will make it very difficult to infringe the standard and more effective in ensuring the required upgrades are delivered when required.</p> <p>The discretionary activity status is retained for the Whitford Bypass upgrade and for the ferry capacity upgrades. The reason for retaining this activity status is due to the uncertainties relating to the delivery of these upgrades. For example, the bypass is not required until more than 1,900 dwellings/lots are developed, and the ferry upgrades are reliant on the timing of new ferry construction/delivery, marina berth access, ferry operating contracts and potential ferry infrastructure upgrades.</p> <p>Therefore, the discretionary activity status is considered to be the most appropriate, as it reflects there may be some delays and uncertainties that arise whilst procuring and delivering these particular transport capacity upgrades.</p> <p>The ferry capacity upgrades have been removed from this table 6.3.1 and are now proposed to be provided for in a separate table (refer below). The reason for this is that the ferry capacity upgrades are required at different times (based on the number of dwellings/lots) to the road capacity upgrades and locating them in a separate table will result in greater clarity and certainty for district plan users.</p> <p>The split discretionary/non-complying activity resource consent approach proposed for infringements to these rules/standards is considered to be the most efficient and effective method to achieve the objectives of the precinct and the RMA.</p> <p>In addition, the 2,700 dwelling/lot cap standard (6.3) from the Decision Version has been relocated to the activity table as we consider it is most appropriate as a rule as opposed to a standard. The same discretionary activity category continues to apply. This means that any resource consent application for more than 2,700 dwellings/lots will require resource consent and careful assessment of traffic effects – which was always the case.</p>	<p>status of some of the transport related rules in this section will only result in costs to the developer if they seek to infringe the transport threshold rules. The cost difference between the discretionary and non-complying activity status is considered to be minor, however the difference between the respective consent thresholds, in terms of consent processing timeframes and gateway tests is considerable.</p> <p>Overall, on balance we consider the benefits of the proposed amendments outweigh the costs as the proposed changes will result in positive environmental, social and economic outcomes.</p>	<p>the community.</p> <p>In consideration of this assessment, we consider the proposed amendments are the most appropriate.</p>



				<p>Furthermore, the Whitford Roundabout design has been amended to address the concerns of Auckland Transport and the Whitford Residents and Ratepayers Association (WRRRA). The design has been reduced in scale and incorporates a 2-step implementation process, which will result in improved road safety and efficiency outcomes compared to the existing traffic environment. The amended design of the roundabout is reflected in row a) and row d) of Table 6.3.1 of PC88.</p> <p>Overall, the proposed amendments are considered to be the most efficient and effective method by which to achieve the objectives of the Precinct.</p>			
(A26)	Subdivision of land complying with <del>Standard IXXX.6.12 Large Lot Zone E38.8.2.4</del>	RD		• Option 1 – Decision	Refer to assessment below on standard IXXX.6.12 Large Lot Zone	Refer to assessment below on standard IXXX.6.12 Large Lot Zone	Refer to assessment below on standard IXXX.6.12 Large Lot Zone
(A28A)	<u>In the Large Lot Residential Zone new buildings, and additions to buildings, that comply with IXXX.6.12(2)-(3) and H1.6 (excluding H1.6.6(1) and H1.6.7)</u>	P		• Option 1 – Decision	Refer to assessment below on standard IXXX.6.12 Large Lot Zone	Refer to assessment below on standard IXXX.6.12 Large Lot Zone	Refer to assessment below on standard IXXX.6.12 Large Lot Zone
<b>IXXX.5 Notification</b>							
(3)	<u>Any application for resource consent that infringes the following standard will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:</u>			• Option 1 – Decision	Any application to infringe the ferry capacity upgrade standard will be an issue between the developer, Auckland Transport, the ferry provider and Pine Harbour Marina. As a result, we consider that any such applications should be determined without public notification. This is provided for through an amendment to rule 5.3.	The proposed amendment will result in benefits from any applications to infringe the ferry capacity standard as such applications will be processed without public notification.	The proposed amendments will ensure positive social and economic well-being outcomes can be achieved for some of the community. In addition, positive economic outcomes can be achieved for the developer.
(a)	<u>Subdivision or development that does not comply with Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity in Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.</u>				<p>We note however, that the Council does retain the ability at its discretion to require limited notification to potentially affected persons.</p> <p>The proposed amendment ensures that the required ferry capacity upgrades are delivered in an efficient and effective manner and including through any subsequent resource consent application processes.</p>	<p>This will ensure that only potentially adversely affected persons (potentially including the key parties in the delivery of ferry services) will be involved in any resource consent applications for infringements of the ferry capacity standard.</p> <p>While it is envisaged that the developer will contribute towards to required ferry capacity upgrades (and the side agreement between BSLP, AT and ACS captures a commitment to this effect), should a resource consent be required for infringement of the rule/standard, the exclusion of the public notification process will be beneficial to the developer.</p> <p>The proposed amendment will also ensure positive economic benefits through the avoidance of the public notification process for such applications.</p>	<p>Therefore, we consider the proposed amendments are the most appropriate.</p>

IXXX.6 Standards				
<p>All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:</p> <p>...</p> <p><del>H18 – Future Urban Zone</del></p> <ul style="list-style-type: none"> <li><del>H18.6.3(1) Front Yards</del></li> </ul>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>In order to comply with the AUP protocols regarding the FUZ, which prevent provisions that affect the FUZ being included in Precincts (or elsewhere), amendments are proposed to the building setback (front yard), street frontage landscaping and earthworks standards applying in PC88 to clarify that the PC88 building setback and earthworks standards do not apply to the FUZ, only to the 'live' zoned land.</p> <p>However, the street frontage landscaping standard will continue to apply to the FUZ land in order to maintain and enhance amenity of the locality.</p> <p>As a result it is no longer necessary to exclude the FUZ front yard standard from applying to PC88.</p> <p>We consider these proposed changes are the most effective and efficient way to address the issue of creating overlapping street frontage building setback provisions. Further, the standard approach for the FUZ in the AUP is to avoid duplicates provisions for the FUZ as the FUZ will always be subject to a future rezoning process.</p>	<p>The benefits outweigh the costs as the duplication of rules between the precinct and FUZ will be removed and only one front yard standard will remain in effect.</p> <p>This amendment will also result in positive economic outcomes from avoiding the need to consider duplicate and potentially differing development standards.</p>	<p>The proposed amendment will ensure positive environmental outcomes as it will result in clarity and certainty as to the relevant planning standards that apply to the FUZ land in PC88.</p> <p>The proposed amendment will result in positive environmental and economic outcomes and as a result we consider the proposed amendments are the most appropriate.</p>
<p>All relevant overlay, Auckland-wide and zone standards apply in this precinct except for the following:</p> <p>...</p> <p><u>E27 – Transport</u></p> <ul style="list-style-type: none"> <li><u>Trip Generation - Table E27.6.1.1 - "Residential" thresholds.</u></li> <li><u>In addition for the purpose of assessing any non-residential activities located within the precinct that do not comply with E27.6.1 standards the term "transport network " contained within assessment criterion E27.8.2(3) shall be defined as Jack Lachlan Drive and the transport network located within the Precinct.</u></li> </ul>	<p>Option 1 – Decision</p>	<p>The AUP trip generation rule is a mechanism whereby local transport improvements can be required through the resource consent process where it is demonstrated that an application will result in transport related effects that require mitigation through such improvements.</p> <p>We now consider that the AUP trip generation rule (E27.6.1.1) from Chapter E27 does not need to apply to residential development within the Precinct due to a method outside the plan being agreed to between the developer and Auckland Council/Auckland Transport in a side agreement. The agreement results in the developer contributing funding to Auckland Transport for safety improvements along Whitford-Maraetai Road.</p> <p>The amendment now means that the trip generation rule will only apply to commercial and education activity resource consents in the future and will only be able to recommend minor transport upgrades on Jack Lachlan Drive or within the Precinct.</p>	<p>The proposed amendment will result in reduced costs for the developer as it will avoid an overlap in consenting compliance requirements.</p> <p>We consider the benefits of the change will outweigh the costs and therefore will result in positive environmental outcomes.</p>	<p>The proposed amendments will result in positive environmental and economic outcomes and as a result we consider the proposed amendments are the most appropriate.</p>

<p><b>IXXX.6.1 Building Height</b></p> <p>(1) Buildings must not exceed the height in metres of the underlying zone standards <u>for</u> land zoned <u>Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot</u> or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps <del>and</del> <u>Precinct Plan 1.</u></p> <p><del>Unless specified by Standard IXXX.6.1(2), the building height for dwellings in the Residential – Mixed Housing Urban zone or the Residential – Terrace House and Apartment Building zone is specified in of the Residential Density Standards below.</del></p> <p>(2) <u>Buildings must not exceed the height in metres in Standard IXXX.6.17(2)(a) for land zoned Residential – Terrace Housing and Apartment Buildings or Residential – Mixed Housing Urban.</u></p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The proposed amendment is considered to be the most effective and efficient outcome.</p> <p>No changes are proposed to the actual building heights that were approved as part of the Decision. The proposed amendments to the building height standard are only required as a result of including the MDRS in PC88.</p> <p>The consequential changes to the building height standard (6.1) are required in order to ensure that the building height standard applicable to developments for 1-3 dwellings as well as developments for 4 or more dwellings is 16m above ground level.</p> <p>The introduction of the MDRS standards created potential confusion by proposing a default to the underlying AUP THAB zone for 1-3 dwellings (as amended by Proposed Plan Change 78). This would have resulted in such applications defaulting to an 11m building height standard, which is contrary to the intention of PC88. The proposed amendments confirm that the 16m building height standard is retained for the THAB zone.</p> <p>We consider that the proposed amendments effective and efficient in clarifying the applicable building height standard that applies to the THAB zone in PC88.</p>	<p>As there is no actual change in the THAB zone building height standard from the Decision, there is no difference in costs versus benefits.</p> <p>Therefore there is no change in the environmental or economic effects from this proposed change.</p>	<p>The proposed amendments will result in no change in the environmental and economic outcomes and as a result we consider the proposed amendments are the most appropriate.</p>
<p><b>IXXX.6.2 Building Setback along Whitford-Maraetai Road</b></p> <p>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.</p> <p>(1) <del>In sub-precinct F aA 10m or</del> 15m wide building setback must be provided along the <del>entire</del> frontage of the land adjoining Whitford-Maraetai Road <u>indicatively shown on IXXX.10.1 Precinct plan 1 and</u> measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within <del>either of these</del> <u>this</u> building setbacks.</p> <p><del>(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.</del></p> <p>(2) The <del>10m or</del> 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</p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> <li>Option 2 – Greater setback</li> </ul>	<p>The proposed changes to the building setback, street frontage landscaping and earthworks standards applying in PC88 are proposed to clarify the AUP general rules that apply to the FUZ and precincts.</p> <p>The default AUP position is that the FUZ cannot be subject to additional provisions from a precinct (for example) as this has the potential to pre-determine or restrict any future rezoning proposition for the FUZ land.</p> <p>The proposed change clarifies that the building setback does not apply to the FUZ land but that the planted landscape buffer will continue to apply.</p> <p>Option 2 which proposes a greater setback is</p>	<p>The proposed amendment is considered to result in greater benefits than costs as the street front yard along the FUZ portion of Whitford Maraetai Road is now removed.</p> <p>Therefore, the benefits will outweigh the costs.</p>	<p>The proposed amendments will result in improved environmental and amenity outcomes for the local community and as a result, we consider these changes will result in the most appropriate planning provisions for this PC88 standard.</p>



<p>requirement does not apply over any vehicle accessways. This planting must be maintained in perpetuity.</p> <p>(3) <u>In addition to the 15m planted landscape buffer required in sub-precinct F by IXXX.6.2(2), a 10m wide planted landscape buffer must be provided along the remaining Whitford Maraetai Road frontage on the Future Urban Zone land. The 10m planted landscape buffer must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along its full extent. This planting must be maintained in perpetuity.</u></p> <p>(4) Subdivision or development that does not comply with Standard IXXX.6.2(1) – (3) is a discretionary activity.</p>		<p>not supported as it would result in additional non-compliance with the AUP protocols for the FUZ.</p> <p>The proposed changes are considered to be the most effective way to achieve the objectives sought for the Whitford-Maraetai Road frontage.</p>		
<p><b>IXXX.6.3. Staging of Subdivision and Development with Transport Upgrades</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>Manage <u>and mitigate</u> the adverse effects of traffic generation <u>from the Beachlands South Precinct</u> on the safety and efficiency of the surrounding road network <del>by ensuring subdivision and development is coordinated with infrastructure upgrades.</del></li> <li><u>Achieve the integration of subdivision and development with transport infrastructure consistent with Policy IXXX.3 (8) and Policy IXXX.3 (8A).</u></li> </ul>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>Refer I.XXX.4.1 above for assessment</p>	<p>Refer I.XXX.4.1 above for assessment</p>	<p>Refer I.XXX.4.1 above for assessment</p>
<p>(1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table IXXX.6.3.1 <u>and Table IXXX.6.3.2</u> until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of <del>activities</del>, development <u>and /</u> or subdivision identified in Column 1 of Table IXXX.6.3.1 <u>and/or Table IXXX.6.3.2</u> will be deemed to comply with this standard IXXX.6.3 if the corresponding infrastructure identified in Column 2 of the <u>relevant</u> Table is:</p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The proposed changes are consequential changes to reflect the separation between roading and ferry capacity upgrades outlined above.</p>	<p>Consequential change</p>	<p>Consequential change</p>

**Table IXXX.6.3.1: Threshold for Subdivision and Development ~~as shown on Beachlands South: Precinct Plan 6~~ for Road Upgrades (see Precinct Plan 6)**

Column 1 <del>Land-use Development and/or subdivision</del> enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2;		Column 2 Transport infrastructure required to enable <del>development and/activities</del> or subdivision in column 1
(a)	Up to a maximum of <del>250</del> 500 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 <del>as shown in Appendix 2; and</del>  Site (A) on Precinct Plan 6: Upgrade of Whitford Maraetai Road / Jack Lachlan Drive intersection <del>as shown in Appendix 2 and</del>  Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout to <del>a double lane roundabout*—provide an additional traffic lane on the Whitford Road (western) approach and traffic signal metering of the same approach with queue detectors on the Whitford-Maraetai Road (eastern) approach as shown in Appendix 2 **; and</del>  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 <del>as shown in Appendix 2.</del>
<del>(b)</del>	A provision of: i. <del>More than 250 and up to 500 dwellings or residential lots</del>	<del>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.</del>
<del>(e)</del>	A provision of: i. More than 500 and up to 850 dwellings or residential lots	Upgrades in (a) <del>and (b)</del> above; and  <del>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</del>  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 <del>as shown in Appendix 2*.</del>

- Option 1 – Decision

Refer I.XXX.4.1 above for assessment and additional assessment below.

In addition, the proposed amendments enable the developer to deliver the stage 1 and 2 upgrades of the Whitford Roundabout in one tranche of works.

This amendment will result in greater efficiency in the delivery of the road transport upgrades required by PC88.

Refer I.XXX.4.1 above for assessment

Refer I.XXX.4.1 above for assessment

(d)	<p>A provision of:</p> <p>i. More than 850 and up to <u>1,200</u> <del>1,900</del> dwellings or residential lots</p>	<p>Upgrades in (a) – (b) (c) above; and</p> <p><del>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</del></p> <p>Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford- Maraetai Road intersection <u>as shown in Appendix 2.*</u></p>					
(d)	<p>A provision of:</p> <p>i. <u>More than 1,200 and up to 1,900</u> dwellings or residential lots</p>	<p>Upgrades in (a) – (c) above; and</p> <p><u>Site (B) on Precinct Plan 6: Further upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional lane on the Whitford-Maraetai Road (eastern) approach, and the removal of the traffic signal metering equipment as shown in Appendix 2.*</u></p>					
(e)	<p>A provision of:</p> <p>i. More than 1,900 and up to 2,700 dwellings or residential lots</p>	<p>Upgrades in (a) – (d) above; and</p> <p><del>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.</del></p> <p>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.</p>					
<p><del>*Note: If the Whitford Bypass is operational or under construction brought forward in timing prior to the Whitford Park Road / Whitford Road / Whitford Maraetai Road roundabout then this roundabout upgrade is these upgrades are not required.</del></p> <p><u>** Note: This upgrade is not required if the Row (d) upgrade is operational or under construction.</u></p> <p><del>The subdivision or development of land for more than 2,700 dwellings or residential allotments precinct-wide is a discretionary activity.</del></p>							

<b>Table IXXX.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades</b>				
<b>Column 1</b> <b>Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2</b>	<b>Column 2</b> <b>Transport infrastructure required to enable development and/or subdivision in column 1</b>			
(a) <u>A provision of more than 250 up to 500 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 600 <del>700</del> ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 <del>0630-0830</del> on weekdays.</u>	<ul style="list-style-type: none"> <li>No change</li> </ul>	<p>An amendment is proposed to the ferry capacity upgrade triggers which results in an additional trigger being added to the table. The additional trigger means that ferry capacity needs to be assessed at each increase in demand of approximately 100 passengers.</p> <p>The additional trigger assists with the management of the funding of new ferries and ferry upgrades. This will allow closer monitoring of ferry usage and demand numbers as development within PC88 grows.</p> <p>There is no change to the activity status for any resource consent application to infringe the ferry capacity upgrade standard. Infringements to the threshold triggers remain a Discretionary Activity.</p> <p>On the basis of the above analysis, the proposed amendments will provide improved efficiency and effectiveness in the delivery of increased ferry capacity.</p>	<p>The separation of the road infrastructure upgrades and the ferry capacity upgrades results in improved benefits as the focus is on the ferries and the retention of the discretionary activity status for any infringements is also of benefit.</p> <p>The proposed amendments will result in improved social and environmental outcomes for the community. We therefore consider these changes will result in the most appropriate planning provisions for this PC88 standard.</p>
(b) <u>A provision of more than 500 up to 850 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.</u>			
(c) <u>A provision of more than 850 up to 1500 dwellings or residential lot</u>	<u>Provision for a total capacity of at least 825 ferry passengers from Pine Harbour during the two-hour peak period between 0620-0820 <del>0630-0830</del> on weekdays; and</u>			
(d) <u>A provision of more than 1500 up to 1900 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 950 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.</u>			
(e) <u>A provision of more than 1900 and up to 2700 dwellings or residential lots</u>	<u>Provision for a total capacity of at least 1150 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 <del>0630-0830</del> on weekdays</u>			
<b>IXXX.6.4 Water Supply and Wastewater</b> Purpose To ensure subdivision and development in the precinct is adequately serviced with water supply and wastewater infrastructure.		<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>Water supply for the PC88 developed is proposed to be sourced from the underground aquifer. Given the reliance on the aquifer as the source for potable water, PC88 includes a water supply (and wastewater) standard (6.4). The standard requires adequate water supply and wastewater infrastructure to be provided at the time of subdivision or development. Non-compliance with this standard is a non-complying activity.</p> <p>Given the importance of water supply for the development and in order to reflect the anticipated method by which water will be supplied to future developments within PC88, we propose to add the term ‘reticulated’ into standard 6.4 to confirm that water supply needs to be from a reticulated network (i.e. no water tanks), except for the Residential – Large Lot zone). The changes also confirm that the reticulated water may be from a private supplier and it is not mandatory to connect to a public network.</p> <p>It is considered the proposed changes will result in the efficient and effective delivery of potable water to future occupants of the precinct.</p>	<p>The proposed changes clarify the approach was proposed to be utilised for the delivery of potable water and therefore there will be no additional costs associated with this amendment.</p> <p>The benefits will be that future occupants of the precinct will have adequate reticulated water supply and wastewater infrastructure.</p> <p>Overall, the benefits will outweigh the costs.</p>
(1) Adequate <u>reticulated</u> water supply and wastewater infrastructure <u>within the following zones of the Precinct:</u> <ul style="list-style-type: none"> <li><u>Residential – Mixed Housing Urban;</u></li> <li><u>Residential - Terrace Housing and Apartment Buildings;</u></li> <li><u>Business – Mixed Use;</u></li> <li><u>Business – Light Industry; and-</u></li> <li><u>Business – Local Centre.</u></li> </ul> must be provided at the time of subdivision or development.				
(2) <u>For the Residential – Large Lot zone adequate water supply and wastewater systems (reticulated and / or on site) must be provided at the time of subdivision or development.</u>				
(3) <u>For the avoidance of doubt non-potable water supply is not required to be reticulated.</u>				
(4) <u>The reticulated infrastructure may be private and it is not mandatory to connect to a public reticulated network.</u>				

<p><b>IXXX.6.11 Earthworks</b> Purpose: To minimise sediment runoff and manage discharge effects on the receiving environment. The maximum disturbed area for all catchments in Precinct Plan 7 must not exceed 20 hectares cumulatively across all catchments at any one time.</p> <p>(1) 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).</p> <p>(2) The maximum disturbed area for each catchment in Precinct Plan 7 must not exceed 5 hectares exposed at any one time.</p> <p>(3) 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.</p> <p>(4) <a href="#">IXXX.6.11(1) to (4) does not apply to any land zoned Future Urban.</a></p>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The proposed amendment clarifies that the precinct specific earthworks controls do not apply to the FUZ land. As the FUZ will not be urbanized as part of PC88 there is no need for specific earthworks controls to apply.</p> <p>The proposed change is the most efficient and effective way to ensure this outcome is achieved.</p>	<p>The proposed change will avoid the need for the precinct earthworks control to apply to the FUZ land. This is a beneficial outcome and will avoid the cost of applying to control to the FUZ land.</p>	<p>In summary we consider the proposed change is the most appropriate and achieves the purpose of the RMA as it will result in improved environmental outcomes.</p>				
<p><b>IXXX.6.12 Large Lot Zone</b></p> <p>(1) Proposed sites identified in the Subdivision Variation Control <a href="#">on the planning maps in Precinct Plan 1</a> must comply with the minimum net site <a href="#">area</a> in <del>the table Table E38.8.2.4.1 below.</del></p> <p><a href="#">[relocate table to Table E38.8.2.4.1 as a new row, referenced as IXXX Beachlands South Precinct]</a></p> <table border="1" data-bbox="192 1171 1142 1327"> <thead> <tr> <th>Area</th> <th>Minimum net site area</th> </tr> </thead> <tbody> <tr> <td>Large Lot Zone in Sub-precinct D, Coastal</td> <td>1,000m<sup>2</sup></td> </tr> </tbody> </table> <p>(2) The maximum building coverage must not exceed 35% of the net site area.</p> <p>(3) The maximum impervious area must not exceed 50% of the net site area.</p>	Area	Minimum net site area	Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>	<ul style="list-style-type: none"> <li>Option 1 – Decision</li> </ul>	<p>The proposed amendment to this standard will ensure consistency with the general approach used in the AUP for variation to the default subdivision standards.</p> <p>As such, the proposed 1,000m<sup>2</sup> minimum lot size for PC88 is proposed to be located in the Subdivision chapter of the AUP (E38). This has resulted in amendments to standard 6.12.</p> <p>In addition, amendments are proposed to activity rule 4.5 (A28A) to ensure that the Precinct specific maximum building coverage and maximum impervious area standards apply to development in the PC88 Residential – Large Lot zone as opposed to the default zone standards.</p> <p>The proposed changes will improve the clarity and consistency of the AUP planning provisions and are considered to be the most efficient and effective.</p>	<p>Given that the proposed amendments will result in greater clarity and certainty regarding these provisions, it is considered the benefits will outweigh any costs.</p> <p>While the overall outcome will remain the same, relocating the subdivision variation standard to Chapter E38 – Subdivision of the AUP, will result in similar provisions being located in one place in the AUP.</p> <p>The overall outcome will be beneficial.</p>	<p>The changes proposed will enable the efficient use and development of the precinct and are considered the most appropriate.</p>
Area	Minimum net site area							
Large Lot Zone in Sub-precinct D, Coastal	1,000m <sup>2</sup>							

<p><b>IXXX8.1 and IXXX8.2 – Restricted Discretionary Activities – Matters of Discretion and Assessment Criteria</b></p> <p>Several consequential changes to the Matters of Discretion and Assessment Criteria relating to the following matters are also proposed:</p> <ul style="list-style-type: none"> <li>- New buildings, other than buildings for dwellings in a Residential – Terrace Housing and Apartment Buildings Zone, or Residential – Mixed Housing Urban Zone, or Large Lot Zone;</li> <li>- Subdivision and development complying with Standard IXXX.6.3 relating to Staging of Subdivision and Development with Transport Upgrades; and</li> <li>- The subdivision variation control.</li> </ul>	<ul style="list-style-type: none"> <li>• Option 1 – Decision</li> </ul>	<p>The proposed changes will result in greater efficiency and effectiveness as they will ensure better alignment with the amended relevant rules, standards and special information requirements.</p>	<p>The changes clarify the types of applications for new buildings that are appropriate for assessment under the proposed design criteria and result in better alignment with the amended transport related Special Information Requirements. The changes also recognise the relocation of the Subdivision Variation Control to the AUP Subdivision Chapter.</p> <p>Given that these changes are consequential to the changes proposed to other provisions within PC88, it is considered that the benefits will outweigh the costs. Without these changes there would be additional costs incurred in interpreting and administering PC88 as these matters of discretion and assessment criteria would not align with the relevant rules, standards and special information requirements.</p>	<p>The changes proposed will enable the efficient use and development of the precinct and are considered the most appropriate.</p>
---	---	---	---	--

**IXXX.9 Special information requirements**

<p>(4) Integrated Transport Assessment (ITA)</p> <p>An application <del>to requiring and ITA in accordance with E27.6.1 – Trip Generation or</del> to infringe Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades <u>or to provide in excess of 2700 dwellings or lots</u> 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.</p> <p>The integrated transport assessment must include a register of development and subdivision that has been previously approved under Standard IXXX.6.3 Staging of <u>Subdivision and</u> Development with Transport Upgrades.</p> <p>Without limiting the scope of the integrated transport assessment, the integrated transport assessment must assess and provide details of the following:</p> <p>(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;</p> <p><del>(a) 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;</del></p> <p><b>Table IXXX.9.1: Development Mix</b></p> <table border="1" data-bbox="172 1812 1181 1860"> <tr> <td data-bbox="172 1812 667 1860"><b>Residential</b></td> <td data-bbox="667 1812 1181 1860"><b>Non-Residential</b></td> </tr> </table>	<b>Residential</b>	<b>Non-Residential</b>	<ul style="list-style-type: none"> <li>• Option 1 – Decision</li> </ul>	<p>The amendments proposed to the transport special information requirements clarify which information requirements apply to infringements of the transport upgrade standards and which apply to specific monitoring requirements.</p> <p>The amendments also reflect the method outside the plan that have been agreed to. Funding will be provided by BSLP for safety improvements along Whitford-Maraetai Road and the safety monitoring requirements will provide information that will guide where safety improvements are needed.</p> <p>Overall, the proposed changes will result in more effective and efficient information requirements for PC88.</p>	<p>The proposed changes will result in greater clarity and certainty regarding which information requirements will apply to which type of resource consent application.</p> <p>This will result in benefits to subsequent resource consent processes and the overall framework of PC88. Therefore the benefits will outweigh any costs of the change in layout.</p>	<p>The proposed amendments will enable the community to provide for its social well-being and its health and safety. Therefore, these amendments are considered the most appropriate.</p>
<b>Residential</b>	<b>Non-Residential</b>					



More than 500 dwellings and up to 850 dwellings or residential lots	a) Minimum of 900m <sup>2</sup> light industrial GFA;
More than 850 dwellings and up to 1,900 dwellings or residential lots	a) Minimum of 1,500m <sup>2</sup> light industrial GFA; b) Minimum of 1,100m <sup>2</sup> commercial GFA; c) Education facilities with capacity for 750 pupils.
More than 1,900 dwellings and up to 2,700 dwellings or residential lots	a) Minimum of 3,000m <sup>2</sup> light industrial GFA; b) Minimum of 3,300m <sup>2</sup> commercial GFA; c) Education facilities with capacity for 1,600 pupils.

~~(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:~~

**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.~~

~~(c) 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.~~

~~(d) 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.~~



~~(e)~~ (b) 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;

~~(f)~~ (c) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;

~~(g)~~ (d) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and

(e) For applications that infringe Table IXXX.6.3.2 Threshold for Subdivision and Development For Ferry Capacity Upgrades only - An assessment of the ferry two-hour peak period (between 0620-0820 on weekdays) passenger numbers, available remaining capacity and the anticipated ferry passenger demand associated with the application.

(f) Any information and findings within the transport monitoring material supplied under Special information requirement IXXX.9(4A).

~~(h)~~ Whether the surrounding transport network can operate safely and efficiently when considering traffic generated by construction activities within the precinct.

(4A) Transport Development and Subdivision Monitoring Report

A Transport Monitoring Report shall be prepared for every 500 dwellings or residential lots cumulatively within the precinct (e.g., 500, 1,000, 1,500, and so on). At each of these thresholds, a Transport Monitoring Report must be submitted to Council. The Transport Monitoring Report is to include:

(a) An assessment demonstrating whether the following public transport mode share for residential trips to employment and education activities have been achieved:

Table IXXX.9.1: Residential Mode Share

<u>Dwellings</u>	<u>Public Transport</u>
<u>Base Scenario</u>	<u>7%</u>
<u>Up to 1200 Dwellings</u>	<u>13%</u>
<u>Up to 2700 Dwellings</u>	<u>17%</u>

If the assessment demonstrates that mode share splits are less than shown in the above table, the report shall identify any of the required 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.

(b) An assessment demonstrating whether vehicle trips rates per apartment are 0.4 trips or fewer. If the monitoring demonstrates that the trips rates are greater an 0.4,-the report shall identify any of the required 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.

- (c) Information on the mix of consented or constructed or enabled development within the Precinct, including:
- i) Whether it differs from that assumed and specified in Table IXXX.9.2: Development Mix; and
  - ii) If there is a difference:
    - An assessment of the associated trip generation arising from this difference;
    - An evaluation of any effects on the surrounding transport network;
    - Whether any transport infrastructure upgrades in Table IXXX.6.3.1 are still appropriate or any alternatives that are proposed

Table IXXX.9.2 Development Mix

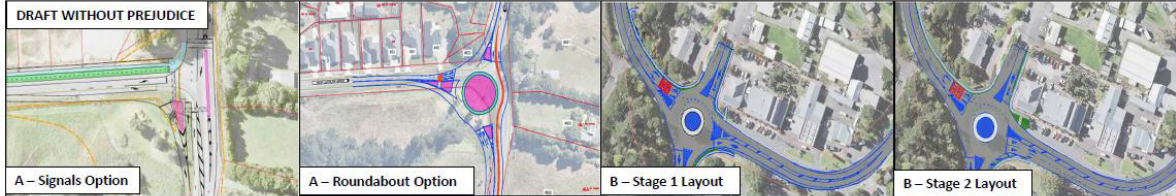
Residential	Non-Residential
More than 500 dwellings and up to 850 dwellings or residential lots	Minimum of 900m <sup>2</sup> light industrial GFA;
More than 850 dwellings and up to 1,900 dwellings or residential lots	Minimum of 1,500m <sup>2</sup> light industrial GFA; Minimum of 1,100m <sup>2</sup> commercial GFA; Education facilities with capacity for 750 pupils.
More than 1,900 dwellings and up to 2,700 dwellings or residential lots	Minimum of 8,000m <sup>2</sup> light industrial GFA; Minimum of 3,300m <sup>2</sup> commercial GFA; Education facilities with capacity for 1,600 pupils.

- (d) A safety assessment for Whitford-Maraetai Road between Jack Lachlan Drive and Whitford Village. This assessment shall:
- i) Include an updated crash history for this section of Whitford-Maraetai Road;
  - ii) Identify any new patterns of deaths or serious injuries that have emerged on this section of Whitford-Maraetai Road from the date of the first occupied dwelling within the Precinct or issue of first s224(c) certificate for a dwelling within the Precinct;
  - iii) Analyse the nature and causes of these crashes;
  - iv) If any new patterns are identified, the report should recommend specific safety improvements to be implemented to reduce the risk of further deaths or serious injuries.

Note: The purpose of the safety assessment specified in clause IXXX.9(4A)(d) above is to guide future Auckland Transport safety upgrade investments. Any outcomes of the safety assessment shall not be considered or used as the basis for a condition of resource consent for any application for subdivision or development that complies with Standard IXXX.6.3 Staging of Subdivision and Development with Transport Upgrades.

<p>IXXX.10.1 Precinct Plan 1 – Additional Controls <del>and Overlays Plan</del></p> <ul style="list-style-type: none"> <li>Remove 10 metre yard control from the Future Urban Zone land on the plan and from the legend</li> <li>Update legend to rename ‘golf course overlay’ to ‘golf course <u>special area</u>’ and make consequential changes to the provisions</li> <li>Depict height variation control, subdivision variation control and zoning on the planning maps</li> <li>Remove height variation control, subdivision variation control and zoning, and add sub-precincts</li> </ul> <p>IXXX.10.2 Precinct Plan 2 – Natural Features</p> <ul style="list-style-type: none"> <li>Updated to include intermittent stream</li> <li>Add and label sub-precincts</li> </ul> <p>IXXX.10.2 Precinct Plans 3 to 5</p> <ul style="list-style-type: none"> <li>Add and label sub-precincts</li> <li>A stray grey line/arrow outside the precinct boundary has been deleted from Precinct Plan 5</li> </ul> <p>IXXX.10.6 Precinct Plan 6 – Transport Staging and Upgrades</p> <ul style="list-style-type: none"> <li>Amend legend and plan to record red area to which Standard IXXX.6.3 applies is to sub-precincts A-F only and not the FUZ</li> </ul> <p>IXXX.10.7 Precinct Plan 7 – Earthworks Catchments</p> <ul style="list-style-type: none"> <li>Apply FUZ zoning and make clear the FUZ land of the precinct is excluded from the Precinct specific earthworks controls</li> </ul>	<p>The changes to the Precinct Plans are consequential to the above changes. Refer above evaluation for relevant Section 32AA analysis.</p>			
<p><b>Appendices</b></p>				
<p>Add Appendix 2 – Beachlands South Precinct Road Upgrade and Intersection Concept Plans to specify the road and intersection improvements proposed as part of PC88.</p>	<ul style="list-style-type: none"> <li>Option 1 - Decision</li> </ul>	<p>Appendix 2 has been added to confirm the indicative concepts proposed for the roading upgrades.</p> <p>We consider this is appropriate as it includes indicative concept designs for the upgrades of the intersections proposed as part of PC88. This will provide clarity and certainty for district plan users.</p> <p>This amendment is considered to be efficient and effective.</p>	<p>The benefits that will arise from this change is that district plan users will be able to easily identify the outcomes that are proposed for each of the roading upgrades.</p> <p>Therefore the benefits will outweigh the costs.</p>	<p>The proposed amendments will enable the community to provide for its social well-being and its health and safety. Therefore, these amendments are considered the most appropriate.</p>

DRAFT WITHOUT PREJUDICE



- Legend**
- Subject Area
  - Existing Roads
    - Whitford-Maraetai Road (WMR)
    - Jack Lachlan Drive (JLD)
    - Trig Road (TR)
    - Whitford Park Road
    - Saleyard Road
    - Sandstone/Orniston Road
    - Whitford Road
    - Point View Drive
    - Somerville Road
  - Intersection Upgrades
    - A WMR / JLD
    - B Whitford Roundabout
    - C WMR / TR
    - D Sandstone Roundabout
    - E Somerville Roundabout

