



BEACHLANDS SOUTH

Fast-track Approval Substantive Application

Assessment of Environmental Effects and Statutory Analysis

26 June 2026

Prepared for:
Beachlands South Limited Partnership

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Appendices and Attachments

	Document	Author
A	FTAA Legal Considerations Memorandum	Simpson Grierson/Russell McVeagh
B	Planning Assessment	Unio Environmental
C	Proposed Draft Consent Conditions	Unio Environmental
D	AUP Compliance Tables	Jasmax and Studio Pacific
1	Design Report	Jasmax and Studio Pacific
2	Architectural Drawings • Overall Masterplan • Marina Sub-precinct • Village Centre Sub-precinct • Community Sub-precinct • Coastal Sub-precinct • Central East Sub-precinct • Employment sub-Precinct • Housing typologies • Streetscape Strategy • Schools	Jasmax and Studio Pacific
3	Open Space and Landscape Plans	Jasmax and Studio Pacific
4	Urban Design Assessment	Jasmax and Studio Pacific
5	Sustainability Assessment	Stantec
6	Landscape and Natural Character Effects Assessment	Brown NZ Ltd
7	Economic Assessment	Property Economics
8	Integrated Transport Assessment • SIDRA Results • Construction Traffic Management Plan	Hughes Traffic & Transportation

9	Civil Infrastructure Report, including Stormwater Management Plan and all Engineering Plans	Harrison and Grierson
10	GWE Wastewater Report, including Raath and Associates wastewater plant design and Coastal Wastewater Pipe Construction Methodology	GWE
11	GWE Water Supply Report	GWE
12	Ecology Assessment, including management plans and appendices	Viridis
13	Coastal Water Quality and Marine Ecology Assessments	Tonkin and Taylor
14	Coastal Hazards Assessment	Tonkin and Taylor
15	Geotechnical Assessment, including wastewater geotechnical assessment	Tonkin and Taylor
16	Contamination Assessment, including desktop report and Contaminated Soils Management Plan, Detailed Site Investigation	Tonkin and Taylor
17	Archaeological Assessment 17A Archaeological Management Plan 17B Archaeological Vegetation Management Plan and Planting Plan	Clough & Associates
18	Noise Assessment, including underwater noise 18A Construction Noise Management Plan	Hegley Acoustic Consultants
19	JOAL Lighting Plans	IBEX/Electrical Consulting Services
20	Iwi/MACA Consultation and Letter of Support from Ngāi Tai ki Tāmaki - Cultural Values Assessment - MACA Consultation Letter - Letter of support regarding wastewater	Unio Environmental
21	Air Discharge Report	Air Matters
22	Consultation Summary Report and all consultation records	Unio Environmental

23	Records of Title and Interests	Simpson Grierson/Russell McVeagh
24	Full Names and Addresses of Owners and Occupiers of the Site and Land Adjacent	Unio Environmental
25	Section 30 Letter	Auckland Council
26	Ineligibility Assessment	Unio Environmental
27	Existing Water Permits	Auckland Council
28	Survey Plan	

PART A – INTRODUCTION AND PROPOSAL

0.0 APPLICANT AND PROPERTY DETAILS

APPLICANT AND PROPERTY DETAILS	
To:	Environmental Protection Authority
Address for Service:	UNIO Environmental PO Box 91562 Victoria Street Auckland 1142 Attention: Vijay Lala / Nick Roberts
Applicant Name:	Beachlands South Limited Partnership
Site Address:	110 Jack Lachlan Drive and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands, Auckland, 2571
Legal Description:	Lot 2 DP 501271 (110 Jack Lachlan Drive) Lot 100 DP 504488 (620 Whitford-Maraetai Road) Lot 4 DP 54105 (712 Whitford-Maraetai Road) Lot 9 DP 54105 (758 Whitford-Maraetai Road) Lot 10 DP 54105 (770 Whitford-Maraetai Road)
Site Area:	268.178 hectares
Auckland Unitary Plan: Operative in Part 2016	
AUP(OP) Zoning:	• Business - Mixed Use Zone • Business - Light Industry Zone • Business - Local Centre Zone • Residential - Mixed Housing Urban Zone • Residential - Terrace Housing and Apartment Building Zone • Residential - Large Lot Zone • Future Urban Zone
AUP(OP) Precinct:	Beachlands South Precinct
AUP(OP) Overlays:	• Natural Resources: Significant Ecological Areas Overlay - SEA-M1-43c, Marine 1 • Natural Resources: Significant Ecological Areas Overlay - SEA-M1-43w4, Significant wading bird area, Marine 1 • Natural Resources: Significant Ecological Areas Overlay - SEA-M2-43a, Marine 2

	Natural Resources: Significant Ecological Areas Overlay - SEA_T_4556, Terrestrial
AUP(OP) Controls:	- Height Variation Control - Beachlands South, 24m - Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise - Macroinvertebrate Community Index - Exotic - Macroinvertebrate Community Index - Native - Macroinvertebrate Community Index - Rural - Macroinvertebrate Community Index - Urban - Stormwater Management Area Control - BEACHLANDS SOUTH, Flow 1 - Subdivision Variation Control - Urban
Council GeoMaps Layers (non-statutory) & Other Identified Features	
Additional Limitations:	- Flood plain and flood prone area - Contaminated land - Overland flow paths - Permanent and intermittent streams - Natural wetlands - Areas susceptible to coastal instability and erosion - Coastal inundation 1% AEP plus 1m control
Further Information	
Locality Diagram:	Refer to Figure 2 of this report
Brief Description of Proposal:	The Project will provide for the development of live zoned land at Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment comprising residential dwellings, community and commercial activities including a hotel and conference venue, protected ecological restoration areas, walking and cycling networks, and community facilities, and enable the potential development of two schools, as well as all associated earthworks and all associated infrastructure including transport facilities, intersection upgrades and roading,

	telecommunications, power, and water supply, stormwater, and wastewater infrastructure (including any treatment or storage facilities, drainage, pipes, pump stations, outfalls and discharges). A portion of Future Urban Zone ('FUZ') land will be used for wastewater management purposes.
Summary of Reasons for Approvals:	The application seeks all resource consents that would have otherwise been applied for under the Resource Management Act 1991 ('RMA') necessary for the implementation and ongoing operation of the Project including, approvals required under Sections 9, 11, 12, 13, 14 and 15 of the RMA. This application also seeks a wildlife approval for the capture, handling, temporary holding and relocation of indigenous lizards including any incidental injury or mortality, and an archaeological authority for the proposed modification and destruction of archaeological sites.

1.0 EXECUTIVE SUMMARY

This report has been prepared in support of a substantive application submitted by Beachlands South Limited Partnership ('BSLP') under the Fast-track Approvals Act ('FTAA'). The Project name is 'Beachlands South' and it is included in Schedule 2 of the FTAA as a Listed Project with significant regional or national benefits. The Project location or Site is 110 Jack Lachlan Drive and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands (the "Site" or the "project area").

The Project will provide for the development of live zoned land at Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment. The masterplanned development comprises residential dwellings, a hotel and conference venue, community and commercial activities (including offices and industrial activities), protected ecological restoration areas, walking and cycling networks, and community facilities, while enabling the potential development of two schools. This application includes all associated earthworks and all associated infrastructure including transport facilities, intersection upgrades and roading, telecommunications, power, and water supply, stormwater, and wastewater infrastructure (including any treatment or storage facilities, drainage, pipes, pump stations, outfalls and discharges as well as coastal structures). A portion of FUZ land will also be used for wastewater management purposes.

This report has been prepared in accordance with the requirements of the FTAA. The FTAA is intended to facilitate the delivery of development projects with significant regional or national benefits.

The Project requires resource consent under the Auckland Unitary Plan ('AUP(OP)'), National Environmental Standards for Contaminated Land ('NESC') and National Environmental Standards for Freshwater Regulations 2020 ('NESF') and all necessary resource consents to enable the construction and operation of the Project sought through this application.

This application and Assessment of Environmental Effects ('AEE') have been prepared in accordance with sections 43 and 44 of the FTAA, Clauses 5-8 of Schedule 5 of the FTAA, Clause 2 of Schedule 7 and Clause 2 of Schedule 8, and provides a description of the Project together with an assessment of its actual and potential effects on the environment.

The actual and potential adverse effects on the environment are assessed in further detail through a comprehensive suite of technical reports included with the application and the proposed conditions of consent have been developed with input from technical specialists to ensure the adverse effects of the Project are appropriately managed. With the mitigation and conditions of consent proposed, all adverse effects will be appropriately avoided, remedied or mitigated to be no more than minor overall. Positive effects will also be facilitated through the provision of housing, ecological restoration and economic benefits. Overall, the Project has no significant adverse effects and the adverse impacts of the Project are not considered sufficiently significant to be out of proportion to its significant regional benefits.

The Project is consistent with the Treaty settlements and iwi planning documents relevant to the Site, and the applicant has provided regular updates and offers to engage with iwi. As described below, Ngāi Tai ki Tāmaki and the six iwi partners: Raukawa, Taranaki Iwi, Pare Hauraki (collective), Ngāti Tama (Te Taihū), Ngāruahine and Ngāti Maru (Taranaki)) are partners in the Project.

The application is also generally consistent with, and will give effect to, the relevant objectives and policies of the New Zealand Coastal Policy Statement (NZCPS), National Policy Statement - Urban Development ('NPS-UD'), National Policy Statement for Natural Hazards ('NPS-NH') and AUP(OP).

Overall, it is considered that the Project meets the purpose of the FTAA as it will deliver a development project with significant regional benefits, including:

- A total direct capital injection of around \$2.38 billion into the regional economy;
- Projected generation of economic activity in the Auckland region amounting to a Net Present Value (NPV) of approximately \$1.93 billion to the regional economy over the 15 year development period;
- Contribution of around 1,431 FTE jobs during the peak construction year within the Auckland region, total direct employment of 7,902 FTE over the 15 year development period with a total number of 16,718 FTE years over the 15 year development period;
- Provision of significant housing supply to respond to growing housing demand and support future growth within both the local Beachlands market and the wider Auckland Region;
- Provision of a substantial range of supporting amenities, including a commercial centre, employment land, recreational activities and schools. These elements would provide ongoing benefits to the wider Beachlands community by improving local access to services, employment opportunities, education, and community infrastructure;
- Overall substantial improvement in local amenity for the Beachlands / Maraetai community through the provision of a comprehensively planned residential environment supported by local services, education, employment, open space, and recreational opportunities;
- Provision of long-term employment opportunities within the local community. Across the range of activities proposed, including the hotel, schools, retail, commercial, and light industrial components, the Project is estimated to support approximately 800 ongoing jobs annually. This has the potential to improve the balance between local housing and employment, reduce commuting distances, improve travel efficiency, and generate broader social and community benefits;
- Extensive ecological restoration through the establishment of the EPAN comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced including preservation of streams, wetlands and their margins. In addition, the freshwater compensation package includes the restoration and enhancement of approximately 2.943 ha of wetland habitat within the site and alongside the Coastal Marine Area ('CMA'). This will result in positive outcomes for terrestrial and freshwater habitats and ecosystems as well as riparian and intertidal margins; and
- Implementation of sustainability outcomes through supporting modal shift to public transport, a walking and cycling network, implementation of water sensitive design principles (including rainwater harvesting) and promoting low-carbon development with on-site carbon sequestration and enhanced biodiversity values through native tree planting and ecological restoration. The EPAN will act as an on-site carbon sink consisting of proposed planting of extensive native forest and bush. The project area also has capacity for 20ha of significantly enhanced open space and road planting measures to provide further carbon sequestration. This equates to an estimated sequestration value that has potential - over a 100-year period -

to offset the estimated carbon emissions of dwelling construction anticipated by the development for the land.

During the development of the Project, the applicant and its representatives have undertaken consultation with iwi authorities, Auckland Council, Healthy Waters, Auckland Transport ('AT') and Watercare and the application has been refined in response to that consultation and feedback.

2.0 PURPOSE OF THE REPORT

This application and AEE are provided in accordance with the requirements of the FTAA. Through this application, all necessary resource consents are sought for the proposal, as well as a wildlife approval for the capture, handling, temporary holding and relocation of indigenous lizards including any incidental injury or mortality, and archaeological authority for the proposed modification and destruction of archaeological sites.

The proposal does not involve any activities that are classified as prohibited under the AUP (OP), RMA or any National Environmental Standards (NES).

A Schedule 5 assessment confirms that this application meets the requirements for an application to be accepted as complete, and is included in sections 14 and 15 of this report.

For ease of reference, information provided in this report can be found in the following sections:

Section 3: Introduction

Section 4: Background

Section 5: Site context

Section 6: Proposal

Section 7: Planning Framework

Section 8: Benefits, Adverse Impacts, and Mitigation

Section 9: Assessment of Relevant Statutory Considerations

Section 10: Consultation Undertaken

Section 11: Statutory Requirements Relating to Iwi Authorities

Section 12: Mitigation and monitoring of effects

Section 13: Proposed consent conditions

Section 14: The Fast-track Approvals Act Decision Making Framework

Section 15: Assessment of the Proposal Against the Fast-track Approvals Act Decision Making Framework

Section 16: Approval Framework for Archaeological Authority

Section 17: Approval Framework for Wildlife

Section 18: Conclusions

As a listed project, this Application has been made in accordance with s42 of the FTAA and approval is sought for resource consents that would otherwise be sought under the RMA (s42(4)(a)), a

wildlife approval that would be otherwise be sought under the under the Wildlife Act 1953) ('WA') (s42(4)(h)), and an archaeological authority that would otherwise be applied for under the Heritage New Zealand Pouhere Taonga Act 2014 ('HNZPTA') (s42(4)(i)).

3.0 INTRODUCTION

This application is submitted in relation to BSLP's proposal for the Beachlands South Project which provides for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment comprising residential dwellings, community and commercial activities, visitor accommodation, education facilities, walking and cycling network and significant ecological restoration area at 110 Jack Lachlan Drive and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands.

The Project is a Listed Project under Schedule 2 of the FTAA with significant regional benefits which include the delivery of infrastructure, economic and employment benefits, and contribution to housing supply. This report addresses the requirements of the FTAA for a substantive application and this AEE is provided in accordance with the requirements of sections 42, 43 and 44 of the FTAA, the applicable schedules, and the relevant provisions of the RMA, WA and HNZPTA.

The information provided in this application is sufficiently detailed to correspond to the scale and significance of the Project and the matters that will be assessed in considering whether to grant the approvals sought, including any adverse effects of the activities to which the approvals relate. The assessment of the adverse effects takes into account any proposal by the applicant to manage the adverse effects of an activity through the proposed conditions.

In accordance with Section 46 of the FTAA, the information provided in this application complies with Section 42, Section 43 and Section 44, relates solely to a listed project, and does not seek approval for an ineligible activity, as the proposed activity:

- Would not occur on identified Māori land;
- Would not occur in a customary marine title area with recognised customary marine title groups. As described further below there are customary marine title applicant groups relevant to the project area but this does not trigger the ineligibility restrictions;
- Would not occur in a protected customary rights area;
- Would not occur on Māori customary land or land set apart as a Māori reservation as defined in section 4 of Te Ture Whenua Māori Act 1993;
- Is an urban development project and is therefore not an aquaculture activity;
- Is not an activity that would require an access arrangement under section 61 or 61B of the Crown Minerals Act;
- Does not involve aquaculture activities and does not require a coastal permit to occupy space in the common marine and coastal area subject to an authorisation allocation regime and therefore does not involve any activity that would be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the RMA which relate to activities in the coastal marine area;
- Would not occur on land that is listed in Schedule 4;
- Would not occur on a national reserve or other reserve land held under the Reserves Act 1977;
- Is not a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act; and

- Is not a prohibited activity under section 15B and 15C of the RMA.

3.1 Statement of Qualifications and Experience

Nick Roberts

I am a planning consultant and Director of Unio Environmental. I hold the Degree of Bachelor of Planning from the University of Auckland and I am Full Member of the New Zealand Planning Institute. I was also a recipient of the Nancy Northcroft Planning Practice award from the New Zealand Planning Institute.

I specialise in strategic and policy planning and have led the development of large-scale strategic plans and significant changes to policy across New Zealand. These projects include the development of the Wynyard Quarter Precinct provisions which provided for the redevelopment of Wynyard Quarter.

During the development of the Auckland Unitary Plan (AUP) I was engaged by Auckland Council as their lead planning expert to provide evidence on submissions received in relation to the residential zone provisions topic. I was also involved with preparing a joint statement of evidence on the waterfront precincts which included Wynyard, Viaduct, Westhaven, Central Wharves and Ports and the City Centre zone provisions.

More recently I have been involved in the rezoning of land at Drury to provide for a metropolitan centre with associated mixed use and residential development. This also included obtaining fast track consents for the development of the Drury metropolitan centre and housing on adjacent land.

I have been engaged by BSLP since 2020 to assist with developing a masterplan and provide expert advice on all planning aspects in relation to the Beachlands South Private Plan Change (PPC88) which was the basis for the I458 Beachlands South Precinct now embedded in the AUP.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

Vijay Lala

I am a planning consultant and Director of Unio Environmental. I have a Bachelor of Planning degree from the University of Auckland. I have over 30 years' professional experience in resource management. During my professional career I have been involved in policy formulation (district plans, plan changes, variations), resource consents (land use, subdivision and coastal consents), designations, project management and training aspects of resource management. I have held various planning roles, within both local government and private consultancies. I have previously held the position of Central Area Planning Manager within the former Auckland City Council and was responsible for policy formulation and resource consents in that role.

I have been the lead or co-lead planner on a number of fast-track applications including The Hill at Ellerslie and Sunfield at Takanini. I have also been the planning lead (or co-lead) on a number of large-scale consenting projects including the Britomart Precinct, Hobsonville Point, Red Hills Road, Massey, Waipupuke in Drury, Westhaven Marina (reclamation and coastal permits (including occupation) and the America's Cup 2018 applications. I am also an experienced expert witness in and have prepared and delivered planning evidence on matters relating to significant planning and

resource management projects and remain current with all legislative updates, relevant case law and statutory changes.

I have been a full member of the New Zealand Planning Institute since 1996 and latterly have been a member of the interview panel for new applications for full membership to the Institute. In addition, I have been involved in a number of training seminars for planners relating to major projects and the planning process therein.

I have been engaged by BSLP since 2020 to assist with developing a masterplan and provide expert advice on all planning aspects in relation to the Beachlands South Private Plan Change (PPC88) which was the basis for the I458 Beachlands South Precinct now embedded in the AUP.

I confirm that, in my capacity as co-author of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

3.2 Introduction to BSLP

The applicant and authorised person under Section 42 of the FTAA for this resource consent application is BSLP.

BSLP is a limited partnership between MIB Limited Partnership (comprised of parties associated with Russell Property Group), New Zealand Superfund Beachlands Limited (a New Zealand Superannuation Fund entity) and Ngāi Tai Hāpai Development Limited Partnership (which includes Ngāi Tai ki Tāmaki and the six iwi partners: Raukawa, Taranaki Iwi, Pare Hauraki (collective), Ngāti Tama (Te Taihū), Ngāruahine and Ngāti Maru (Taranaki)). This partnership forms a strong affiliation with Mana Whenua of the land who are long term investors with a very strong financial backing to deliver the Project.

4.0 BACKGROUND

4.1 Plan Change 88

BSLP lodged the Private Plan Change 88 request ('PC88') to the AUP in October 2022. PC88 was subsequently publicly notified on 26 January 2023 with a total of 383 submissions received. The decision to grant PC88 was made by an independent panel of hearing commissioners on 2 April 2024 and was subsequently made operative in the AUP on 21 January 2025.

In summary, PC88 rezoned approximately 307 hectares of land south of the Beachlands township from Rural – Countryside Living to a combination of live residential, business and open space zones together with a new precinct and the SMAF 1 control applied over the live zoned northern portion of the plan change area (159.54 hectares) and the FUZ over the southern portion of the plan change area (147.58 hectares).

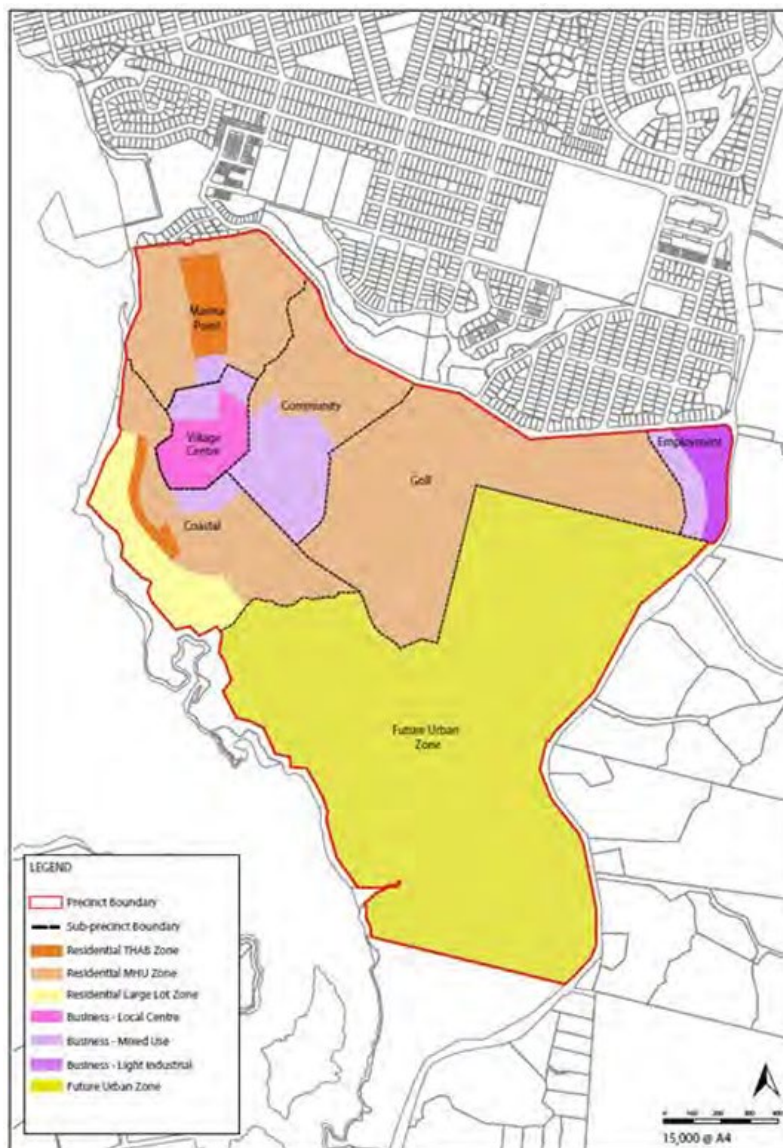


Figure 1: Zoning of the Project Site.

PC88 applied the Beachlands South Precinct ('Precinct') over the entire plan change area, the purpose of which 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 also incorporated the Medium Density Residential Standards (MDRS) set out in Schedule 3A of the RMA. As such the MDRS standards apply to residential development in the Residential – Terrace Housing and Apartment Buildings ('THAB') and Residential – Mixed Housing Urban ('MHU') zones instead of the underlying development standards of those zones.

A key issue with respect to PC88 was in relation to transport. In relation to transport, the Panel concluded that:

- (a) the Applicant's modelling was appropriate and that transport related upgrades identified by the Applicant are those necessary to address adverse effects arising from PC88 and give effect to the NPSUD and RPS; and
- (b) the Staging of Subdivision and Development with Transport Upgrades provisions (I.7.3), and the other associated precinct provisions, are appropriate and workable and will ensure the necessary transport infrastructure related upgrades are provided prior to or at the same time as subdivision and development.

In summary, the panel granted PC88 because they concluded that it would give effect to the NPSUD and the RPS, and it would deliver a well-functioning urban environment under the NPSUD including with respect to accessibility and reductions in greenhouse gas emissions.

Subsequent appeals to the Environment Court by Auckland Council and AT settled following successful negotiations between the parties.

This application gives effect to PC88 (now referred to as the Beachlands South Precinct in the AUP). The application provides for a wide variety of urban uses, open spaces, ecological area, walkways and cycleways as well as transport upgrades. As part of the application, the transport engineer has updated the traffic model which now takes into account the 2025 census figures for people working from home and additional working opportunities in the Beachlands area as well as ferry upgrades that have been confirmed by AT.

These measures have improved the transport outcomes for the Project and combined with the other initiatives will ensure the key outcomes of the plan change are delivered. This includes three buildings of additional height and an increase in the height of the apartment buildings to better align with Plan Change 120. Overall, the changes to building height will add variety and interest in the built form outcomes and will avoid a monotonous building form resulting across the Precinct.

4.2 Beachlands South Precinct Consents Background

A series of resource consents and permits have been granted for land within the Beachlands South Precinct as summarised below. It is noted that BSLP hold all these consents. Copies of these consents are provided as **Appendix 27**.

4.2.1 Stage 1 Bulk Earthworks

Consent for bulk earthworks (LUC60453761 (s9 land use) and LUS60459682 (s13 land use for streamworks)) was granted non-notified by Auckland Council on 4 December 2025 for Stage 1 earthworks over the north-western portion of the existing Formosa Golf Resort at 110 Jack Lachlan Drive. The scope of this consent consisted of 232,000m³ of cut which will be redistributed over the site and additional 73,000m³ of topsoil strip which was to be completed over the 2025-2026 earthworks season or beyond, dependent on weather conditions. The overall volume of earthworks approved is 315,000m³ across a total area of 36.65 hectares.

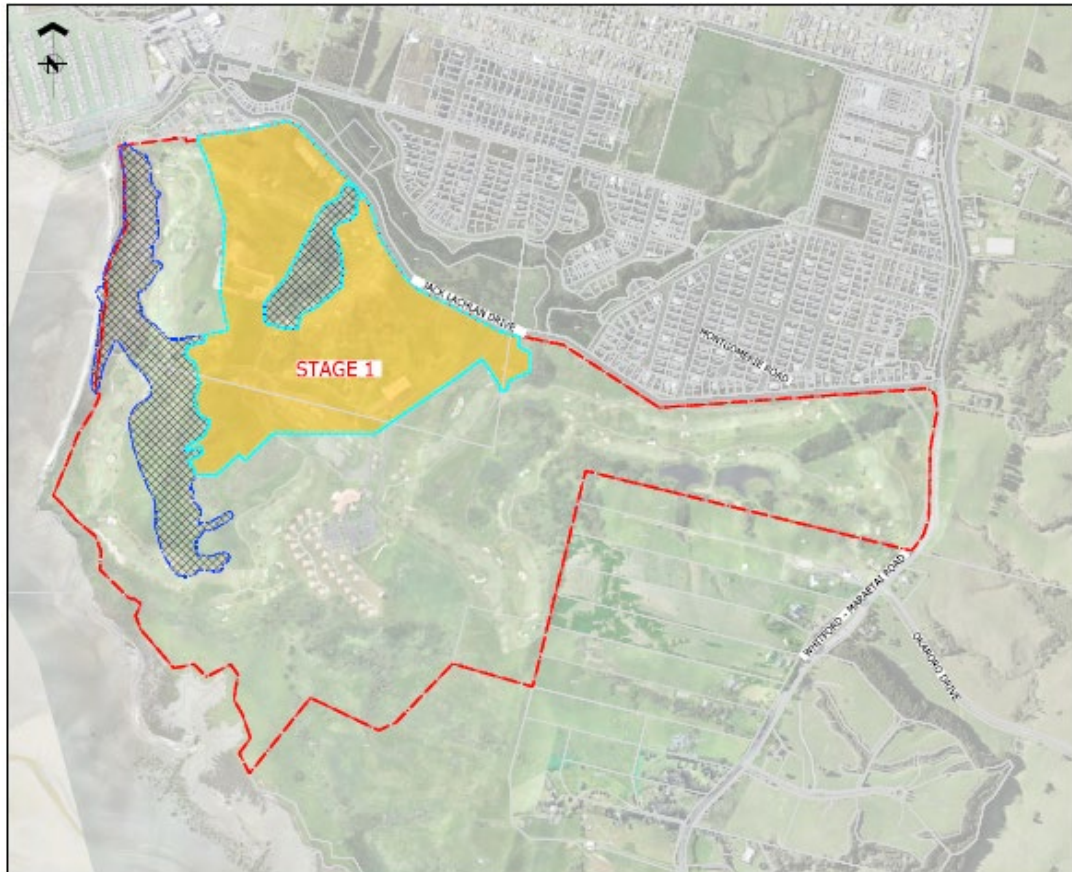


Figure 2: Locality plan of Stage 1 bulk earthworks.

4.2.2 Wastewater Discharge Permit

On 24 July 2020 BSLP obtained a non-notified wastewater discharge permit (permit no. DIS60353629) from Auckland Council to discharge up to 80.3m³ per day of tertiary quality wastewater to land via a 1.68 hectare pressure compensating drip irrigation (PCDI) disposal field), at an application loading rate of 5mm/day on the property at 110 Jack Lachlan Drive. This permit has been given effect to and has an expiry date of 31 July 2035.

4.2.3 Stormwater Discharge Permit

On 6 March 2007 the Formosa Auckland Country Club obtained a stormwater permit (permit no. 33035) from the former Auckland Regional Council for the diversion and discharge of stormwater from the property at 110 Jack Lachlan Drive. This permit has been given effect to and continues to be operation. The expiry date for this discharge permit is 31 December 2041.

4.2.4 Water Take Permit

On 29 July 2012 the Formosa Auckland Country Club obtained a water permit (permit no. WAT60276020) from Auckland Council for groundwater take at 110 Jack Lachlan Drive. This permit was a replacement consent to authorise the take and use of groundwater from a Whitford-Beachlands, Waitemata aquifer bore for potable water use in golf course clubhouse facilities, accommodate chalets and irrigation of a 7ha golf course greens and tees. The take and use of groundwater authorised in this permit is up to 300m³/day and 42,000m³/year, made up of the following:

Usage	Daily m ³ /day	Annual m ³ /year
Potable supply	80	22,000
Irrigation	220	20,000
Total	300	42,000

This water permit has been transferred to BSLP as the new consent holder effective from the 1st November 2024. This permit has been given effect to and has an expiry date of 31 December 2027 (pursuant to the Resource Management (Duration of Consents) Amendment Act). This existing water take permit forms part of the water supply strategy for the Project (further discussed below) and is therefore proposed to be renewed as part of this Project.

4.2.5 Water Permit (Damming)

On 20 July 2012 the Formosa Auckland Country Club obtained a water permit (permit no. WAT60276057) for a replacement consent to dam surface water with seven dams at 110 Jack Lachlan Drive for golf course amenity ponds. This permit authorised seven dams up to 7m high with a catchment area up to 42ha on two unnamed tributaries of Waikopua Creek to create golf course ponds. This consent has been given effect to and has a duration until 31 December 2027 (pursuant to the Resource Management (Duration of Consents) Amendment Act).

4.2.6 Bore Permit

On 5 February 2026 BSLP obtained a permit (LUC60459433) to drill and install a water bore for a golf course at 620 Whitford-Maraetai Road. This consented bore is to be 600m deep with a diameter of 200mm. The specifications for this bore are set in Condition 5 of the consent and duplicated below.

Name	Bore ID	NZTM Easting (mE)	NZTM Northing (mN)	Depth (m)
Beachlands South Limited Partnership	31755	1778404	5913528	600
Bore diameter (mm)	Aquifer	Casing depth (m)	Casing material	Grouting
200	Beachlands Greywacke	275	Sch 40 Steel	275

This consent has not been given effect to and has a two year lapse period from date of grant (ie, the consent will lapse on 8 February 2028). This bore will form part of the water supply strategy for the Project (further discussed below) and is therefore proposed to be consented as part of this Project given it has not been implemented and will not be implemented before the two year lapse date.

5.0 SITE CONTEXT

This section of the application is provided in accordance with clauses 5(1)(b) and 8 of Schedule 5, clause 2 of Schedule 7 and clause 2 of Schedule 8 of the FTAA.

Copies of Records of Title for the site are attached at **Appendix 23**. A summary of the site and locality details is provided below.

5.1 Site Description

The project area consists of approximately 159.58 hectares of urban zoned land and 108.6 hectares of FUZ land as shown in **Figure 3** and **Table 1** below.



Figure 3: Locality plan of project area outlined and shaded in red.

Table 1: List of Properties within Project Area.

Property Address	Legal Description	Site Area
110 Jack Lachlan Drive	Lot 2 Deposited Plan 501271	170.475 ha
620 Whitford-Maraetai Road	Lot 100 Deposited Plan 504488	79.9444 ha

712 Whitford-Maraetai Road	Lot 4 Deposited Plan 54105	4.7518 ha
758 Whitford-Maraetai Road	Lot 9 Deposited Plan 54105	6.1403 ha
770 Whitford-Maraetai Road	Lot 10 Deposited Plan 54105	6.8665 ha
Total area: 268.178 ha		

The project area has a contiguous boundary with the existing coastal settlement of Beachlands-Maraetai to the north, is physically contained by the arterial route of Whitford-Maraetai Road along the eastern boundary, and has an extensive coastal edge along the western boundary.

The project area is largely occupied by the existing Rydges Formosa Golf Course and Resort at 110 Jack Lachlan Drive which makes up a considerable portion of the project area and has been subject to extensive modifications and earthworks during the formation of the golf course in the mid-1990s. The golf course includes a large clubhouse/conference venue as well as approximately 50 visitor accommodation units. A large recreational building is also located along the driveway to the golf course carpark. The remainder of the Site is largely undeveloped and covered in pasture.

The landscape character of the Site is largely rural in character with undulating topography which slopes down to its coastal margins. The landform character of the site comprises two distinct parts, including a well-manicured golf course (recently landscaped and restored to its previous high-quality level) and unmodified mostly pastoral land to the south of the golf course. The Site is also dissected by a series of ecological features including streams, wetlands and significant escarpments of native vegetation collectively contributing to the landform character of the project area.

The north-western portion of the Site has recently been modified by bulk earthworks authorised by LUC60453761 (s9 land use) and LUS60459682 (s13 land use for streamworks) as described in section 4.2.1 above. Those earthworks are in the final stages of completion and have been designed and implemented to maintain the Ecological Protection Area Network (EPAN) identified on Precinct Plan 2 – Natural Features of the Precinct.

The coastal edge of the project area extends for approximately 2.7 kilometres providing an idyllic coastal landscape and the opportunity to enjoy panoramic and unobstructed waterfront views. The adjoining coastal marine area is a tidal estuarine environment. Parts of this estuary and coastal marine area abutting the coastal edge of the project area are classified as Marine Significant Ecological Areas (SEA-M) under the Overlay section of the AUP. The reason for the SEA-M is the location of significant wading areas for a variety of coastal bird species. Land within the project area also contains areas of ecological significance including natural wetlands, intermittent and permanent watercourses and escarpments of native vegetation cover which are also identified as Terrestrial Significant Ecological Areas ('SEA-T') in the Overlay section of the AUP.

5.2 Surrounding Locality

The coastal aspect and location of the Beachlands South land presents a unique opportunity to create a well-functioning urban environment and sustainable coastal community.

A key feature and locational attribute of the project area is its relationship to the Pine Harbour Ferry Terminal which offers a commuter ferry service to downtown Auckland. This presents the

significant opportunity to maximise use of this public transport service to promote modal shift from private vehicle use and deliver an integrated land use and transport development outcome to create a well-functioning urban environment.

Whitford-Maraetai Road is the most direct arterial route providing access to Beachlands. It is identified as an arterial road under the AUP and is subject to an existing interconnected series of designations by AT (as the Requiring Authority) for future road widening purposes and for the construction of a new road (Whitford Bypass).

Safe walking and cycling facilities are currently limited. There are currently no formed footpath or cycle lane facilities along Jack Lachlan Drive and there are very limited shoulders for cyclists along Whitford-Maraetai Road. The project area has access to the local 739 bus service connecting Maraetai Drive and Whitford-Maraetai Road to Botany Town Centre which contains a major public transport interchange connecting to wider urban areas in Auckland.

5.3 Owner and Occupiers

In accordance with clause 5(1)(d) of Schedule 5 of the FTAA, the full names and addresses of the following are provided at **Appendix 24**.

- (c) each owner of the site and of land adjacent to the site; and
- (d) each occupier of the site and of land adjacent to the site whom the applicant is able to identify after reasonable inquiry.

Efforts to identify each occupier of the site and land adjacent included a letter drop (where possible) requesting for persons that are occupiers of the property to provide their contact details in terms of name(s) and postal addresses within a specified timeframe. Where any responses were received these are captured in **Appendix 24**.

6.0 PROPOSAL

This section of the application is a summary of the key elements of the proposal provided in accordance with clause 5(1)(a) of Schedule 5, clause 2 of Schedule 7 and clause 2 of Schedule 8 of the FTAA.

The extent of the Project is shown on the drawings enclosed as **Appendices 2 and 3**. The following provides an overall summary of the proposal and is intended to be read alongside the visual material and technical reports accompanying this application for a full understanding of the proposal.

For completeness, the following approvals are sought under section 42(4):

- Resource consents as an approval under section 42(4)(a)) that would otherwise be applied for under the RMA;
- A wildlife approval as an approval under section 42(4)(h)) that would otherwise be applied for under the WA; and
- An archaeological authority as an approval under section 42(4)(i)) that would otherwise be applied for under the HNZPTA.

6.1 Overview

The Project will be located across approximately 159.58 hectares of live zoned land and approximately 108.6 hectares FUZ land at 110 Jack Lachlan Drive, and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands and the adjacent coastal marine area. In relation to these sites within the project area, the following is proposed:

- 110 Jack Lachlan Drive is the live zoned land and will contain the vast majority of the various land uses and development activities in the Project;
- 620 Whitford-Maraetai Road will contain some of the interim wastewater discharge via drip feed irrigation to service the Wastewater Treatment plant that will also be located on this land;
- 712 Whitford-Maraetai Road will have an access road located on it to serve the development;
- 770 and 758 Whitford-Maraetai Road are proposed to be used for potential additional golf holes and future accessway to the industrial/live work units within sub-precinct F; and
- The adjacent coastal marine area will have servicing infrastructure located within it (including an outfall structure).

In summary, the Project will provide for the development of live zoned land at Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment. The masterplanned development comprises residential dwellings, a hotel and conference venue, community and commercial activities, protected ecological restoration areas, walking and cycling networks, and community facilities, while enabling the potential development of two schools. This application includes all associated earthworks and all associated infrastructure including transport facilities, intersection upgrades and roading, telecommunications, power, and water supply, stormwater, and wastewater infrastructure (including any treatment or storage facilities, drainage, pipes, pump stations, outfalls and discharges). A portion of FUZ land will also be used for wastewater management purposes.

Key elements of the Project include:

- Residential activities comprising up to approximately 2,000 dwellings in a variety of housing types, densities and vacant sites for future residential development;
- Establishment of a commercial local centre supported by employment opportunities within and around the periphery of the local centre and on the Whitford-Maraetai Road frontage comprising approximately 27,000m² of commercial GFA and 30,000m² of light industrial GFA;
- Education facilities comprising the development of both primary and secondary schools;
- Establishment of an EPAN comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced including preservation of streams and their margins;
- A series of open spaces including a suburban park, neighbourhood parks, the Fairway Reserve, golf course, esplanade reserve and riparian margins;
- Provision of public access to and along the coastal marine area and the creation of a quality coastal pathway;
- Public transport enhancements and integrations including expanded ferry passenger capacity;

- Staged road upgrades including the provision of pedestrian and cycling facilities along Jack Lachlan Drive, the upgrade of Whitford roundabout, a series of intersection upgrades; and
- Establishment of infrastructure to service the project including wastewater, water supply, stormwater, telecommunications and power.

Further details on these elements of the Project are described in the sections below.



Figure 4: Overall plan of project area and masterplan for Project.

6.2 The Overall Masterplan

- The Beachlands South Design Report ('Design Report') in **Appendix 1** provides a detailed overview of the Project, key design principles and objectives, and key spatial design moves that have informed the masterplan underpinning the spatial arrangement the Project and various activities proposed. With reference to this Design Report, the overall structure of the masterplan is underpinned by: A high-quality walkable street network including dedicated cycling facilities;
- A hierarchy of open spaces, including the Fairway Reserve and coastal walkway; and
- Strong integration with natural features, including the EPAN.



Figure 5: Masterplan across live zoned land of project area.

The following sections provide a general overview and description of the various activities proposed across the six sub-precincts within the live zoned land of the project area.

6.2.1 Sub-precinct A, Marina Point

Land within Sub-precinct A is zoned THAB, MHU and Business – Mixed Use. Its location is between the Village Centre and the Pine Harbour Ferry and therefore features high-intensity residential development to complement the local centre and maximum the efficient use of land adjacent to a significant public transport infrastructure asset.

Appendix 2 contains the package of drawings for Sub-precinct A and with reference to these, the following activities are proposed:

- 15 apartment buildings containing a combined total of 308 units located primarily on the land zoned THAB;

- 104 vacant lots for future residential development with the intention of one dwelling per site complying with MDRS standards in the precinct provisions;
- 23 lots containing standalone dwellings based on three standardised standalone house designs;
- 146 lots containing terrace dwellings based on a series of standardised terrace housing designs; and
- A series of open spaces for stormwater management (three stormwater ponds), recreational amenity (Fairway Reserve) and ecological protection (EPAN) purposes.

The Fairway Reserve is a key structuring element in the Precinct and has been designed as a linear neighbourhood park to provide a recreational open space and connection between the Village Centre and Pine Harbour Ferry while enhancing the amenity of the high-density residential apartment buildings proposed on both sides of the Fairway Reserve. The Fairway Reserve has been designed to achieve the required minimum width of 20m with proposed widths varying between 21-31m wide along different sections. The concept design for the Fairway Reserve will feature a range of amenity spaces as shown in **Figure 6** below. Importantly, it will also provide a continuous and safe walking and cycling connection between the Village Centre and the Pine Harbour Ferry by way of the proposed 'Forest Walk' in the concept design. The Fairway Reserve will be privately owned by BSLP and maintained by way of an appropriate legal protection mechanism which will include the registration of an access easement on the title to ensure preservation of the reserve and its ongoing maintenance.



Figure 6: Concept design of Fairway Reserve.

6.2.2 Sub-precinct B, Village Centre

Land within the Village Centre is zoned Business – Mixed Use and Business – Local Centre. Its location on the central circulation spine is intended to provide for high density residential

opportunities, employment, civic space and a range of commercial activities to serve local convenience needs of surrounding residential areas.

Appendix 2 contains the package of drawings for Sub-precinct B and with reference to these, the following activities are proposed:

- The VC1 lot will contain ground floor retail and commercial activities, sleeved car parking areas, an innovation hub, and above ground residential activities containing a total of 54 apartments across Building A and Building B. A height variation control of 24m applies over the land in VC1. Apartment Building A will be three storeys high, whereas Building B will be five storeys high and exceed the 24m height variation control.
- The VC2 lot will contain ground floor retail (including food/beverage) and community activities along with an at-grade carpark to the rear of the proposed buildings.
- The VC3 lot will contain three separate apartment buildings (Buildings A, B and C) with a shared basement level carpark for 119 spaces. A total of 82 apartments across the three buildings are provided as follows:
 - Building A will contain 20 two-bedroom apartments complying with the 18m height limit;
 - Building B will contain 21 one, two and three bedroom apartments exceeding the 18m height control; and
 - Building C will contain 41 one, two and three bedroom apartments exceeding the 18m height control.
- The VC4 lot will contain a basement level of carparking and four separate apartment buildings (Buildings A, B, C and D) surrounding a fully sleeved at-grade carpark. A landscaped podium featuring an inner courtyard/garden space and pool area is proposed in between the buildings. A total of 150 apartments across the four buildings are provided as follows:
 - Building A will contain 23 one and two bedroom apartments complying with the 24m height limit;
 - Building B will contain 87 one, two and three bedroom apartments complying with the 24m height limit;
 - Building C will contain 31 two and three bedroom apartments complying with 24m height limit;
 - Building D will contain 9 one and two bedroom apartments exceeding the 24m height control.
- The VC5 lot will contain a total of 22 terrace dwellings based on a series of standardised terrace housing designs, 1 lot containing a standalone dwelling based on three standardised standalone house designs, and 2 vacant lots for future residential development.
- Open spaces for stormwater management (stormwater ponds) and ecological protection (ecological protected area network) and recreational amenity (Village Park).

The Village Park is a key structuring element of the Precinct and specifically identified as an indicative civic space in the Village Centre on Precinct Plan 3. The concept design for the Village Park will feature key spaces such as a bespoke playground, a 'village green', an alfresco dining

terrace and central plaza to promote community engagement and activity as shown in **Figure 7** below. The Village Park will be privately owned and maintained by BSLP.



Figure 7: Concept design of Village Park.

6.2.3 Sub-precinct C, Community

Land within Sub-precinct C is zoned Business - Mixed Use and MHU. It is intended to be the focal point for civic and community activities and includes the provision of visitor accommodation, education facilities and residential development.

Appendix 2 contains the package of drawings for Sub-precinct C and with reference to these, the following activities are proposed:

- The CM1 lot will comprise residential development made up of the following:
 - 37 vacant lots for future residential development;
 - 22 lots containing terrace dwelling typologies based on standardised terrace housing designs; and
 - 9 lots contain single detached dwellings based on standardised standalone house designs.
- The CM2 lot will comprise the 'Community Park' open space which will be privately owned and maintained by BSLP and the two education facilities. The proposed education facilities include a primary school for a maximum of 600 students and a secondary school for a maximum of 1,500 students. The proposed schools are set out in the architectural plans and outline the indicative building locations for the proposed schools and well as parking/drop off areas and open space areas. The drawings include artist's impressions of the built form outcomes of the school.

- The CM3 lot will contain three separate apartment buildings containing a total of 114 apartments (Buildings A, B and C) with a shared basement level carpark for 66 spaces and an at-grade carpark for 46 spaces. Across the three buildings:
 - Building A will contain 11 two-bedroom apartments complying with the 16m height limit;
 - Building B will contain 21 one and two bedroom apartments complying with the 16m height limit; and
 - Building C will contain 82 one, two and three bedroom apartments exceeding the 16m height control.
- The CM4 lot will comprise residential development made up of the following:
 - 27 vacant lots for future residential development;
 - 37 lots containing terrace dwelling typologies based on standardised terrace housing designs; and
 - 2 lots contain single detached dwellings based on standardised standalone house designs.
- The CM5 lot will contain the existing Formosa conference centre building, which will be modified to connect to a new 153 room hotel building. Surrounding these buildings will be a new at-grade carpark with a total of 116 carparking spaces, amenity garden areas, open lawn areas for events and dining/wellness terraces. The new hotel will feature a basement carpark for 29 spaces, lobby space and public amenities on the ground floor and six levels of private rooms above. The hotel building will exceed the 16m height control by maximum vertical height of 6.7m.

The Community Park is a key structuring element of the Precinct and specifically identified as an indicative neighbourhood park with play space on Precinct Plan 3. The concept design for the Community Park is shown in **Figure 8** below.

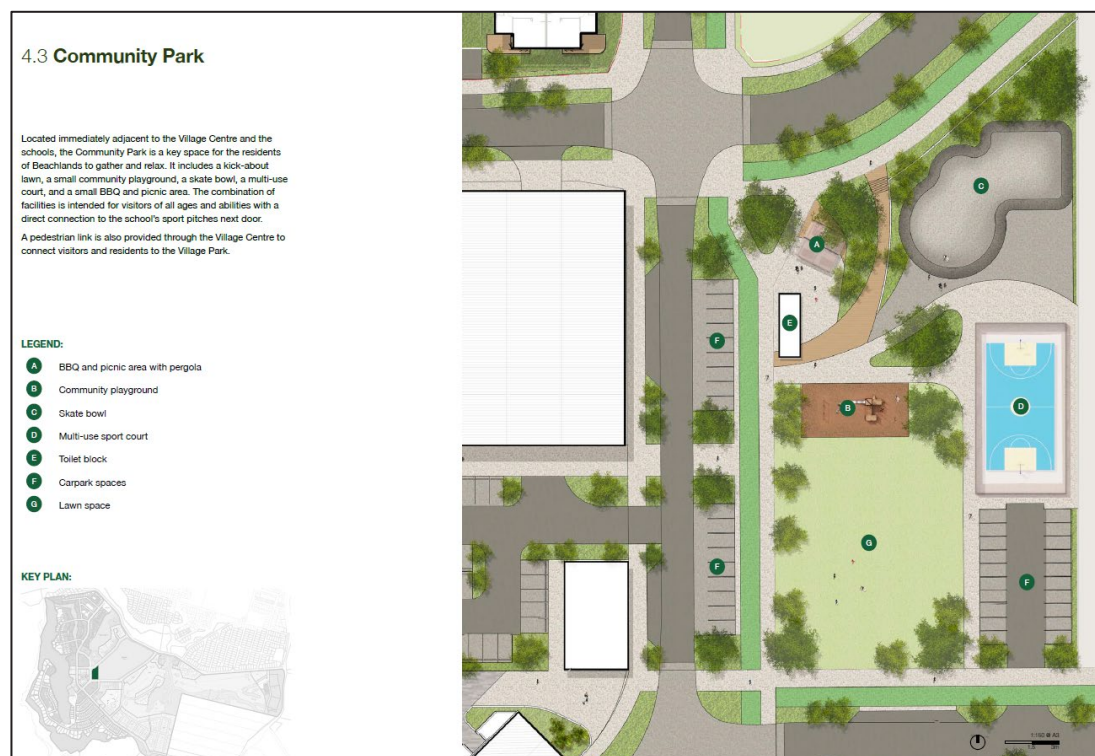


Figure 8: Concept design of Community Park.

6.2.4 Sub-precinct D, Coastal

Land within Sub-precinct D is zoned THAB, MHU and Residential – Large Lot. It is located along a coastal escarpment with significant landscape features including a densely vegetated gully of significant terrestrial and ecological value.

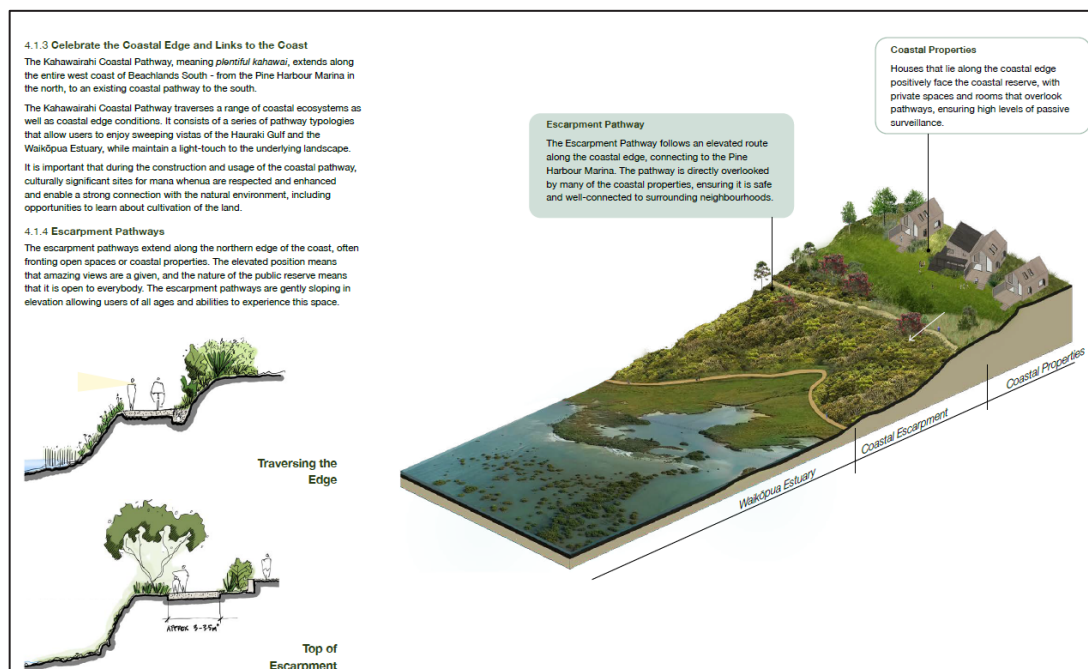
Appendix 2 contains the package of drawings for Sub-precinct D and with reference to these, the following activities are proposed:

- 7 apartment buildings containing a total of 167 units;
- 250 vacant lots for future residential development; and
- 23 lots containing terrace dwelling typologies based on standardised terrace housing designs.

For those vacant lots zoned Residential – Large Lot with a minimum net site area less than 1,000m², a maximum building coverage of 50% and maximum impervious area of 65% is proposed. For the remaining Large Lot zoned vacant lots with a minimum net site area of 1,000m² or greater, the maximum building coverage will be 35% and impervious area will be 50% of the net site area in accordance with Standard I458.6.12 of the Precinct.

All development and lots will be located outside of the 30m coastal protection yard.

A coastal walkway (escarpment pathways) is also provided along the coastal edge of this sub-precinct which follows an elevated route connecting to the Pine Harbour Marina. This coastal walkway will be approximately 3-3.5m wide and directly overlooked by many of the coastal properties to provide a high degree of passive surveillance. The concept design for the coastal walkway is presented in **Figure 9** below.

**Figure 9: Coastal walkway coastal design.**

6.2.5 Sub-precinct E, Golf (Central East)

Land within Sub-precinct E is zoned MHU and land within this sub-precinct will be subdivided to create vacant lots for future residential development. A total of 325 vacant lots are proposed as shown in the package of drawings for Sub-precinct D in **Appendix 2**.

Sub-precinct E will contain the remaining 9-12 hole golf course generally within the Golf Course Special Area shown on Precinct Plan 1.

6.2.6 Sub-precinct F, Employment

Land within Sub-precinct F is zoned Business – Mixed Use and Business – Light Industry and development in this sub-precinct is intended to provide a local employment source.

Appendix 2 contains the package of drawings for Sub-precinct F and with reference to these, the following activities are proposed:

- Four vacant lots along the Whitford-Maraetai Road frontage, at the corner of Jack Lachlan Drive, for future light industrial development;
- 16 lots containing terrace dwelling typologies based on standardised terrace housing designs; and
- 41 live-work units based on two standardised designs.

The subdivision and development within Sub-precinct F have been designed such that all vehicle access to the proposed lots will be gained via a new road access from Jack Lachlan Drive, or a series of private Jointly Owned Access Lots ('JOALs'). This proposed access arrangement will avoid direct vehicle access from Whitford-Maraetai Road from the four vacant industrial lots and for the proposed sites with frontage to Jack Lachlan Drive.

6.2.7 Summary

In summary, the Project involves the following activities.

Table 2: Residential Activities

	Sub-precinct A	Sub-precinct B	Sub-precinct C	Sub-precinct D	Sub-precinct E	Sub-precinct F
Vacant lots	104	2	64	250	325	
Terrace dwellings	146	22	59	23		16
Standalone dwellings	23	1	11			
Apartments	308	286	114	167		
Live-works						41
Total	581	311	248	440	325	57

Table 3: Commercial Activities

	Sub-precinct A	Sub-precinct B	Sub-precinct C	Sub-precinct D	Sub-precinct E	Sub-precinct F
Retail		6261m ²				
Office		2856m ²				
Other commercial		1337m ²				2,265m ²
Community		664m ²				
Total		11118m ²				

6.3 Open Space Network

The Open Space Strategy by Jasmax and Studio Pacific in **Appendix 3** explains and illustrates the overall open space strategy for the Project. The overall open space vision for the Project is a place defined by a symbiotic relationship with the natural environment – where an interconnected network of open spaces, gullies, wetlands and the coastal edge is part of everyday life and supports a healthy, resilient community over generations. This open space vision is structured to:

- protect and enhance ecological systems and culturally significant landscapes;
- celebrate and enable public access to the coastal edge in a way that is sensitive, safe and legible;
- provide a hierarchy of recreation and play spaces that are accessible, inclusive and well-distributed in general accordance with the open space locations shown on Precinct Plan 3; and
- connect neighbourhoods, centres and facilities through a coherent green and blue network that supports active travel and wellbeing.

In summary, the open space network at Beachlands South is proposed as a high-quality, safe and well-connected network of natural and ecological spaces that provide a range of social, cultural, economic and environmental benefits for the local and wider Beachlands community, building upon and protecting the existing natural assets of the Site. The open space network of Beachlands South features three key components being:

- A diverse range of programmed and informal recreation and play spaces, with a variety of walkways, tracks and cycleways for people of different ages and abilities.
- A series of strong green links to the coast, including a coastal pathway that extends along the top of escarpment and along the edge of the estuary.
- An ecological approach to planting that responds to the various ecosystems that already exist on-site and extends it throughout the open space, streets and neighbourhoods.

In line with the principles and provision metrics of the Auckland Council Open Space Provision Policy, the following indicative open and recreational spaces are proposed within the Project:

- A publicly accessible coastal pathway along the entire coastal edge;
- Strategic implementation of open space reserves;
- A destination Suburb Park with play space and sports fields;

- A civic Village Park, with high levels of activation from ground floor uses;
- Neighbourhood parks and play spaces within residential areas and short walking distance for all residents; and
- Stormwater reserves with an ecological and recreational focus, and the retained golf course.



Figure 10: Overall open space concept plan within the live zoned land of the project area.

Further details on the individual open spaces proposed in the Project are detailed in the Open Space Strategy in **Appendix 3**.

All proposed open spaces will be privately owned and maintained by BSLP with the exception of the stormwater reserves/ponds which are proposed to be vested in Council. In relation to the private open spaces, discussions with Auckland Council to date have been productive in that the Parks Department have expressed potential interest in acquiring or purchasing some of the proposed open spaces. Those discussions are ongoing between the Applicant and Council such that any formal purchase or acquisition of the open spaces is likely to occur subsequent to this substantive application process. The conditions enable public or private ownership of these assets in due course.

6.4 Subdivision and Staging

6.4.1 Subdivision

This section of the application and the subdivision scheme plans prepared by Harrison Grierson ('HG') enclosed as **Appendix 9** address the requirements of clause 8(1) of Schedule 5 of the FTAA in respect of the proposed subdivision within the project area.

The position of all new boundaries, areas of all new allotments and areas of land to be set aside for new roads are all illustrated on the subdivision scheme plans in **Appendix 9**.

All roads to be vested with Auckland Council are shown on the scheme plans. All other JOALs within the project area that will not be vested will be privately owned and maintained by the respective lot owners that have legal access to those on the respective Certificate of Titles.

As previously noted, all proposed open spaces will be privately owned and maintained by BSLP with the exception of the stormwater reserves/ponds which are proposed to be vested with Council and any other open space to be acquired by Council.

6.4.2 Indicative Staging

Due to the large scale of this Project the actual construction of the various buildings and roads (public and private) will be coordinated and constructed in a staged manner. Each section of road is intended to be incrementally constructed to provide the necessary access to each substage of the subdivision and to service the proposed buildings, as well as logically connecting to any preceding stages. The indicative staging for the Project is shown in the staging plan below.

For the avoidance of doubt, while the Project will proceed in stages in terms of subdivision and physical construction, this substantive application under the FTAA is for all stages of the Project. A separate substantive application will not be lodged for each stage of the Project.

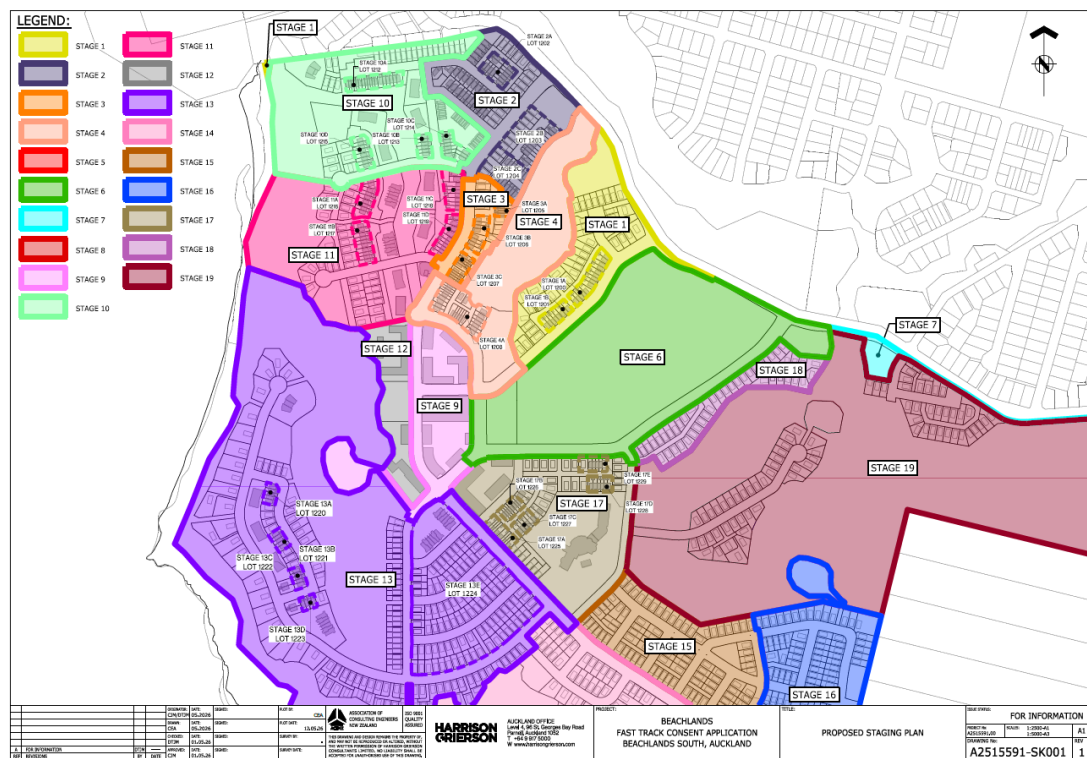


Figure 11: Subdivision staging plan.

It is proposed that subdivision and development in Stages 1-6 will be consecutive while the remaining stages will be released based on market demand at the time. On this basis, while the subdivision staging and release of titles are intended to be sequenced per the groups of sub-stages identified on the scheme plans and staging plan, flexibility is sought with respect to the subdivision staging to provide flexibility in the construction of this significant urban development project. This also provides flexibility for the infrastructure asset ownership.

It is proposed that the sequencing of the subdivision not be restricted to any particular sequence or order in their implementation, provided that appropriate legal access and infrastructure servicing are available for each sub-stage (and any preceding contingent stages are created) which must be demonstrated and satisfied as part of the section 224(c) process.

6.5 Ecology

The ecology reports in **Appendix 12 and Appendix 13** provide a detailed explanation of the proposed freshwater ecology activities in this application with respect to streams and natural inland wetlands identified within and immediately surrounding the project area, terrestrial ecology activities with respect to existing vegetation, and marine ecology activities with respect to the general marine environment and marine habitat.

By way of summary, the project involves the following activities with respect to ecology:

6.5.1 Terrestrial

Vegetation mapping undertaken by Viridis identified four broad vegetation types within the Site (refer to **Figure 12** below):

- VS2: kanuka-dominated revegetation;
- EF: exotic forest and treeland;
- ES: exotic-dominated scrub; and
- PL: small areas of native planting

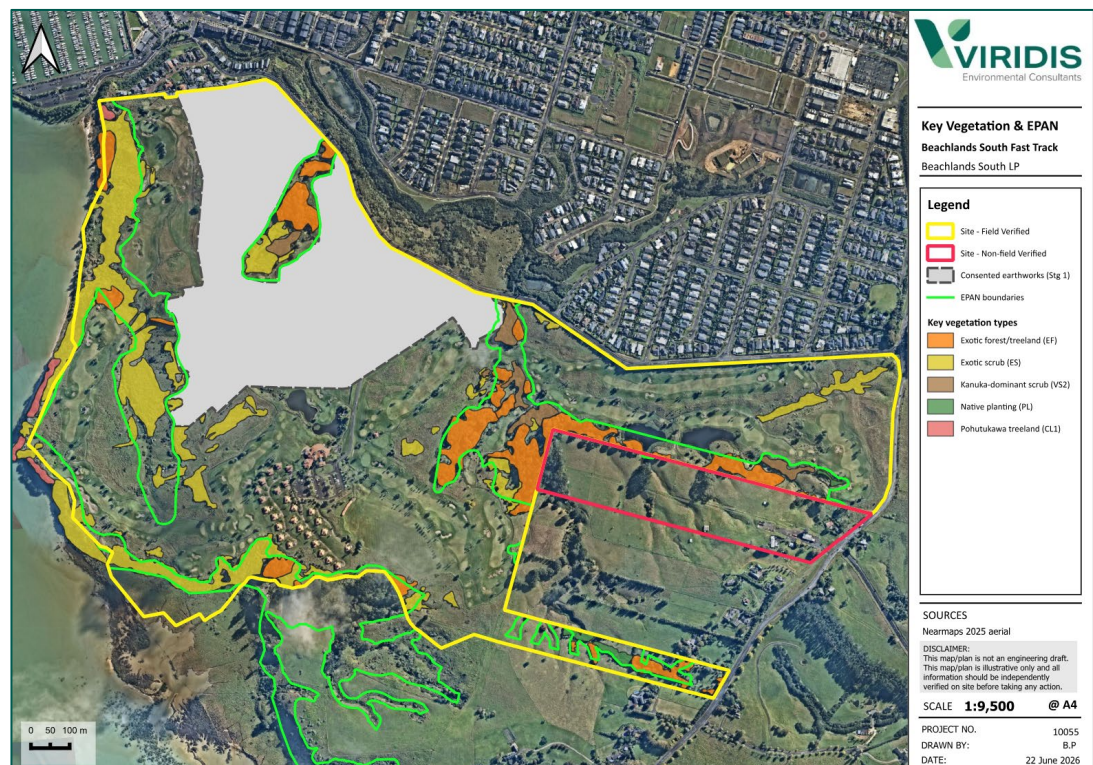


Figure 12: Key Vegetation and EPAN.

The EclA describes that the vegetation distribution and composition of vegetation across the Site is reflective of the modification associated with agricultural land use and subsequent development of the Formosa Golf Resort. Indigenous vegetation is primarily associated with gullies, riparian margins, constructed pond margins and coastal environments, while the wider site is dominated by managed exotic grassland associated with golfing activities. Overall, the ecological value of vegetation across the Site is considered low to moderate.

With respect to terrestrial fauna, their ecological values range from low to high as summarised below:

- **Birds:** The site provides a mosaic of terrestrial and freshwater habitats capable of supporting a range of indigenous bird species, including several 'Threatened' and 'At Risk' species on an intermittent or localised basis. Habitat value is enhanced by the Site's proximity to the coastal environment, surrounding freshwater habitats, and larger indigenous vegetation remnants within the wider landscape. The overall value for birds is moderate.

However, the adjacent coastal environment and associated intertidal habitats support high ecological values for coastal and shorebird species, including several species classified as 'Threatened' or 'At Risk' under the NZTCS.

- **Lizards:** While targeted surveys did not detect indigenous lizards, small numbers of indigenous skinks may still occur intermittently within isolated areas of suitable habitat associated with EPAN vegetation and unmanaged grassland margins. The overall value for lizards is low to moderate.
- **Bats:** As bats are highly mobile, the intermittent use of the Site by long-tailed bats cannot be entirely ruled out. However, the absence of bat detections from multiple surveys undertaken

within the wider area, together with the generally marginal suitability of on-site habitat, indicates that the Site provides low ecological value for bats.

To facilitate the development, it is proposed to remove existing vegetation as follows:

- Approximately 1.89 hectares of vegetation with the EPAN (approximately 2.5% of the total EPAN extent). This comprises of 0.018 hectares of indigenous kanuka scrub vegetation and 1.87 hectares of exotic-dominated scrub and grassland.

To address the effects of vegetation removal within the EPAN, the proposal incorporates approximately 2.60 hectares of additional restoration planting adjoining the existing EPAN network.

The Project also incorporates extensive ecological restoration and enhancement measures within the Site including native revegetation, riparian planting, wetland margin planting, weed management, pest animal control and long-term ecological protection and management. These measures are outlined in the draft Biodiversity Management Plan ('BMP') (**Appendix 12**). It is noted that areas subject to restoration and enhancement will be legally protected and managed in perpetuity through covenant mechanisms and implementation of the BMP.

In addition to the EPAN enhancement programme, the proposal incorporates extensive indigenous planting throughout the wider development area as outlined in Section 6.3 above and detailed in the Open Space Strategy in **Appendix 3**.

In order to address potential effects on terrestrial fauna, a Fauna Management Plan ('FMP') is proposed (refer to **Appendix 12**).

6.5.2 Freshwater

The EclA describes that the freshwater environment within the Site has been extensively modified through historical land use and landscape alteration. **Figure 13** shows the freshwater features identified within the site.



Figure 13: Freshwater Features.

In relation to streams identification and their respective ecological values:

- Approximately 18 permanent and intermittent stream reaches were identified and their features range from relatively intact, well-shaded permanent streams within vegetated gullies to highly modified intermittent headwater tributaries associated with the managed golf course landscape. Overall, the permanent and intermittent streams are considered to provide moderate ecological value.
- Six modified natural streams were identified, and these have considered to have originated as natural stream systems but have been substantially altered through historical land modification, drainage works, channel realignment, pond construction, and changes to natural hydrological processes. Overall, the modified natural streams are considered to provide low-moderate ecological value.
- Eight artificial drainage channels were also identified throughout the Site and have been constructed to facilitate drainage of the golf course and surrounding modified landscapes. Overall, artificial drainage channels are considered to provide negligible to low ecological value.

In relation to natural inland wetlands identification and their respective ecological values:

- A total of 27 natural inland wetlands were identified are largely associated with gully headwaters, seepages, drainage lines and other low-lying areas within the wider catchment network. Overall, the ecological value of natural inland wetlands within the Site is variable. Most small inland wetlands are considered to provide low ecological value due to their modified condition, small size and limited indigenous vegetation values. However, the coastal fringe wetland is considered to provide moderate ecological value due to its size, connectivity, ecological function and restoration potential.

- A total of 16 constructed wetlands/ponds were identified and were created during extensive land modification associated with development of the Formosa Golf Resort and are entirely artificial in origin. Overall, the constructed ponds are considered to provide low to moderate ecological value.
- Six incidental wetlands were also identified throughout the Site and were likely to have developed in association with constructed freshwater features and altered hydrological conditions rather than representing remnant natural wetland systems. Overall, the incidental wetlands are considered to provide low ecological value.

The Project will require the reclamation of streams and natural inland wetlands including changes to the surface water catchments of some retained natural inland wetlands.

In summary, the proposed freshwater features loss include:

- Stream reclamation of 18 stream sections accounting for a total length of approximately 645 lineal metres and 330.3m² of stream bed area.
- Natural inland wetland reclamation of 16 wetlands accounting for a total wetland extent of approximately 3226m².

The proposed freshwater compensation package includes restoration and enhancement of approximately 2.943 hectares of wetland habitat located within the Site and within the wider Waikōpua Creek catchment (refer to **Figure 14**). The proposed compensation works will focus on improving wetland condition, indigenous vegetation dominance, structural diversity, habitat quality and ecological connectivity. The compensation site will be subject to weed control, native wetland planting, wetland buffer enhancement, pest animal control where required, monitoring, maintenance and adaptive management. Detailed implementation requirements are provided in the BMP (**Appendix 12**). It is noted that a Biodiversity Compensation Model was used to assist with evaluating the likely adequacy of the proposed compensation package.

In order to address effects on freshwater fish and fish passage, a Native Fish Capture and Relocation Plan ('NFCRP') will be prepared and implemented prior to works occurring within affected freshwater habitats. The NFCRP is provided in **Appendix 12**.

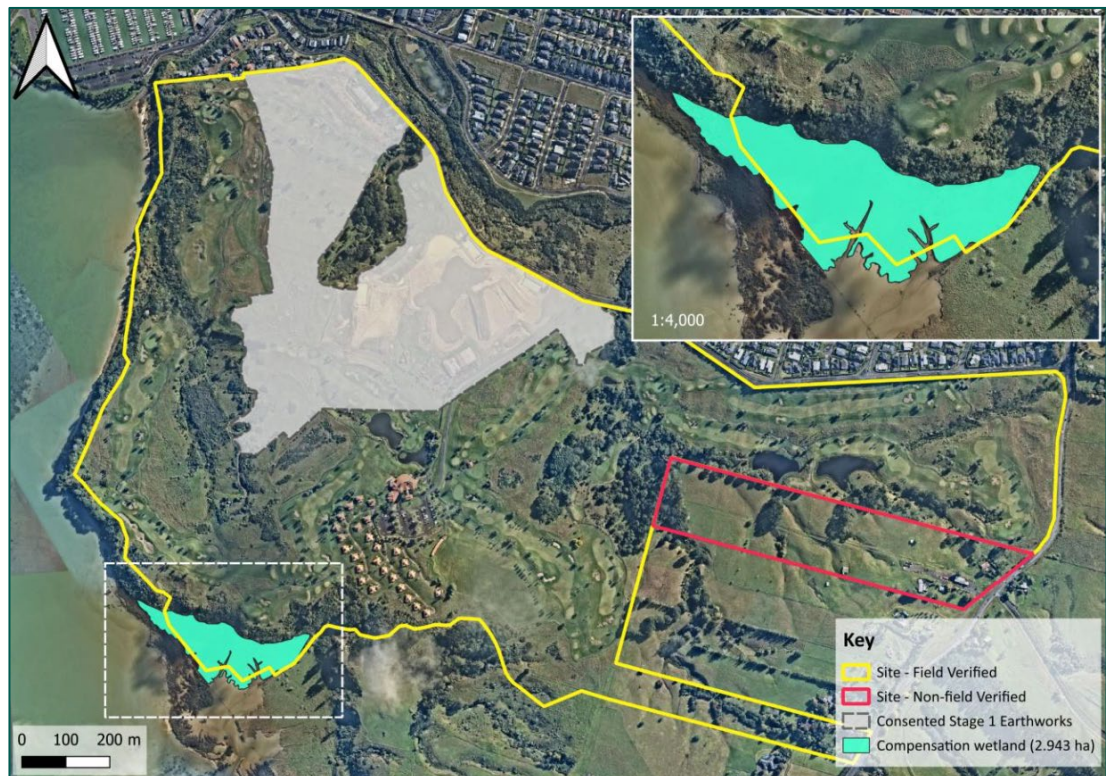


Figure 14: Map of the 2.943 ha compensation wetland in the south-west of the Site.

6.5.3 Marine

The Marine Ecology Impact Assessment undertaken by T+T describes the marine ecological characteristics and values of the CMA adjoining the Site.

The coastal area adjoining the Site is part of the Hauraki Gulf Marine Park and comprises three distinct tidal creeks (Waikopua, Turanga and Maungamaungaroa Creeks) which are identified as being regionally and nationally significant. The three tidal creeks discharge into the Whitford embayment. The subtidal sandy / muddy substrate habitat is considered to provide moderate ecological values based on sediment, water quality, benthic infauna abundance and diversity and level of habitat modification. The subtidal / intertidal seagrass habitat is considered to provide high ecological values based on threat status.

The Whitford embayment provide important habitat for marine fauna, and their ecological values are summarised below:

- **Fish:** Based on the potential high diversity and abundance of fish species, and the habitat available within Waikopua Creek and the wider Whitford embayment, the values in the marine receiving environment are considered high for fish.
- **Seabirds:** Due to the identification of the Hauraki Gulf as a nationally significant hotspot for seabirds, proximity to island and mainland breeding sites and foraging capacity in productive waters, the ecological value of seabirds potentially present in the zone of influence and Whitford Embayment is very high.

The ecological value of kororā is very high given their national threat classification of 'At Risk – Declining' and regional threat classification of 'Regionally Vulnerable'.

- Marine mammals: Based on potential species diversity and abundance, resident populations and foraging potential in the Hauraki Gulf, the ecological value of marine mammals potentially present in the zone of influence and Whitford Embayment is very high.

As outlined in Section 6.8.1 below, the Project will involve the construction of a coastal outfall for treated wastewater discharge to the CMA. This includes:

- Directional drilling of approximately 1.5 km of submerged marine pipeline from the CW WWTP to a location in the centre of Whitford Embayment. The pipeline will be entirely below the seabed.
- The pipeline will terminate below Mean Sea Level ('MSL') with a multi-port diffuser system that maximises dilution and promotes vertical mixing. The diffuser is anticipated to be approximately 10m in length.

In addition to the coastal wastewater outfall, the Project will also involve ongoing operational stormwater discharges to the CMA via stormwater outfalls. It is confirmed that all stormwater outfalls are located landward side of mean high water springs (MHWS) and no stormwater outfalls are located within the CMA.

The proposed marine compensation measure includes the preparation and implementation of a Coastal Bird Management Plan ('CBMP') as well as the enhancement of the Waikopua shell banks, mangrove management and restoration and enhancement measures at an embayment scale.

In addition to the management measures outlined in this AEE and supporting technical assessments to address discharge effects and underwater noise, a routine monitoring programme is proposed. A Marine Monitoring Plan ('MMP') will be developed that will include:

- Routine monitoring requirements to monitor benthic ecology, sediment and water quality in the vicinity of the proposed wastewater outfall;
- Monitoring of potential effects to subtidal and intertidal seagrass extent and quality in the Whitford embayment;
- An adaptive monitoring approach; and
- The process required to determine sampling frequencies and review of the MMP.

6.5.4 Vegetation Removal and Slip Remediation

In April 2026, a slip occurred within the EPAN between Sub-precincts A and C which now requires remediation. The recommended remediation includes the following as shown in the plan below:

- Remove vegetation in the affected area including the removal of the vegetation sitting on the footpath side of the EPAN (mainly noxious weeds and some flax) within the 10m setback of urban streams and wetlands;
- Excavate out the slumped material and form a batter to nullify any further slips;
- Geo cloth Stabilise the batter; and

- Rock riprap to also stabilise the toe of the batter which will be approximately 5m².

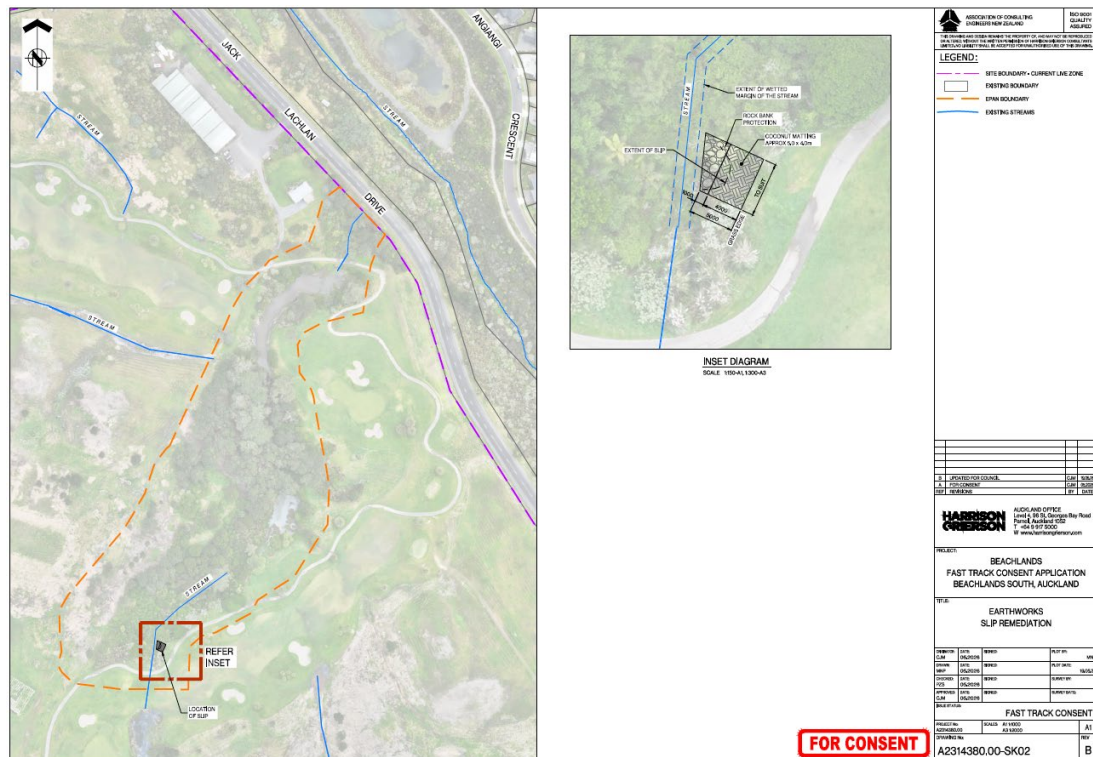


Figure 15: Proposed remediation plan for slip within EPAN.

This remediated area within the EPAN is proposed to be replanted, including the grassed area within the EPAN, to ensure that there will be no loss of habitat values. This replanting plan is provided in Figure 3 of the BMP included as **Appendix 12**.

6.6 Sustainability

A key attribute of the Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss. The Sustainability Report prepared by Stantec (**Appendix 5**) details the sustainability initiatives of the Project to ensure a sustainable future for people and the natural and built environment.

The Project centres around six sustainable themes including: Water Management and Water Sensitive Design, Biodiversity and Ecological Regeneration, Health / Wellbeing and Culture, Low-carbon Development, Renewable Energy and Energy Efficiency, and Transport – Modal Shift and Healthy Streets. These core themes have guided the design and have resulted in the creation of specific measures to achieve each theme as explained below.

- **Water Management and Water Sensitive Design:** all subdivision and development must be serviced by adequate water supply infrastructure. Stormwater from all impervious areas is to be treated to GD01 standards. There will be a 10m native-planted riparian setback on all permanent and intermittent streams. Wastewater will undergo on-site biological nutrient removal with disinfection, which will take place prior to discharge. Total water usage will be reduced through smart metering and demand-responsive tariff structures.
- **Biodiversity and Ecological Regeneration:** BSLP proposes a minimum 5m building setback from high value terrestrial and wetland margin areas. All landowners will be required to contribute

to a Residents Association responsible for the ongoing EPAN management. The Project includes habitat restoration and native planting that includes weed and pest control. The Project includes an integrated network of green links and open space connections across the precinct as shown on Precinct Plan 3 and will connect homes, the EPAN, coast, and existing Beachlands township together. This Project also gives an opportunity for the community to learn and take control of their own future through the community environmental stewardship and education programme.

- **Health, Wellbeing, and Culture:** BSLP propose to achieve a positive and long-lasting community outcomes through implementing education facilities with capacity for up to 2,100 pupils. The proposed integrated open space network allows people to maintain healthy lifestyles. The cultural values of mana whenua are recognised through ongoing engagement with Ngāi Tai ki Tāmaki as a development partner. The pa site is a protected area where no development shall take place. The public realm is designed to be of high quality that provides passive surveillance with a street tree canopy between 10-30%.
- **Low Carbon Development:** The masterplan for the Project is designed to enable walking, cycling and public transport as the primary modes of travel. The green network consisting of the EPAN, wetlands and urban street tree canopy provides for carbon sequestration. These are designed to mature into long-term carbon sinks.
- **With regard to building sustainability,** it is proposed that any building consent application for a dwelling or commercial building (over 1,000m² excluding retail and industrial buildings) in gross floor area, will be required to provide a Building Sustainability Statement outlining the building sustainability measures included for each proposed building or group of buildings. The Building Sustainability Statement may include the following measures:
 - Energy efficiency measures
 - Thermal comfort measures
 - Ventilation and Indoor Air Quality
 - Water efficiency
 - Building Orientation
- **Waste Management Plans** are aligned with Auckland Council's zero waste to landfill target by 2040. Buildings are designed for fixability and extended building lifecycles.
- **Renewable Energy and Household Efficiency:** BSLP proposes to implement solar PV panels, solar heating and heat pumps on buildings where appropriate. Development in the Precinct will be equipped with smart energy metering and control systems, battery storage, peak demand management and microgrid connectivity. A life cycle analysis of residential houses is proposed to inform operational carbon performance.
- **Transport, Mode Shift and Healthy Streets:** The Project proposes walking and cycling connections to the Pine Harbour ferry, along the coast, and throughout the Precinct. Separated cycling lanes will be implemented along all collector roads which will be designed to be low-speed environments. Development is tied to mandatory ferry capacity upgrades. Ongoing Transport Monitoring Reports are required at every 500-dwelling threshold. Streets have been designed to prioritise pedestrian amenity. A car-share scheme reduces car dependency along with secure bicycle storage facilities which further reduce the need for private vehicles.

6.7 Transport

6.7.1 Internal Transport Network

The internal movement network within the project area has been designed to prioritise public and active modes of transport such as walking and cycling to support modal shift away from private vehicles. The key objectives of the internal movement are to create:

- Sustainable and convenient public transport options by establishing a new bus route and improving accessibility to the Pine Harbour ferry service.
- Streets as places for people, prioritising pedestrians and cyclists as primary users of the street network and creating attractive and safe, human-scaled streets.
- An efficient multi-modal network that integrates the needs and safety of for users of all modes.

The overall proposed roading network illustrating roads proposed to be vested are shown in **Figure 16** below.

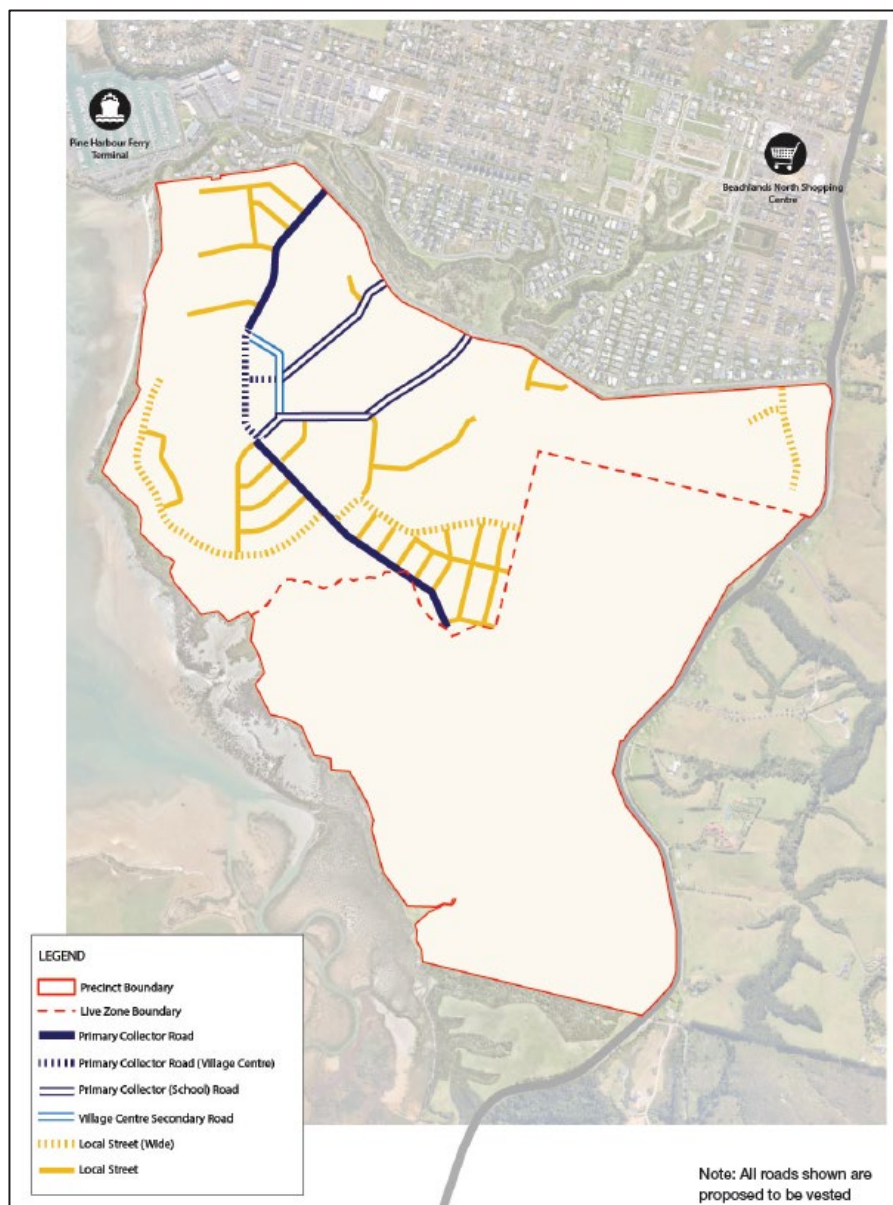


Figure 16: Beachlands South road network plan.

A total of nine street typologies is proposed (including upgrades to Jack Lachlan Drive) within the project area as detailed with the 'Beachlands South Streetscape Strategy' in **Appendix 2.8**. All collector and local roads within the project area will be designed to comply with the Road Function and Design Details Table in Appendix 1 of the Precinct provisions, with the exception of Jack Lachlan Drive which will not achieve the minimum road reserve width of 23m. Cross section designs for these nine street typologies are provided in the 'Beachlands South Streetscape Strategy' and generally shown below.

6.7.1.1 Collector Roads

The widths and designs of the proposed Local Roads within the Project are summarised in the table **below**. All Collector Roads are proposed to vest in Auckland Council and have been designed to comply with the Road Function and Design Details for Collector Roads in Appendix 1 of the precinct provisions.

Table 4: Collector Road Designs

Primary Collector Road with Public Transport	Primary Collector Road (School Zone)	Primary Collector Road (Village Centre)
Road reserve width - 23m	Road reserve width - 23m	Road reserve width of 20m
This is the 'Spine Road' providing access to the whole precinct with a proposed bus route and one-sided two-way separated cycleway	Designed to achieve wider footpaths catering for the heavier footfall at peak times during school hours and wider carriageway widths providing flexibility for school buses to pass through.	Located through the centre of the Village Centre, it has been designed to achieve a slow speed zone demarcated by a change in surface treatment and materials to prioritise

	Total Road Reserve	Back Berm	Footpath	Dedicated Cycleway	Planting or Parking	Carriage-way	Carriage-way	Planting or Parking	Footpath	Back Berm
Proposed	23.0	1.0	2.0	3.4	3.35	3.5	3.5	3.25	2.0	1.0
Illustrative Masterplan	23.8	0.8	2.0	3.4	4.0	3.4	3.4	4.0	2.0	0.8



		pedestrian movement and safety.
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Figure 17: Road design table and illustrative cross-section for primary collector road with public (bus) transport provision.

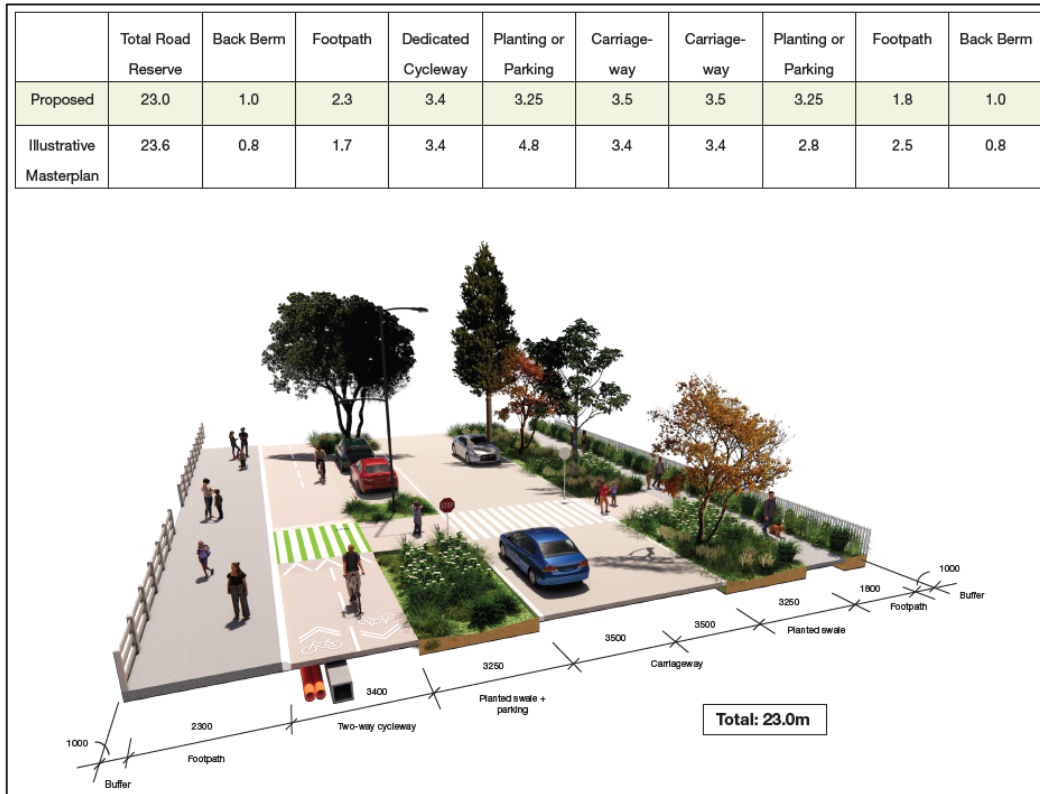


Figure 18: Road design table and illustrative cross-section for Primary Collector Road (School).

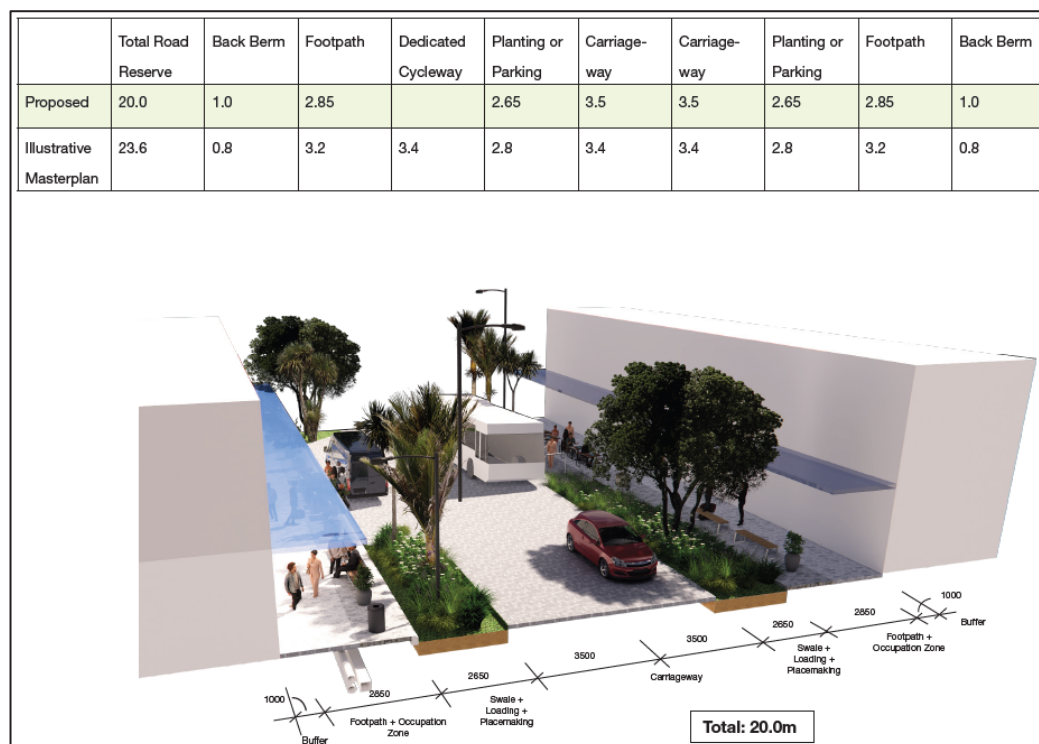


Figure 19: Road design table and illustrative cross-section for Primary Collector Road (Village Centre).

6.7.1.2 Local Roads

The widths and designs of the proposed Local Roads within the Project are summarised in the table below. All Local Roads are proposed to be vested in Auckland Council and have been designed to comply with the Road Function and Design Details for Local Roads in Appendix 1 of the precinct provisions.

Table 5: Local Road Designs

Village Centre Secondary Road	Local Street (Wide)	Local Street (Wide Industrial)	Local Street
Road reserve width 21.7m	Road reserve width – 17.8m	Road reserve width – 17m	Road reserve width 16.6m
This typology is slow speed zone that also prioritises pedestrian movement and safety, similar to the Primary Collector Road (Village Centre).	The Local Street (Wide) is a high order variation of the Local Street (Wide Industrial). It differs in the footpath width on one side, which is a shared cycle path, further extending the cycle network.	This typology applies in the industrial zone where there will be less pedestrians and greater accommodations for vehicles.	This a low order residential street that connects home zones to secondary and collector roads. It is a slow-speed street environment with a shared carriageway and footpaths on either side of the street protected by planted berms.

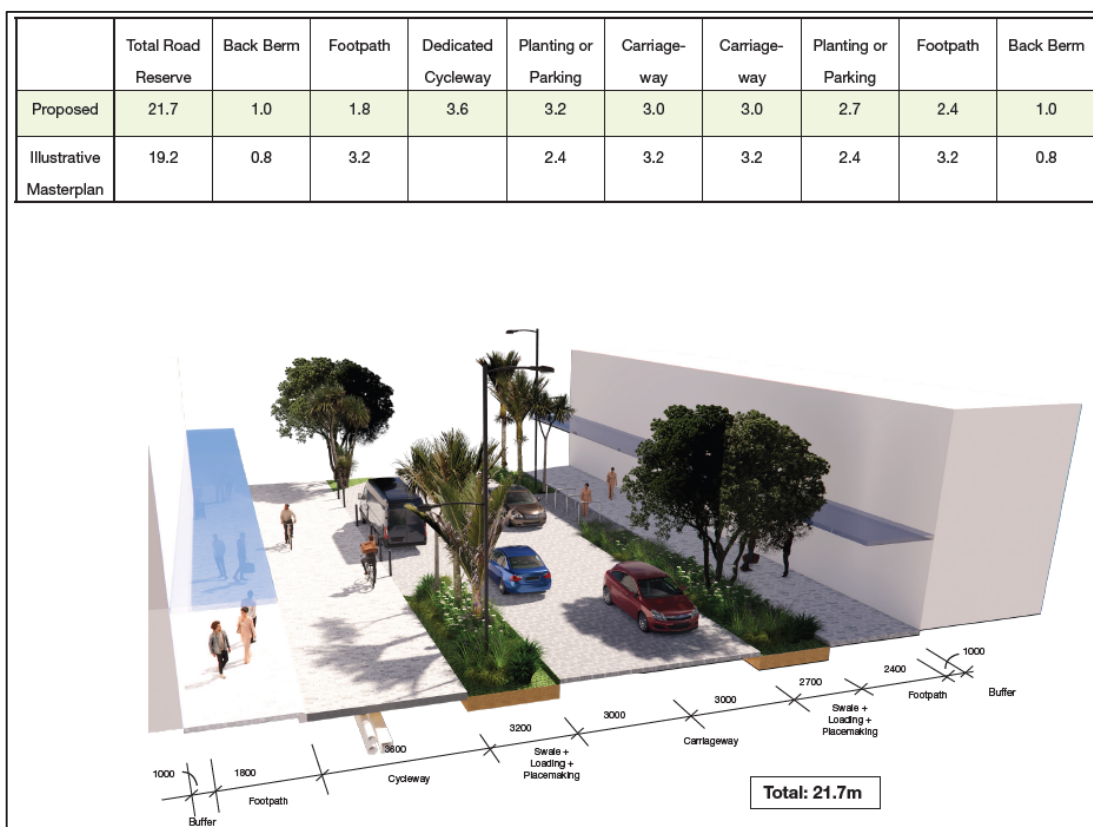


Figure 20: Road design table and illustrative cross-section for Village Centre Secondary Road.

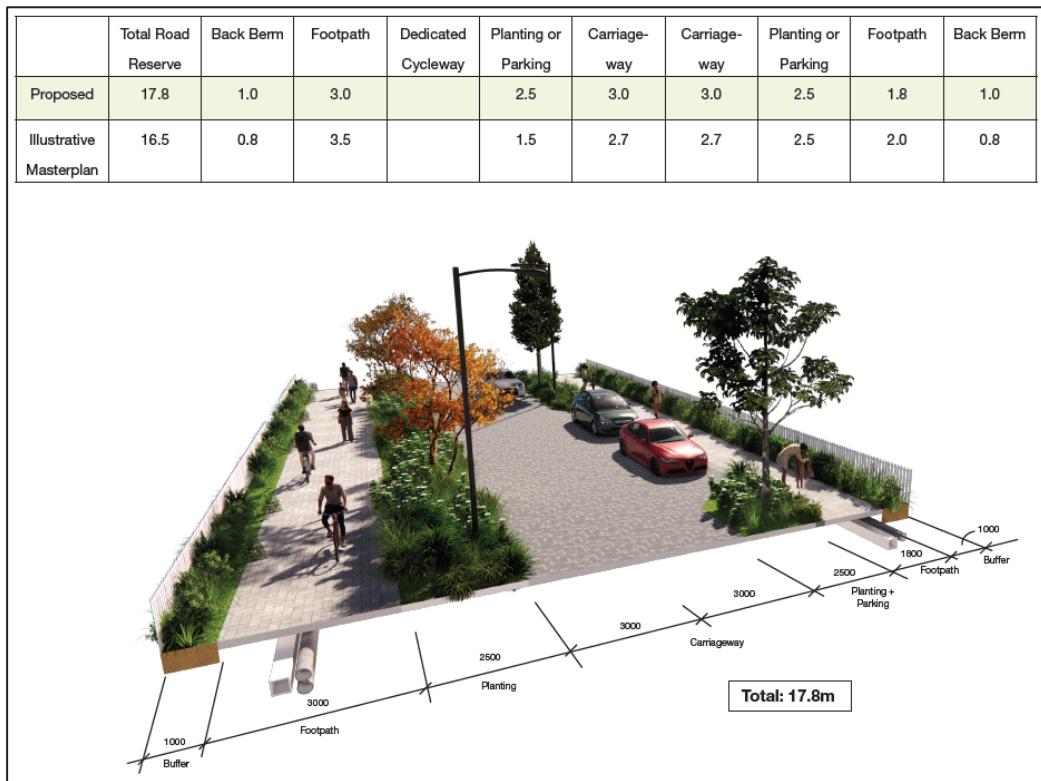


Figure 21: Road design table and illustrative cross-section for Local Street (Wide).

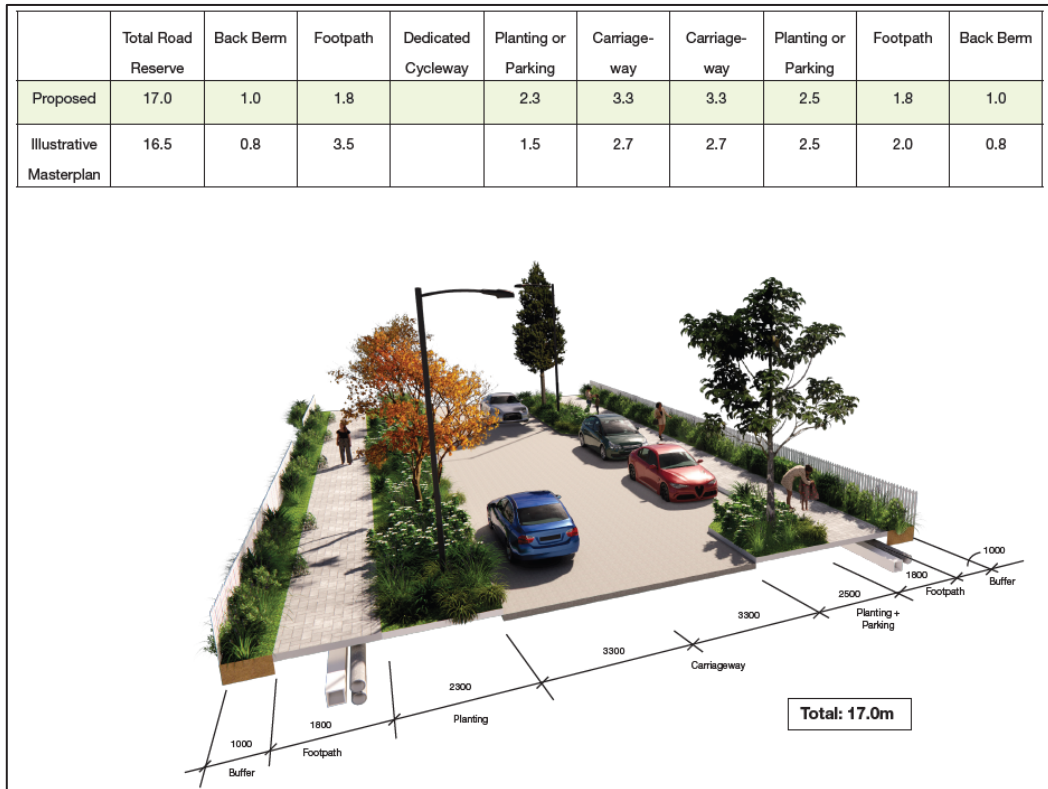


Figure 22: Road design table and illustrative cross-section for Local Street (Wide Industrial).

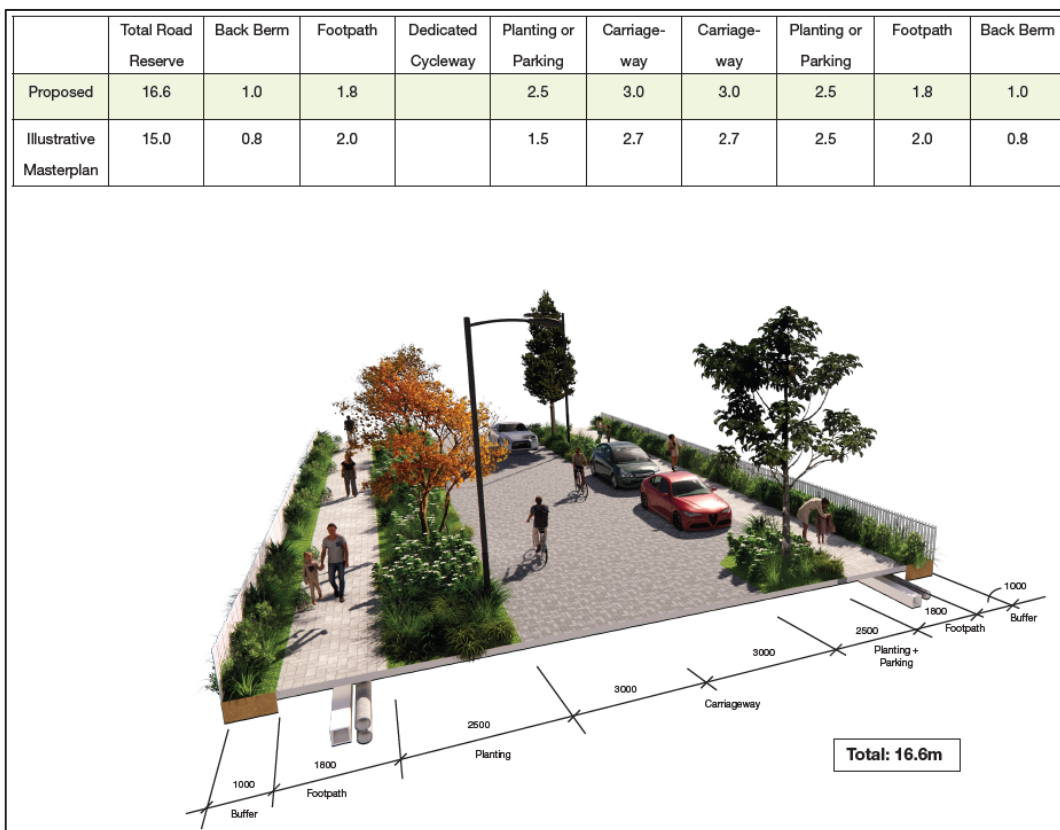


Figure 23: Road design table and illustrative cross-section for Local Street.

6.7.1.3 Jointly Owned Access Lots ('JOALs')

A series of JOALs is proposed to be formed with the project area providing rear access to residential units in order to reduce the number of vehicle crossings accessing the various Collector and Local Roads. The location of these JOALs is shown on the subdivision scheme plans in **Appendix 9** and these will be privately owned and maintained by the individual property owners with legal access to these.

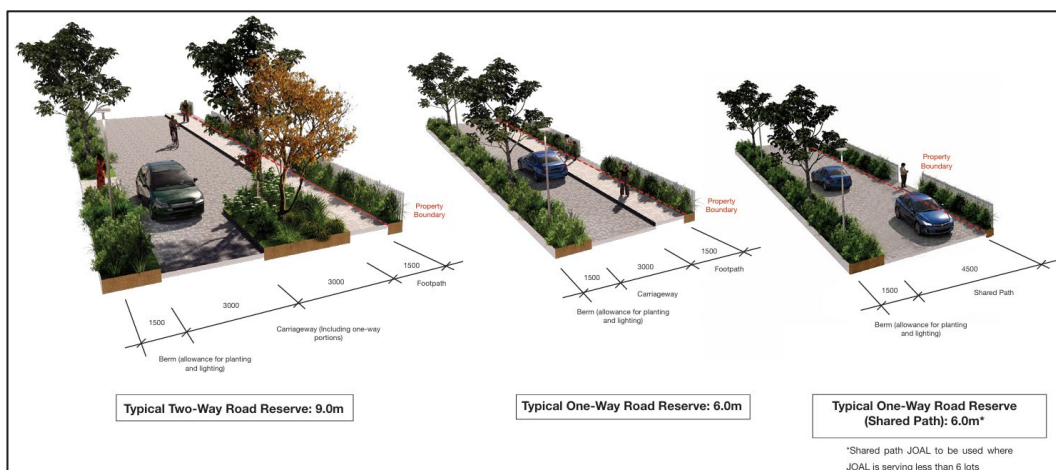


Figure 24: Illustrative two-way and one-way JOAL designs.

6.7.2 External Connections and Transport Upgrades

6.7.2.4 External Connections

The Integrated Transport Assessment ('ITA') in **Appendix 8** also explains that several external connections are proposed to connect the internal roads within the project area to Jack Lachlan Drive and Whitford-Maraetai Road. In total, five connections onto Jack Lachlan Drive and two connections onto Whitford-Maraetai Road are proposed as listed and shown on **Figure 25** below.

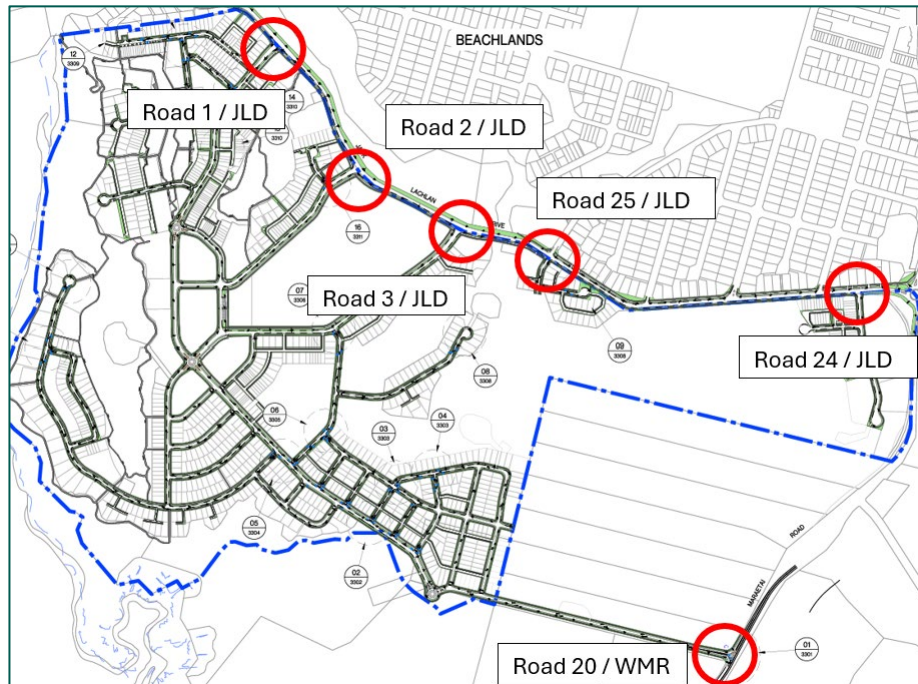


Figure 25: Intersection Upgrades.

- Road 1 and Jack Lachlan Drive: signalised T-intersection
- Road 2 and Jack Lachlan Drive: signalised T-intersection
- Road 3 and Jack Lachlan Drive: signalised T-intersection
- Road 25 and Jack Lachlan Drive: signalised cross roads intersection
- Road 24 and Jack Lachlan Drive: give-way priority intersection
- Road 20 and Whitford Maraetai Road: left in/left out intersection

Further details and concept designs for these external connections and intersections with the project area are explained in the ITA.

6.7.2.5 Transport Upgrades

In terms of the external transport upgrades proposed to support subdivision and development of the Project, these are listed and described in detail within the ITA together with concept designs to comprise the following:

- **Site A - Jack Lachlan Drive/Whitford-Maraetai Road intersection:** The Jack Lachlan Drive/Whitford Maraetai Road intersection is currently a give-way priority-controlled T-intersection and it is proposed to upgrade this to a double roundabout intersection. This transport upgrade is identified in Table I458.6.3.1(a) and Appendix 2 of the Precinct provisions

which specifies a roundabout option for Site A. The roundabout option was selected due to the location's more rural interface and this being identified as a preference of AT. The concept design indicates that this roundabout can be constructed without encroaching upon third party land but will utilise some of the project area which can be accommodated.

- **Site B - Whitford Roundabout:** This transport upgrade is also identified in Table I458.6.3.1(a) and Appendix 2 of the precinct provisions. The Whitford Roundabout (between Whitford Park Road/ Whitford Road/Whitford-Maraetai Road) currently operates as a single lane roundabout. The proposed upgrade will involve providing an additional lane on both the western and eastern approaches, by separating the left-turn and through / right-turn lane on the eastern approach, and separating the right-turn and through / left-turn lane on the western approach. Appendix 2 of the Precinct provisions specifies a Stage 1 (interim upgrade) and Stage 2 (full upgrade) layout for Site B. The proposed upgrade at Site B will be in general accordance with the Stage 2 layout in order to reduction disruptions and this will also support the full subdivision and development of the Project.
- **Site E - Somerville Roundabout:** This transport upgrade is also identified in Table I458.6.3.1(a) and Appendix 2 of the precinct provisions. The Somerville Roundabout (between the Whitford Road / Point View Road / Somerville Road intersection) currently exists as a roundabout with single approach and departure lanes on each leg of the intersection. It is proposed to upgrade this roundabout to provide two approach lanes on Whitford Road (eastern approach), and Somerville Road and retain the single approach lanes on Whitford Road (western approach) and Point View Road. The western leg of the intersection (Whitford Road) will also be slightly widened to allow two departure lanes and all other legs will provide one departure lane each.
- **Site D - Whitford Park Road / Sandstone Road / Saleyard Road:** This transport upgrade is also identified in Table I458.6.3.1(b) and Appendix 2 of the Precinct provisions. The Whitford Park Road / Sandstone Road / Saleyard Road roundabout currently exists as a roundabout with single approach and departure lanes on each leg of the intersection. It is proposed to upgrade the southern approach (Whitford Park Road) to provide two approach lanes. One lane will be solely for left-turning vehicles, and the additional lane will support combined through/right-turning movements. The other three approaches will remain unchanged.

The other transport upgrades at **Site C (Trig Road (south)/Whitford-Maraetai Road intersection)** and **Site F (Whitford Bypass)** are not proposed to support the Project.

- The upgrade at Site C is considered to not be required because further validation testing undertaken since PC88 indicates that this upgrade is unnecessary having regard to the updated development mix, revised trip generation assumptions, revised externalisation assumptions, and the low turning demand at the existing priority-controlled intersection.
- The upgrade at Site F is considered to not be required because the transport model of PC88 established a southbound flow of approximately 1,600vph before the Whitford Bypass became relevant, with approximately 1,700vph representing the upper range of the full development scenario tested through the plan change process. The updated modelling indicates that the full development scenario remains broadly at the 1,600vph reference point and materially below the 1,700vph upper reference point. On that basis, the proposed yield in the Project does not result in a materially greater external traffic effect than the development yields assessed through PC88 and therefore does not require the Whitford Bypass transport upgrade.

6.7.2.6 Jack Lachlan Drive

In addition to these intersection upgrades, Jack Lachlan Drive will be upgraded, however due to spatial and topographical constraints surrounding the road reserve, the design of upgrades along the road corridor will vary as shown in **Figure 27-29** below. It is noted that a non-compliance is sought for 68 residential lots to be subdivided, titles to be issued and dwellings to be occupied prior to the full Jack Lachlan Drive upgrade being completed. It is noted however that Site (A) on Precinct Plan 6: Upgrade of Whitford-Maraetai Road / Jack Lachlan Drive intersection will be completed prior to the occupation of up to 68 residential lots.



Figure 26: Jack Lachlan Drive Upgrade Segments



Figure 27: Jack Lachlan Drive Cross Section – Segment A



Figure 28: Jack Lachlan Drive Cross Section – Segment B

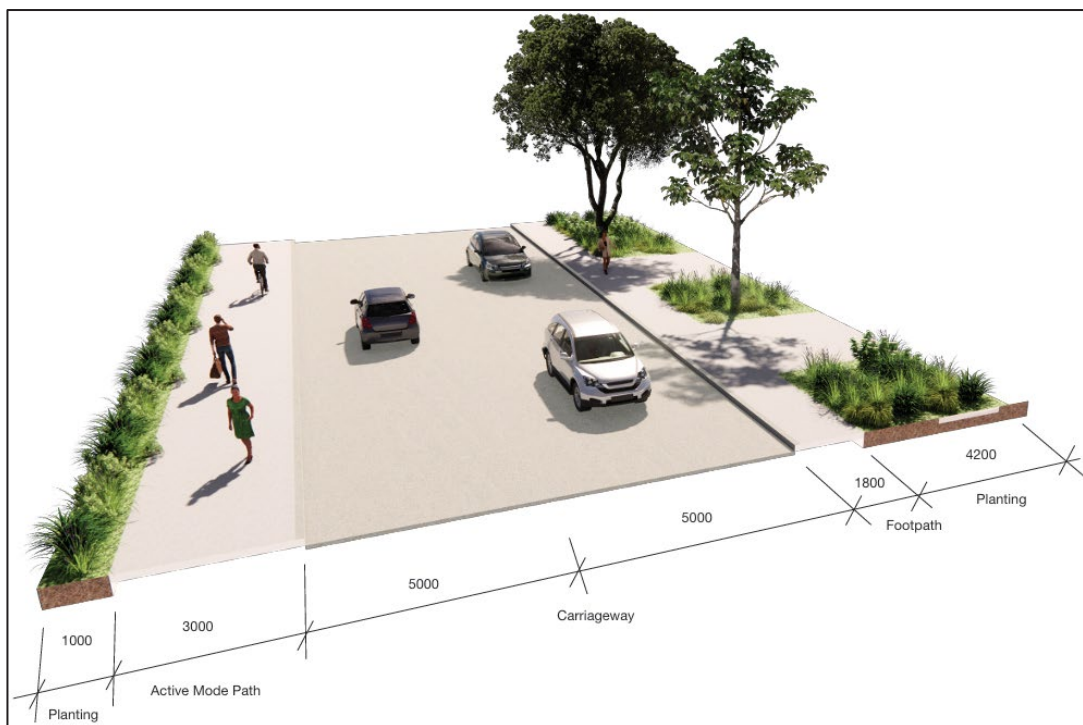


Figure 29: Jack Lachlan Drive Cross Section – Segment C

6.7.3 Ferry Capacity Upgrades

Upgrades to the provision of ferry services at Pine Harbour by AT are also pending. AT has advised that a marina reconfiguration is underway that will enable it to accommodate larger 24m vessels; and that larger 168pax vessels currently under construction have been purchased by AT (refer to

meeting minutes between BSLP and AT included in **Appendix 22**). It is understood that both the marina reconfiguration and the supply of the new vessels will be completed in 2027.

The existing ferry service network operates on a total of four ferries consisting of two 49pax and two 99pax vessels. Accordingly, within the 2-hour morning peak period between 6:20AM - 8:20AM, the existing ferry network provides a total of seven sailings at 20-minute intervals with a maximum capacity of 543 passengers.

With the proposed marina reconfiguration works, and purchase of the two 168pax vessels, the ferry scheduling is unlikely to change significantly as these larger vessels can also complete the journey in approximately 40 minutes each way (1hr 20minute return trip). The updated fleet will then consist of two 99pax and two 168pax vessels, and provide an increased capacity of 969pax, representing a 78% increase in capacity. In effect, this will achieve the ferry capacity upgrades required in Table I458.6.3.2(a) to (d) which requires a total capacity of at least 950 ferry passengers during 2-hour morning peak period between 6:20AM - 8:20AM. In relation to Table I458.6.3.2(e) which requires the provision of at least 1150 ferry passengers during 2-hour morning peak period between 6:20AM - 8:20AM, a condition of consent is proposed to assess the ferry service requirements once the 1,900 dwellings are exceeded.

6.7.4 Parking and Loading

The Project will provide a series of transport related spaces and facilities including car parking and loading spaces, bicycle parking and end of trip facilities. The location of the facilities is shown on the drawings in **Appendix 2** and described in more detail within the ITA in **Appendix 8**.

6.8 Infrastructure

The proposed three waters servicing infrastructure, stormwater and flood management for the Project is fully described in the respective technical reports enclosed as **Appendices 10 and 11**. By way of summary, the following are proposed:

6.8.1 Wastewater

GWE has prepared a wastewater concept design report for the Project, and this is enclosed as **Appendix 10**. With reference to this report, the proposed wastewater servicing strategy for the Project involves a staged, centralised wastewater servicing strategy whereby wastewater will be collected via a communal gravity sewer network and conveyed via pump stations to a centralised treatment plant. The proposed treatment system is a Combined Works ('CW') technology which integrates primary, secondary, and tertiary treatment processes within a single enclosed unit and provides high-quality effluent under varying loading conditions. It is noted that an alternative to the proposed wastewater strategy for the Site is the potential for connection to Watercare's public wastewater network.

The treatment plant will be constructed and expanded in two stages, as per the below:

- **Stage 1 Land-based Disposal:** This will involve construction of a 450 m³/day treatment module, with treated effluent discharged to land. During Stage 1, treated wastewater will be discharged to land via a communal PCDI system. Site-specific investigations confirm soils are predominantly Category 5/6 under TP58, characterised by clay-rich soils with moderate to slow drainage. A conservative loading rate of 3 mm/day has been adopted, requiring an indicative disposal area of approximately 150,000 m², with additional reserve capacity.

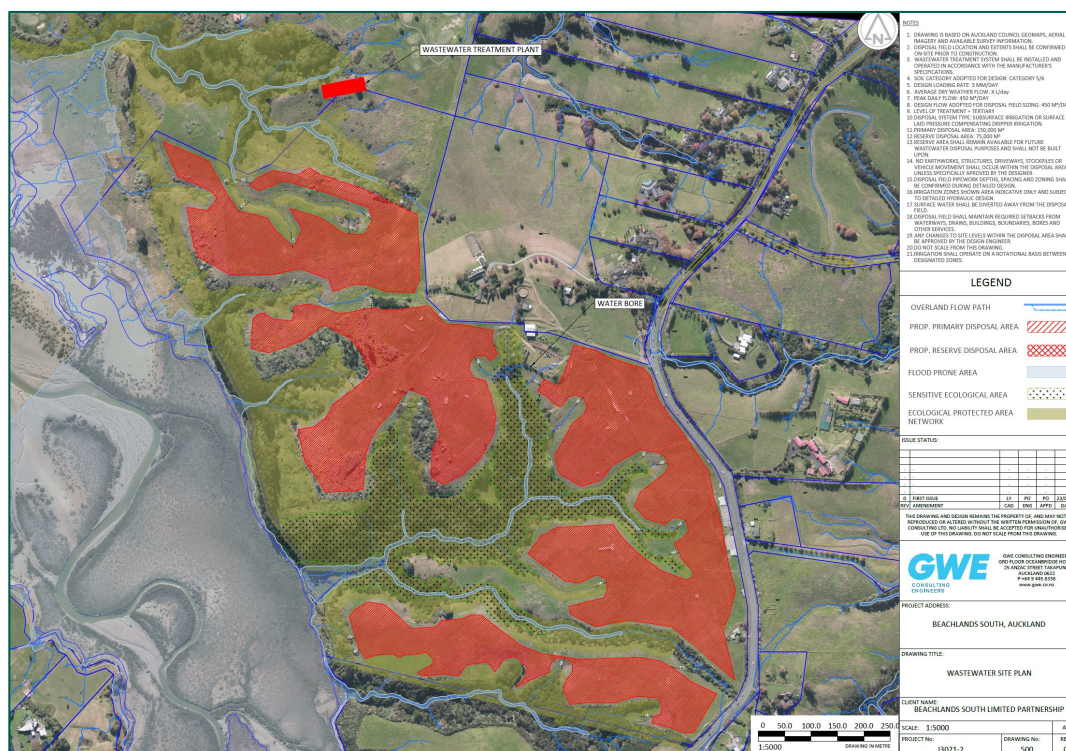


Figure 30: Wastewater site plan showing WWTP and dispersal fields.

- Stage 2 Long Sea Outfall to the Coastal Marine Area:** This will involve expansion to an ultimate capacity of 1,383m³/day through the installation of a second treatment module, with transition to marine discharge via a long sea outfall. The actual pipe will have a capacity of up to 4,000m³/day. The transition to Stage 2 will be triggered when wastewater inflows reach approximately 70–80% of the Stage 1 capacity. As flows increase, the discharge will transition to a long sea outfall to the CMA within the Tāmaki Strait of the Hauraki Gulf / Tikapa Moana. The treatment plant will continue to provide tertiary treated effluent, which will be conveyed offshore via a marine outfall pipeline terminating in a submerged diffuser designed to maximise initial dilution, dispersion and mixing.

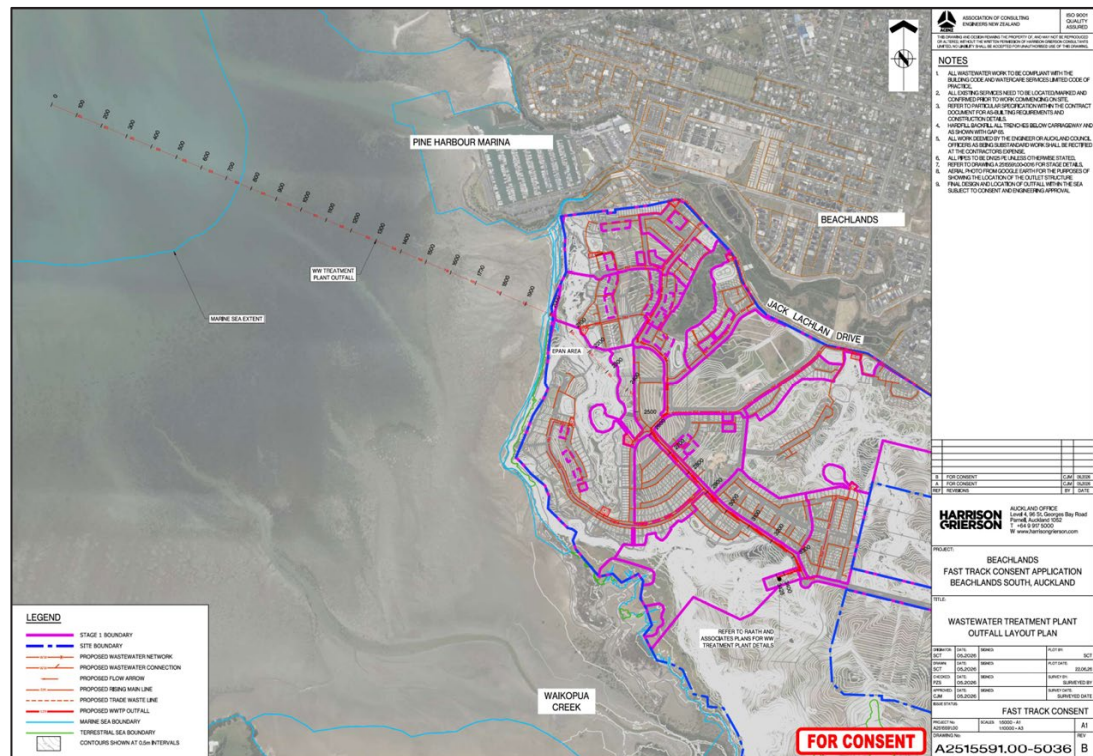


Figure 31: Concept plan of CMA discharge via long sea outfall.

The proposed coastal outfall in the Stage 2 scenario will comprise:

- Approximately 1.0 km of onshore pipeline;
- Approximately 2 km of offshore pipeline depending on final alignment selection; and
- An offshore discharge diffuser arrangement at the outfall terminus.

The pipeline will convey treated wastewater from the WWTP to the marine receiving environment in accordance with the project treatment and discharge strategy. The proposed construction methodology for this coastal outfall is detailed within **Appendix 10B**.

6.8.2 Water Supply

6.8.2.7 Overall Supply Strategy

GWE has prepared a water supply concept design report for the Project, and this is enclosed as **Appendix 11**. With reference to this report, the total water demand for the Project is estimated at approximately 1,136 m³/day which accounts for all the proposed activities. The water supply strategy for the Project will involve multiple sources to service the anticipated water demand. Those sources will comprise of the following:

- (a) A supply agreement with Pine Harbour Living Limited (PHLL) which provides approximately 765 m³/day;
- (b) The existing Formosa bore (authorised by permit WAT60276020 to be re-consented as part of this application), providing approximately 115 m³/day; and
- (c) A proposed new groundwater bore and associated water take of up to up to 371 m³/day on the 620 Whitford-Maraetai Road site ('620 bore') providing an additional groundwater abstraction source.

The combined supply from PHLL and the Formosa bore provides approximately 880 m³/day, resulting in a shortfall of approximately 256 m³/day. This shortfall will be addressed by the proposed 620 bore, for which a water take of up to 371 m³/day is sought to provide both supply coverage and contingency capacity. The 620 bore has sufficient capacity to meet the shortfall even at the lower bound of the estimated yield, while also providing additional flexibility to accommodate peak demand, operational variability, and any constraints on the Formosa bore as a supply source.

Consistent with the sustainability objectives of the Precinct, the water supply design in the Project will include smart meters to manage demand and billing, with a tariff structure in place allowing higher water usage to induce higher unit cost. In addition to this, the water supply design will include rainwater harvesting for non-potable uses and the incorporation of water-efficient fixtures, consistent with the Water Supply Efficiency Standard (I458.6.13) in the Precinct.

Combined with the water received from these bores, each lot will have a rainwater detention tank which will supplement water usage with non-potable water for toilets/washing and garden use. These tanks will potentially supply the development with approximately 595m³/day of water. This number has not been relied upon as a primary supply source as the bores mentioned above adequately supply the development.

6.8.2.8 Replacement of Existing Permits

Formosa Bore

As noted above, the existing water permit for the Formosa bore is due to expire on 31 December 2027. Due to the imminent expiry date and because this permit is intended to be a water source for the Project, it is proposed to renew this water permit as part of this application. The maximum daily abstraction quantity from the Formosa bore will continue to be the same as Condition 2 of the existing permit which restricts the daily abstraction to not exceed 300 cubic metres and the annual abstraction to not exceed 42,000 cubic metres. The use of this water abstracted from the Formosa bore will be primarily for potable water use.

620 Bore

Also noted in the AEE above is the existing permit to drill and install a bore for a golf course at 620 Whitford-Maraetai Road. As this permit has not been given effect to and has a two year lapse date, it is proposed to renew this permit for the drilling and installation of this bore and consent the associated water take / groundwater abstraction as part of this Project. The location and specifications for the 620 bore will be the same as the existing permit in terms of being 600m deep and a diameter of 200mm. The location of the proposed 620 bore is located within 10m of the location of the bore authorised by the existing permit. The proposed 620 bore will be constructed to achieve the specifications below, in accordance with Condition 5 of the existing permit.

Name	Bore ID	NZTM Easting (mE)	NZTM Northing (mN)	Depth (m)
Beachlands South Limited Partnership	31755	1778404	5913528	600
Bore diameter (mm)	Aquifer	Casing depth (m)	Casing material	Grouting
200	Beachlands Greywacke	275	Sch 40 Steel	275



Figure 32: Indicative location of proposed 620 bore.

Aquifer mapping investigations undertaken identified Point 60 as the preferred location with an estimated yield in the range of approximately 4.7–32.9 L/s (406–2,843 m³/day), and a sustainable yield of approximately 14.8 L/s (1,279 m³/day), thereby providing confidence in the feasibility of this additional groundwater source.

6.8.3 Stormwater Management

HG has prepared a Stormwater Management Plan ('SMP') for the Project in **Appendix 9** which provides a detailed explanation of the proposed stormwater management for the Project. In summary, a water sensitive design philosophy and integrated stormwater management approach is proposed with water quality treatment to GD01 standards. With reference to this SMP, the stormwater management approach for the Project includes:

- Runoff generated by the roads and public space will be managed by a new primary network designed to capture surface runoff via standard catchpits and super pits at critical low points. Flows will be captured and conveyed through an initial proprietary treatment device, prior to discharge into the primary communal wetland/rain garden, for treatment, detention and attenuation.
- Runoff within private lots will be managed at source by installing dual-purpose rainwater tanks designed to provide retention (through non-potable reuse) and detention of runoff prior to discharge into the public stormwater network.

- Communal devices are proposed to attenuate peak flows generated by the loss of depression storage and urban intensification prior to discharging stormwater runoff into the stream network. The proposed communal devices will also provide a primary source of treatment for runoff generated by the impervious surfaces throughout the development, as well as hydrological mitigation, to mitigate the adverse effects of frequent storm events on receiving stream reaches. The communal devices will include eleven proposed bioretention wetlands, and four bioretention rain gardens, prior to discharge to the receiving environment.
- Water quality treatment will be provided for runoff from all new impervious areas throughout the project area with proprietary treatment devices, rain gardens, and communal wetlands. Water quality treatment will be in accordance with the standards in Chapter E9 of the AUP and Standard I458.6.7 Stormwater Quality of the precinct provisions.
- Hydrological mitigation will be provided for all new impervious areas within the project area to achieve the retention and detention requirements of the SMAF 1 control.

6.9 Bulk Earthworks and Enabling Works

6.9.1 Bulk Earthworks

Bulk earthworks are proposed within the project area to facilitate construction of the Project to the proposed design levels, installation of underground infrastructure and associated roading. This is detailed within the Infrastructure Report prepared by HG in **Appendix 9** and generally involves the demolition of existing buildings and structures within the project area proposed for removal, incremental stripping of the topsoil, excavations and placing of material to achieve subgrade levels for road carriageways and building platforms.

The proposed area and volume of bulk earthworks are summarised in the table below.

Table 6: Bulk Earthworks Summary

Total Cut	756,000m ³
Total Fill	588,000m ³
Net Unadjusted Volume	168,000m ³
Total Earthworks Area	118.6000ha
Maximum Cut Depth	9.00m
Maximum Fill Depth	10.28m

The Precinct provisions contain Standard I458.6.11 Earthworks which restricts the maximum disturbed area for all catchments on Precinct Plan 7 to 20 hectares cumulatively across all catchments, and up to a maximum of 15 hectares of earthworks within each catchment over any single earthworks season. The bulk earthworks for the Project have been designed to comply with this standard by restricting earthworks to the limits specified in the Precinct provisions and limiting the erosion and sediment control catchments being open at any one time within the earthworks stages. A total of six earthworks stages is proposed as shown on the civil plans in **Appendix 9** and summarised below:

- Stage 1 - Sediment Retention Pond ('SRP') catchments A to L and Decanting Earth bund Catchments 1 to 14, and 29 to 39. This is for the completion of earthworks from the consented Stage 1 design to the proposed finished contours, construction of six wetlands, the roading network and building platforms for subdivision stages 1-4, 6 and 9. This will also allow for

construction of the Jack Lachlan Drive/Whitford Maraetai Road intersection and secondary site access through 712 Whitford Maraetai Road in subdivision stage 8.

- Stage 2 - SRP catchments K2 and M and Decanting Earth bund Catchments 15 to 17. This is for construction of the light industrial area within subdivision stage 5.
- Stage 3 - SRP catchments N to V and Decanting Earth bund Catchments 18 to 22. This is for the progressive development of subdivision stages 10 and 11 and for the placement of excess material in subdivision stage 13.
- Stage 4 - SRP catchments W to AB and Decanting Earth bund Catchments 23 to 28. This is for the progressive development of subdivision stages 14 to 17.
- Stage 5 - SRP catchments AC to AD. This is for the development of subdivision stages 18 and 19.
- Stage 6 - SRP catchments AG to AJ and Decanting Earth bund Catchments 40 to 48. This is for the development to 758 and 770 Whitford Maraetai Road for potential additional golf holes.

It is noted that the separate bulk earthworks consent obtained from Auckland Council on 4 December 2025 ('Stage 1 Bulk Earthworks') involves bulk earthworks over an area of approximately 36.65 hectares, whereas the earthworks in this fast-track consent ('Fast Track Earthworks') incorporates additional earthworks in the area covered by the Stage 1 Bulk Earthworks consent as well as bulk earthworks in an area beyond that covered by the Stage 1 Bulk Earthworks consent. This is because the Fast Track Earthworks also takes into account the earthworks required for the installation of underground services and proposed roading and building platform design levels (in the area covered by the Stage 1 Bulk Earthworks consent) and is therefore proposed to a greater level of design detail. In summary:

- The scope covered in the Stage 1 Bulk Earthworks consent is for bulk earthworks only. This mainly targets the large-scale movement of in-situ soil from areas identified to be lowered in relative height to areas identified where the relative height will increase. The aim is not to provide finished levels for the proposed development.
- The scope covered by the Fast Track Earthworks takes the work covered in the Stage 1 Bulk Earthworks consent further in order to provide the finished levels required to enable construction of the Project in this area (as described in Stage 1 above).

6.9.2 Secondary Earthworks

Following the completion of bulk earthworks and the installation of roading and infrastructure, secondary earthworks are then proposed to form the various superlots and building platforms for the proposed buildings. These secondary earthworks will be limited to the formation of building platforms, retaining walls and basement car parking to be undertaken by the build partner. The extent of these secondary earthworks is shown on the civil plans in **Appendix 9** and listed in Table 2 of the Infrastructure Report.

6.9.3 Perched Groundwater Diversion

The Geotechnical Report prepared by Tonkin + Taylor ('T+T') in **Appendix 15** provides data for recorded groundwater levels across the project area. In summary, out of the 35 hand augered boreholes undertaken for the Project, perched groundwater was encountered in 29 of these boreholes, with perched groundwater levels measured between 0.1 m to 5.0 m below current

ground level. The underlying regional groundwater table is expected to be between the base of the nearby gully at 16mRL and the permanent stream at 8mRL.

6.10 Archaeology

The Archaeological Assessment ('AA') prepared by Clough and Associates Ltd is appended to this application as **Appendix 17**. The AA details the historic and archaeological nature of the site pertaining to early Māori and European activity.

Previous archaeological surveys identified primarily midden deposits, with comparatively limited evidence relating to structural features or settlement layout. A field survey conducted in May and June 2026 confirmed a total of 28 recorded archaeological sites located within 250m of the Fast-Track Earthworks extent. These sites primarily relate to Māori occupation and comprise midden deposits, terraces, pits, and one recorded pā site.

The earthworks extent and EPAN works intersects 11 of the 28 recorded archaeological sites. In each case, no intact archaeological deposits were identified during the field survey within the proposed earthworks footprint. However, it remains possible that isolated archaeological deposits or features survive within these areas. In this scenario, BSLP will accord with all accidental discovery protocols and follow the conditions proposed in the Cultural Values Assessment ('CVA') prepared by Ngāi Tai ki Tāmaki.

6.11 Staged Implementation and Consent Duration

Section 43 of the FTAA requires (amongst other things) the substantive application to:

- State whether the application relates to a priority project, and if so, include confirmation that to the best of the applicant's knowledge there are no competing applications (s43(1)(h));
- A statement of whether the project is planned to proceed in stages and if so, an outline of the nature and timing of the stages.

This application does not relate to a priority project.

Although the Project is planned to be implemented in stages given the significant scale of the Project, this application seeks the necessary approvals for the entirety of the Project. Of note:

- Earthworks have been consented under LUC60453761 (s9 land use) and LUS60459682 (s13 land use for streamworks) for the Stages 1, 2, 3, 4, 6, 9, 12, and Portions of Stage 10 & 11.
- Earthworks operations approved under the above consent have been underway since January 2026. A majority proportion of the consented earthworks area will be completed in May 2027, with the remaining earthworks scheduled for completion in 2028.
- It is anticipated that the bulk earthworks completed under the above consent should enable a civil construction period of approximately 5 years.
- The indicative programme for Stage 1 is as follows:
 - Following completion of Stage 1 earthworks, civil construction is proposed to be undertaken immediately (pending approval of Fast Track and Detailed Engineering Approvals).
 - Following Civil Construction and Compliance on Stage 1, it is anticipated that the Stage 1 titles will likely be issued between September 2028 to early 2029.

- Building Construction to deliver residential dwellings will begin in early 2029 and be completed by early 2030.
- Civil Construction and Compliance work required to obtain titles for subsequent stages that fall within the extent of the above approved earthworks consent will generally be undertaken in accordance with the staging programme indicated below:
 - Stage 2 Civil Construction and Compliance between 2029-2030, residential dwelling construction commencing in 2030.
 - Stage 3 Civil Construction and Compliance between 2030-2031, residential dwelling construction commencing in 2031.
 - Stage 4 Civil Construction and Compliance between 2031-2032, residential dwelling construction commencing in 2032.
 - Stage 6 Civil Construction and Compliance between 2031-2032, building construction commencing in 2032.
 - Stage 9 Civil Construction and Compliance between 2030-2031, commercial building construction commencing in 2031.
 - Stage 12 Civil Construction and Compliance between 2031-2032, commercial and residential apartment building construction commencing in 2032.
 - Portions of Stage 10 and 11, Civil Construction and Compliance between 2031-2032, residential dwelling and apartment building construction commencing in 2032.
- Bulk earthworks, civil construction, compliance, and building construction for the remaining wider development stages will be undertaken progressively between 2031-2032 through to 2039-2041.

Based on this staged implementation, BSLP is seeking a 15 year consent lapse period in which to give effect to the resource consent.

For the avoidance of doubt, while the Project will proceed in stages in terms of subdivision and physical construction, this substantive application under the FTAA is for all stages of the Project. A separate substantive application will not be lodged for each stage of the Project.

6.12 Existing Covenant to be Surrendered

Lot 2 Deposited Plan 501271 (110 Jack Lachlan Drive) is subject to a land covenant in favour of Lot 100 Deposited Plan 504488 (620 Whitford-Maraetai Road) and Lot 26 Deposited Plan 504488 (670 Whitford-Maraetai Road owned by Yueliang He and Fuyun Zhao and not part of the Project area). The covenant restricts the erection of any buildings within the area identified as area "A" on DP 166414 (also shown on the title plan, DP 501271 as area "C"):

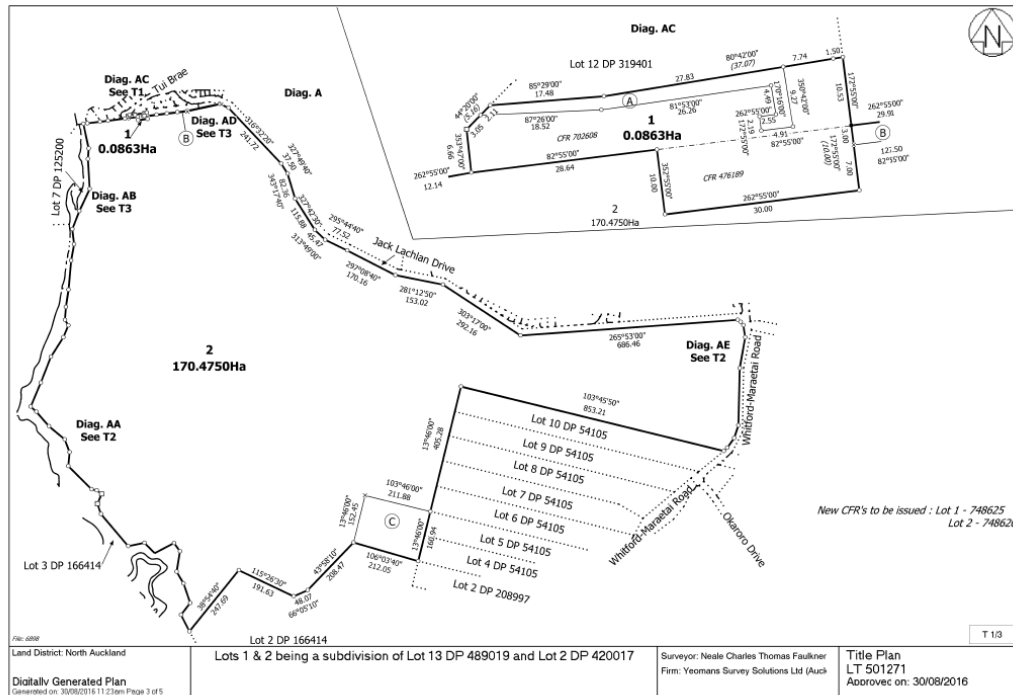


Figure 33: Title Plan – LT 501271.

As part of this Proposal, the private covenant will need to be surrendered to enable the construction of the buildings. However, it is noted that this covenant does not preclude the proposed roading and associated infrastructure.

Lot 2 Deposited Plan 501271 is also subject to easements for sewage and the conveyance of water, and these have been factored into the intended use and development of the land.

6.13 Mitigation Measures

The following management plans will be in place at the time of works, and are proposed as mitigation measures. These management plans will be prepared and provided as consent conditions for Council certification:

- Construction Management Plan ('CMP') – this will outline that the appropriate management procedures and construction methods are identified in order to avoid adverse effects on the environment from bulk earthworks and construction works. A draft CMP is provided in **Appendix 9**.
- Construction Traffic Management Plan ('CTMP') – this will include measures to avoid and mitigate effects on the road network around the Site, including truck routes, access points and traffic management measures. A draft CTMP is provided in **Appendix 8**;
- Construction Noise and Vibration Management Plan ('CNVMP') – this will include measures to avoid and mitigate effects on surrounding receivers during construction such as communication procedures, machinery selection, hours of work, works programme and so on. A draft CNVMP is provided in **Appendix 18**.
- Erosion and Sediment Control Plan ('ESCP') – this plan will outline staging of earthworks and the means of controlling the earthworks to protect the downstream receiving environment.

This can be finalised prior to works commencing and other standard conditions of consent in accordance with best practice can be imposed. A draft ESCP is provided in **Appendix 9**;

- Erosion and Sediment Control Adaptive Management Plan ('ESCAMP') – this will monitor the efficiency of the onsite erosion and sediment controls to monitor if the volume of sediments discharged from the site is resulting in adverse environment effects on the receiving environment. A draft ESCAMP is provided in **Appendix 9**;
- Chemical Treatment Management Plan ('ChTMP') – this will include a chemical treatment plan for all SRP and DEB to ensure contaminant levels of impounded water are within acceptable limits as well as to improve the sediment retention efficiency prior to discharge to the receiving environment. A draft ChTMP is provided in **Appendix 9**.
- Groundwater Settlement Monitoring and Contingency Plan ('GSMCP') – this will outline appropriate measures to mitigate any potential drawdown and settlements effects on the surrounding land, buildings and underground services.
- Contamination Site Management Plan ('CSMP') – this will outline appropriate measures that will be in place to manage and control disturbances of contaminants. The plans will include detailed measures that will be in place to protect the environment, surrounding people and workers during the works. A draft CSMP is provided in **Appendix 16**.
- Biodiversity Management Plan ('BMP') – this will provide a framework for implementing biodiversity restoration, enhancement, maintenance and monitoring within the EPAN and other ecological management measures including the freshwater compensation wetland, riparian margins outside the EPAN, and additional planting areas. The indicative extents of the proposed planting areas are showing in Figure 3 of the BMP provided in **Appendix 12**.
- Fauna Management Plan ('FMP') – this will outline practical procedures and management measures to avoid, minimise, and mitigate adverse effects on indigenous lizards, bats and birds during vegetation clearance and associated enabling earthworks and construction activities. The FMP is provided in **Appendix 12**.
- Native Fish Capture and Relocation Plan ('NFCRP') – this will provide for the rescue and relocation of indigenous fish from streams, ponds and other aquatic habitats where fish may be present. The NFCRP is provided in **Appendix 12**.
- Coastal Bird Management Plan ('CBMP') – this will address the requirements of 1458.9(8) of the Precinct. A draft CBMP is provided in **Appendix 13**.
- Marine Monitoring Plan ('MMP') – this will address routine monitoring requirements to monitor benthic ecology, sediment and water quality in the vicinity of the proposed wastewater outfall, monitoring of potential effects to subtidal and intertidal seagrass extent and quality in the Whitford embayment; adaptive monitoring approach and the process to determine sampling frequencies and review of the MMP.
- Archaeological Management Plan ('AMP') – this sets out procedures to be followed during earthworks and construction activities within and adjacent to known archaeological sites. It includes requirements for archaeological monitoring, investigation, recording, and reporting of archaeological material. It also includes requirements for archaeological monitoring, investigation, recording, and reporting of archaeological material. A draft AMP is provided in **Appendix 17**.

- Archaeological Vegetation Management Plan and Planting Plan ('AVMPP') – this sets out the framework for vegetation establishment, ongoing vegetation management, archaeological site protection, monitoring, and heritage interpretation. A draft AVMPP is provided in **Appendix 17**.
- Travel Management Plan ('TMP') – this is an operational management tool for commercial development greater than 500m². It complements the physical transport infrastructure by ensuring staff, tenants and operators are provided with practical information, incentives and management measures that reduce reliance on single-occupancy vehicle travel, particularly during the weekday commuter peak periods. A draft TMP is provided in **Appendix 8**.
- Transport Development and Subdivision Monitoring Plan ('TDSMR') – this will be prepared in accordance with Standard 1458.9(5) of the Precinct.
- Operational and Maintenance Plan ('OMP') – this plan will set out how the stormwater management system is to be operated and maintained to ensure that adverse environmental effects are minimised.
- Waste Management Plan ('WMP') – Waste management plans will be produced for apartments buildings and residential developments as a condition of consent and prior to the occupation of these buildings.

PART B – RESOURCE CONSENT APPROVALS (UNDER SECTION 42(4)(A))

7.0 PLANNING FRAMEWORK

7.1 Overview

This section of the application is provided in accordance with Schedule 5, clause 5(1)(h) of the FTAA which requires an assessment of the activity be provided against relevant provisions of the following documents provided in Schedule 5, clause 5(2) of the FTAA:

- (a) A national environmental standard.
- (b) Other regulations made under the RMA.
- (c) A national policy statement.
- (d) A New Zealand coastal policy statement.
- (e) A regional policy statement or proposed regional policy statement.
- (f) A plan or proposed plan.
- (g) A planning document recognised by a relevant iwi authority and lodged with a local authority.

The Project has been considered against the above documents in the following sections of this report as well as against the items listed in Schedule 5, clause 5(3)(a)-(c).

The application seeks all resource consents necessary for the construction and ongoing operation of the Project. The list of consents considered to be required is outlined below. For completeness, this application also seeks consent for any matters that are not listed below but which are subsequently identified as being necessary.

In summary, the Project requires: non-complying activity consent overall under the AUP(OP), discretionary activity consent under the National Environmental Standards for Contaminated Land and discretionary activity consent under the National Environmental Standards for Freshwater Management. Overall, the Project is assessed as a non-complying activity.

The Site has Business (Mixed Use, Light Industry and Local Centre), Residential (MHU, THAB and Large Lot) and FUZ under the AUP (OP) and is located within Sub-precincts A to F of the Precinct. The Stage 2 wastewater solution for discharge to the CMA will be located within the General Coastal Marine Zone. The Project requires approvals for the matters as outlined below. A detailed rules assessment against the applicable AUP(OP) standards is attached in **Appendix B**.

7.2 Resource Consents Required

7.2.1 Auckland Unitary Plan (Operative in Part)

The AUP(OP) was made operative in 2016. Since being made operative there have been a number of appeals and plan changes. A current Plan Change that has immediate bearing on this application is Proposed Plan Change 120 ('PC120') which is discussed in the sections below.

Reasons for consent under the AUP(OP) in accordance with clause 5(1)(f) of Schedule 5 of the Act are as follows:

Chapter E3 Lakes, rivers, streams and wetlands

- E3.4.1(A19) – The diversion of a stream to a new course and associated disturbance and sediment discharge is a discretionary activity outside overlays.
- E3.4.1(A33) – The proposal involves the extension of existing culverts beneath Jack Lachlan Drive which will be more than 30m in length when measured parallel to the direction of water flow. This is a discretionary activity outside overlays.
- E3.4.1(A49) – The proposal involves new reclamation of intermittent streams and wetlands to facilitate construction of the Project. This is a non-complying activity.

Chapter E5 On-site and small scale wastewater treatment and disposal

- E5.4.1(A6) – The proposal will involve the discharge of treated domestic-type wastewater and wastewater (excluding trade waste) that does not meet the relevant or is not provided for by any other rule in the Plan. The interim wastewater servicing strategy for the Project involves the implementation of an on-site wastewater treatment with a design capacity of 450m³/day whereby treated wastewater will be discharged to land via irrigation systems located within the 620 Whitford-Maraetai Road property. This is a discretionary activity.

Chapter E6 Wastewater network management

- E6.4.1(A6) – The proposal will involve the discharge of treated wastewater onto land and into water from a wastewater treatment plant. This is a discretionary activity.

Chapter E7 Taking, using, damming and diversion of water

- E7.4.1(20) – The proposal will involve dewatering (groundwater take) associated with groundwater diversion to enable the proposed bulk earthworks and construction of the basement car parking levels that is likely to take longer than 30 days and would therefore not meet permitted activity standards E7.6.1.6. This is a restricted discretionary activity.
- E7.4.1(A26) – The proposal will involve the take and use of groundwater from the existing Formosa bore and the proposed 620 bore for potable water supply purposes which is not otherwise listed in all zones. This is a restricted discretionary activity.
- E7.4.1(A41) – The proposal will involve the drilling of a new bore ('620 bore') on the 620 Whitford-Maraetai Road property for water take purposes which is not otherwise provided for in all zones. This is a controlled activity.

Chapter E8 Stormwater discharge and diversion

- E8.4.1(A10) - The proposal involves the discharge of stormwater runoff from impervious areas within the project area not otherwise provided for by Table E8.4.1. This is a discretionary activity.
- E8.4.1(A11) – The proposal involves the diversion and discharge of stormwater runoff from a new stormwater network within the project area. This is a discretionary activity.

Chapter E9 Stormwater quality – High contaminant generating carparks and high use roads

- E9.4.1(A6) – The proposal involves the development of a new high contaminant generating car park greater than 5,000m² with approximately 40,325m² of car parking and associated accessways proposed within the project area which complies with controlled activity standards E9.6.2.1. This is a controlled activity.

- E9.4.1(A7) – The proposal involves the development of a new high use road greater than 5,000m² with approximately 232,426m² of new high use road proposed which complies with controlled activity standards E9.6.2.2. This is a controlled activity.

Chapter E10 Stormwater management area – Flow 1 and Flow 2

- E10.4.1(A3) – The proposal involves the development of new impervious area other than for a road greater than 50m² within the SMAF 1 control complying with standard E10.6.1 and E10.6.4.1. This is a restricted discretionary activity.
- E10.4.1(A7) – The proposal involves the development of new impervious area greater than 5,000m² for roads to be vested and operated by a road controlling authority within the SMAF 1 control with approximately 232,426m² proposed and complying with Standard E10.6.1 and Standard E10.6.4.2. This is a restricted discretionary activity.

Chapter E11 Land Disturbance – Regional

- E11.4.1(A5) – The proposal will involve greater than 50,000m² of land disturbance (49.8610 ha proposed) where land has a slope less than 10 degrees outside the sediment control protection area. This is a restricted discretionary activity.
- E11.4.1(A8) - The proposal will involve greater than 2,500m² of land disturbance (48.8060 ha proposed) where the land has a slope equal to or greater than 10 degrees across the Residential, Business and Future Urban zonings of the project area. This is a restricted discretionary activity.
- E11.4.1(A9) - The proposal will involve greater than 2,500m² of land disturbance (42.1789 ha proposed) within the sediment control protection area to facilitate construction of the Project across the Residential, Business and Future Urban zonings of the project area. This is a restricted discretionary activity.

Chapter E12 Land Disturbance – District

- E12.4.1(A6) - The proposal will involve greater than 2,500m² of land disturbance (118.6 hectares proposed) across the Residential, Business and Future Urban zonings of the Site to facilitate construction of the project. This is a restricted discretionary activity.
- E12.4.1(A10) - The proposal will involve greater than 2,500m³ of land disturbance (total cut volume of 756,000m³ and 588,000m³ of fill proposed) across the Residential, Business and Future Urban zonings of the Site to facilitate construction of the project. This is a restricted discretionary activity.

Chapter E14 Air Quality

- E14.4.1(A163) – The proposal involves the discharge of contaminants into air from the treatment of municipal wastewater in the high and medium air quality area. This is a discretionary activity.

Chapter E15 Vegetation Management and biodiversity

- E15.4.1(A18) – The proposal involves vegetation alteration or removal within 20m of a natural wetland and in bed of a river or stream (permanent/intermittent). This is a restricted discretionary activity.

- E15.4.1(A19) – The proposal involves vegetation alteration or removal within 10m of urban streams. This is a restricted discretionary activity.
- E15.4.1(A20) – The proposal involves vegetation alteration or removal of greater than 25m², and tree alteration or tree removal of any indigenous tree over 3m in height within 50m of mean high water springs to facilitate construction of any stormwater outfall structures discharging to the coastal marine area. This is a restricted discretionary activity.
- E15.4.1(A21) – The proposal involves vegetation alteration or removal of greater than 25m², and tree alteration or tree removal of any indigenous tree over 3m in height within 20m of mean high water springs to facilitate construction of any stormwater outfall structures discharging to the coastal marine area. This is a restricted discretionary activity.
- E15.4.1(A22) – The proposal involves vegetation alteration or removal of greater than 25m², and tree alteration or tree removal of any indigenous tree over 3m in height that is within a horizontal distance of 20m from the top of any cliff with a slope angle steeper than 1 in 3 and within 150m of mean high water springs to facilitate construction of any stormwater outfall structures discharging to the coastal marine area. This is a restricted discretionary activity.
- E15.4.1(A43) – The proposal involves vegetation alteration or removal within the SEA-T overlay to facilitate construction of any stormwater outfall structures discharging to the coastal marine area. This is a discretionary activity.

Chapter E17 Trees in Roads

- E17.4.1(10) – The proposal involves removal of any tree greater than 4m in height or greater than 400mm in girth. This is a restricted discretionary activity.

Chapter E23 Signage

- E23.4.2(A53) - The proposal will involve comprehensive development signage associated with the commercial activities in the Village Centre, the live-work units the Employment sub-precinct, the two education facilities and hotel. This is a restricted discretionary activity.

Chapter E25 Noise and Vibration

- E25.4.1(A2) – Construction noise levels during construction of the Project involving a duration of construction work that is more than 20 weeks are predicted to exceed the construction noise limits in Standard E25.6.2.27(1). This is a restricted discretionary activity.
- E25.4.1(A2) – Construction vibration amenity levels during construction of the Project are predicted to exceed the vibration amenity limits in Standard E25.6.30(1)(b). This is a restricted discretionary activity.

Chapter E26 Infrastructure

- E26.2.3.1(A54) – The proposal involves the construction of a wastewater treatment plant located on land zoned FUZ land as part of the ultimate wastewater solution for the Project. This is a restricted discretionary activity.
- E26.2.3.1(A55) – The proposal involves the construction of stormwater detention/retention ponds/wetlands for stormwater management purposes. This is a controlled activity.

Chapter E27 Transport

- E27.4.1(A2) – The proposal involves parking, loading and access which is accessory to an activity but which does not comply with the standards for parking, loading and access as restricted discretionary activities, as described within the ITA in **Appendix 8**.
 - E27.6.2(8) – The loading space provision for superlot CM2 does not meeting the minimum requirement of one space and none are provided.
 - E27.6.3.4 – The reverse manoeuvring for Apartment MP3-B provides an accessway serving more than four parking spaces with a separate vehicle crossing is provided for the loading space and thereby requiring the loading vehicle to reverse manoeuvre onto the local road in order to exit the loading space.
 - E27.6.4.2(2) - The vehicle crossings serving the MP3-B (loading zone), MP26-A (eastern carpark), CM1, and VC1 do not comply with the maximum permitted widths (see Table 7-2 in ITA).
- E27.4.1(A3) – The proposal involves the development of activities which exceeds the trip generation standards set out in Standard E27.6.1 and Table E27.6.1.1 as a restricted discretionary activity noted below:
 - Table E27.6.1.1(T4) – development of a primary education facility for 600 students which exceeds the new development threshold of 167 students.
 - Table E27.6.1.1(T5) – development of a secondary education facility for 1,500 students which exceeds the new development threshold of 333 students.
 - Table E27.6.1.1(T8A) – development of retail activities (non-drive through) with a total GFA of 6,261m² which exceeds the new development threshold of 1,667m².
 - Table E27.6.1.1(T10) – development of other industrial activities with a total GFA of 29,099m² which exceeds the new development threshold of 10,000m².
- E27.4.19(A5) – The proposal involves the construction and use of a vehicle crossing where a Vehicle Access Restriction application under Standard E27.6.4.1(3) because the vehicle crossing serving apartment building MP3-A, MP16-A and the CM5 superlot do not comply with the minimum requirements for separation from an adjacent intersection as they achieve less than 10m separation from the nearest intersections. This is a restricted discretionary activity.

Chapter E30 Contaminated Land

- E30.4.1(A7) – Discharges from the soil disturbance at 758 and 770 Whitford-Maraetai Road will require consent as a discretionary activity.

Chapter E36 Natural Hazards and Flooding

- E36.4.1(A30) – The proposal involves on-site wastewater treatment and disposal systems and effluent disposal fields in the 1 per cent annual exceedance probability (AEP) floodplain on the 620 Whitford-Maraetai Road site. This is a restricted discretionary activity.
- E36.4.1(A37) - The proposal involves the construction of a new building on land located within the 1% AEP floodplain as shown on the planning maps. This is a restricted discretionary activity.

- E36.4.1(A38) – The proposal involves the use of the new building to accommodate more vulnerable activities (dwellings) located within the 1% AEP floodplain. This is a restricted discretionary activity.
- E36.4.1(A41) – The proposal involves diverting the entry or exit point of any part of an overland flow path within the project area. This is a restricted discretionary activity.
- E36.4.1(A56) – The proposal involves infrastructure in the 1% AEP flood plain and overland flow paths including within the 100-year ASCIE as shown on the planning maps which are not otherwise provided for. This is a restricted discretionary activity.

Chapter E38 Subdivision – Urban

- E38.4.1(A7) – The proposal involves subdivision of a site with two or more zones. This is a restricted discretionary activity.
- E38.4.1(A8) – The proposal involves subdivision establishing an esplanade reserve. This is a restricted discretionary activity.
- E38.4.1(A11) - The proposal involves the subdivision of land within the 1% AEP floodplain and land which may be subject to instability. This is a restricted discretionary activity.
- E38.4.1(A13) - The proposal involves subdivision that does not meet the restricted discretionary activity standard in E38.7 standards for subdivision for specific purposes. This is a discretionary activity. The following standard is not met:
 - Standard E38.7.3.1 because where a site has two or more zones the lot boundaries of the subdivision do not follow, as near as possible to, the zone boundaries. 1
- E38.4.1(A14) – The proposal involves subdivision in residential zones in accordance with an approved land use consent complying with Standard E38.8.2.1. This is a restricted discretionary activity.
- E38.4.1(A19) – The proposal involves vacant sites subdivision in residential zones involving parent sites of 1ha or greater not complying with Standard E38.8.3.1 for the MHU zone is a non-complying activity.
- E38.4.1(A21) – The proposal involves the subdivision of sites identified within the Subdivision Variation Control not complying with Standard E38.8.2.4 (I458 Beachlands South Precinct: Large Lot Zone in Sub-precinct D, Coastal) because some vacant lots proposed in the Large Lot zone of the Coastal sub-precinct have a minimum net site area less than 1,000m². This is a non-complying activity.
- E38.4.1(A30) – The proposal involves subdivision in Table E38.4.2 that does not meet general standard E38.6.6 because the subdivision scheme plans do not show areas of indigenous vegetation, wetlands and streams. This is a discretionary activity.
- E38.4.3(A33) - The proposal involves subdivision in business zones in accordance with an approved land use resource consent complying with Standard E38.9.2.1. This is a restricted discretionary activity.
- E38.4.1(A34) – The proposal involves subdivision in business zones around existing buildings and development in terms of the existing Formosa clubhouse that will be modified but retained and complying with Standard E38.9.2.2. This is a restricted discretionary activity.

- E38.4.1(A35) – The proposal involves vacant sites subdivision in the Light Industry zone (Sub-precinct F, Employment) complying with Standard E38.9.2.3. This is a restricted discretionary activity.
- *Chapter E40 Temporary Activities*
- E40.4.1(A24) – The proposal will involve temporary activities associated with building and construction (including structures and buildings that are accessory activities) for a duration of more than 24 months as provided for in Table E40.4.1(A20). These temporary activities include construction of the project and associated enabling works. This is a restricted discretionary activity.

Chapter F2 – General Coastal Marine Zone

- F2.19.2(A12) – The proposal involves disposal of organic materials of natural origin (i.e., shells) associated with the proposed shellbank enhancement as part of the compensation works. This is a discretionary activity.
- F2.19.4(A37) – The proposal involves CMA disturbance in the General Coastal Marine ('GCM') zone that is not otherwise provided for in relation to excavating, drilling or tunnelling of the proposed coastal outfall in the CMA associated with the Stage 2 wastewater concept. This is a discretionary activity.
- F2.19.4(A49) – The proposal involves mangrove removal for maintaining or enhancing ecological areas as part of the proposed compensation works. This is a discretionary activity.
- F2.19.4(A55) – The proposal involves temporary diversion of water during the coffer dam construction. This is a discretionary activity.
- F2.19.7(A69) – The proposal involves the discharge of treated wastewater from a wastewater treatment plant in the GCM zone. This is a discretionary activity.
- F2.19.8(A84) – The proposal involves the use of the coastal marine area and/or occupation of the common marine and coastal area by activities that are not otherwise provided for in Table F2.19.8 Use and activities or in table F2.19.10 in relation to the proposed coastal outfall in the CMA associated with the Stage 2 wastewater concept. This is a discretionary activity.
- F2.19.8(A96) – The proposal involves temporary vehicle use of the foreshore and seabed associated with the delivery of shells associated with the shellbank enhancement as part of the compensation works. This is a non-complying activity.
- F2.19.8(A114) – The proposal involves underwater blasting for impact and/or vibratory piling associated with the construction and removal of the coffer dam. This is a restricted discretionary activity.
- F2.19.10(A121) – The proposal involves the construction of CMA structures within the GCM zone in relation to the proposed coastal outfall in the CMA associated with the Stage 2 wastewater concept. This is a discretionary activity. F2.19.10(A126) – The proposal involves CMA structures located below the surface of the foreshore and seabed, constructed by methods other than trenching. The wastewater outfall pipe construction will utilise horizontal drilling. This is a discretionary activity.

- F2.19.10(A127) – The proposal involves occupation associated with coastal marine area structures located below the surface of the foreshore and seabed in relation to the proposed coastal outfall in the CMA. This is a restricted discretionary activity.
- F2.19.10(A133) – The proposal involves infrastructure coastal marine area structures in relation to the proposed coastal outfall in the CMA which is not otherwise provided for. This is a discretionary activity.

Chapter H11 - Local Centre Zone

- H11.4.1(A21) – The proposal involves retail greater than 450m² per tenancy in the Village Centre. This is a restricted discretionary activity.
- H11.4.1(A23) – The proposal involves supermarkets greater than 450m² per tenancy in the Village Centre. This is a restricted discretionary activity.
- H11.4.1(A44) – The proposal involves the development of new buildings. This is a restricted discretionary activity.
- H11.6.1(1) – The proposal involves the development of Apartment Building RS1 in the VC1 lot and Apartment Building C in the VC4 lot which exceed the maximum permitted building height of 24m specified in the Height Variation Control, as per the below. This is a restricted discretionary activity pursuant to Standard C1.9(2).
 - VC1 lot – maximum vertical height of 2.055m over a maximum horizontal length of 48.2m.
 - VC4 lot - maximum vertical height of 1.3m over a maximum horizontal length of 9.629m.
- H11.6.3(1) – The proposal involves residential in the form of dwellings at the ground floor within Apartments A, B and C within the VC4 lot. This is a restricted discretionary activity pursuant to Standard C1.9(2).

Chapter H13 – Mixed Use Zone

- H13.4(A8) – The proposal involves conference facilities in the Mixed Use zone. This is a discretionary activity.
- H13.4(A45) - The proposal involves the development of new buildings. This is a restricted discretionary activity.
- H13.6.1(1) - The proposal involves the development of Apartment Building B and C within the VC3 lot which exceed the maximum permitted building height of 18m, as per the below. This is a restricted discretionary activity pursuant to Standard C1.9(2).
 - Apartment Building B - maximum vertical height of 2.823m over a maximum horizontal length of 36.919m.
 - Apartment Building C - maximum vertical height of 3.2m over a maximum horizontal length of 45.446m.

Chapter H18 – Future Urban Zone

- Buildings in the FUZ have the same activity status and standards as apply to the land use activity that the new building is designed to accommodate. In this case, the wastewater treatment plant is a restricted discretionary activity. Therefore, the building associated with the wastewater treatment plant is a restricted discretionary activity under H18.4.1(A2)

Chapter I458 - Beachlands South Precinct

- I458.4.1(A2) – The proposal involves four or more dwellings per site in the THAB and MHU zone. This is a restricted discretionary activity.
- I458.4.1(A4) – New buildings not otherwise provided for in Tables I458.4.1 to I458.4.6 is a restricted discretionary activity.
- I458.4.1(A8) – Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Rows a) to d) is a non-complying activity. The proposal does not comply because:
 - Row (a) – The upgrade of Jack Lachlan Drive due to construction staging whereby 68 out of 500 dwellings are proposed to be occupied prior to the full upgrade being completed. Only Site A will be completed and all other upgrades at Sites B and E will not be completed.;
 - Row (b) – The upgrade of Jack Lachlan Drive required in row (a) described above will not be complied with, but the upgrade at Site D will be complied with;
 - Row (c) - The upgrade of Jack Lachlan Drive required in row (a) described above will not be complied with and the upgrade at Site C is not proposed and therefore will not be complied with; and
 - Row (d) – The upgrade of Jack Lachlan Drive required in row (a) described above will not be complied with and the upgrade at Site C will not be complied with, but the upgrade at Site B will be complied with.
- I458.4.1(A9) - Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Row e) is a discretionary activity. The proposal does not comply because the upgrades all the upgrades in rows (a) – (d) above are not complied as described above and the upgrade in Site F is not proposed.
- I458.4.1(A10) - Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport upgrades and table I458.6.3.2 (Threshold for Subdivision and Development for Ferry Capacity) is a discretionary activity. The proposal does not comply with row (e) in table I458.6.3.2 because a condition of consent is proposed to assess the ferry service requirements once the 1,900 dwellings are exceeded.
- I458.4.1(A13) – The proposal involves the development of publicly accessible open spaces greater than 1,000m². This is a restricted discretionary activity.
- I458.4.1(A14) – The proposal involves development of a civic space as shown on Precinct Plan 3. This is a controlled activity.
- I458.4.1(A15) – The proposal involves establishment of the coastal Pathway as shown on Precinct Plan 5. This is a controlled activity.
- I458.4.1(A20) – The proposal involves vegetation alteration or removal within the EPAN for all other purposes, such as remediation of the slip within the EPAN, which is not otherwise provided for. This is a discretionary activity.
- I458.4.1(A21) – The proposal involves Subdivision or development that does not comply with standard I458.6.6 Ecological Protected Area Network is a discretionary activity. The proposal does not comply because:

- Earthworks are proposed within the EPAN between sub-precincts A and C for slip remediation purposes; and
- The subdivision scheme plans do not show the information required in Standard I458.6.6(3). This is a discretionary activity.
- I458.4.1(A23) - Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Rows a) to d) is a non-complying activity. The proposal does not comply for the reasons given in I458.4.1(A8) above.
- I458.4.1(A24) - Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Row e is a discretionary activity. The proposal does not comply for the reasons given in I458.4.1(A9) above.
- I458.4.1(A25) - Subdivision that does not comply with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades and Table I458.6.3.2 (Threshold for Subdivision and Development for Ferry Capacity) is a discretionary activity. The proposal does not comply for the reasons given in I458.4.1(A10) above.
- I458.4.1(A29) - Subdivision and/or development that does not comply with Standard I458.6.14 Road Design is a restricted discretionary activity. The proposal does not comply for the reasons as set out in Table 10-1 of the ITA in **Appendix 8**, in addition to the following:
 - Precinct Plan 3 shows that an indicative primary and secondary collector road is proposed within Sub-precinct D, Coastal which therefore requires cycle provision in accordance with Appendix 1 of the Precinct Plan. However, this indicative road has been designed as a local road therefore no cycle provision is provided.
- I458.4.1(A33) - Subdivision specified in (A30) or (A31) not meeting General Standards E38.6.2 to E38.6.6 inclusive is a discretionary activity. The proposal involves subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as restricted discretionary activities in the THAB or MHU Zones that does not comply with standard E38.6.6.
- I458.4.1(A45) – The proposal involves the development of new buildings in Sub-precinct F, Employment as a restricted discretionary activity.
- I458.6.1 – The proposal does not comply with the building height standard for the reasons below. This is a restricted discretionary activity pursuant to Standard C1.9(2).
 - I458.6.1(1) – Apartment Building B and C within the VC3 lot which exceed the maximum permitted building height of 18m in the underlying Mixed Use zone;
 - I458.6.1(2) – Various buildings will exceed the height in metres in Standard I458.6.17(2)(a) for land zoned THAB or MHU (refer compliance tables in **Appendix D** for specific buildings and extent of non-compliance); and
 - I458.6.1(3) - Apartment Building RS1 in the VC1 lot and Apartment Building C in the VC4 lot which exceed the maximum permitted building height of 24m specified in the Height Variation Control in the underlying Local Centre zone;

- I458.6.12 – The proposal does not comply with the Large Lot zone standard for the reasons below. This is a restricted discretionary activity pursuant to Standard C1.9(2).
 - I458.6.12(1) – Not all proposed sites identified in the Subdivision Variation Control on the planning maps comply with the minimum net site area in Table E38.8.2.4.1 because some are below the minimum net site area requirement of 1,000m²;
 - I458.6.12(2) – A maximum building coverage of 50% is proposed for sites with a minimum net site area less than 1,000m² identified in the Subdivision Variation Control where the permitted maximum is 35%; and
 - I458.6.12(3) – A impervious area of 65% is proposed for sites with a minimum net site area less than 1,000m² identified in the Subdivision Variation Control where the permitted maximum is 50%;
- I458.6.16 – Subdivision and development adjoin a planned cycle path in Appendix 1 of the Precinct Plan and not all subdivision and development achieves rear access so that no driveway is provided directly over the planned cycleway. This is a restricted discretionary activity pursuant to Standard C1.9(2). I458.6.17.
- The proposal does not comply with the MDRS for the reasons below. This is a restricted discretionary activity pursuant to Standard C1.9(2) - (refer compliance tables in **Appendix D** for specific buildings and extent of non-compliance).
 - I458.6.17(1) – More than 3 dwellings per site are proposed on some sites;
 - I458.6.17(2)(a)- Various buildings will exceed the height in metres in Standard for land zoned Residential – THAB or MHU;
 - I458.6.17(2)(b) – The height in relation to boundary standard is not complied with;
 - I458.6.17(2)(c) – The yard standard is not complied with;
 - I458.6.17(2)(d) – The building coverage standard is not complied with;
 - I458.6.17(2)(e) – The outdoor living space standard is not complied with;
 - I458.6.17(2)(f) – The outlook space standard is not complied with;
 - I458.6.17(2)(g) – The windows to street standard is not complied with; and
 - I458.6.17(2)(h) – The landscape area standard is not complied with.

7.2.2 AUP(OP) Plan Change 120

PC120 to the AUP was publicly notified by Auckland Council on 3 November 2025. PC120 aims to manage housing intensification and natural hazards.

Certain rules regarding natural hazards have immediate legal effect from 3 November 2025. Reasons for consent under PC120 in accordance with clause 5(1)(f) of Schedule 5 of the FTAA are as follows:

Land Disturbance – District

- E12.4.1 - The proposal involves earthworks within a flood prone area not complying with Standard E12.6.2.(11) which is a restricted discretionary activity pursuant to standard C1.9(2).

Natural Hazards and Flooding

- E36.4.1A (A79) - Activities where natural hazard risk is potentially tolerable in accordance with Table E36.3.1B.1 in a low flood hazard area is a restricted discretionary activity.
- E36.4.1A(A89) - The proposal involves on-site wastewater treatment and disposal systems and effluent disposal fields in the 1 per cent annual exceedance probability (AEP) floodplain on the 620 Whitford-Maraetai Road site is a restricted discretionary activity.
- E36.4.1A(A92) - The proposal involves stormwater management devices in the 1% AEP flood plain as shown on the planning maps is a restricted discretionary activity.
- E36.4.1A(A98) - All other structures and buildings (including retaining walls) in the 1 per cent annual exceedance probability (AEP) floodplain and flood prone areas is a restricted discretionary activity.
- E36.4.1A(102) – The proposal involves diverting the entry or exit point of any part of an overland flow path within the project area is a restricted discretionary activity.
- E36.4.1A(107) – The proposal involves infrastructure associated with the wastewater outfall pipe in a coastal hazard area. This is a restricted discretionary activity.

Subdivision – Urban

- E38.4.1(A11) - Subdivision of land within any of the following natural hazard areas: flood hazard areas (excluding overland flow paths), coastal hazard areas, medium landslide susceptibility assessment areas, or high landslide susceptibility assessment areas is a restricted discretionary activity. The Site is subject to a low flood hazard area.

7.2.3 National Environmental Standard for Assessment and Managing Contaminants in Soil to Protect Human Health 2011

The NESCS is a nationally consistent set of planning controls and soil contaminant values. It seeks to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated or the contaminants contained to make the land safe for human use.

A Detailed Site Investigation ('DSI') was undertaken for the majority of the project area and this identified that activities on the Hazardous Activities and Industrial List ('HAIL') have occurred on the Site and contaminants remain above background concentrations. A DSI has not been undertaken for 758 and 770 Whitford-Maraetai Road however from the investigations undertaken by T+T to date, it is concluded that 758 and 770 Whitford-Maraetai Road may have been subjected to HAIL activities based on the age of the dwellings and the potential for the use of asbestos and/or lead based paint on or in the structures. As such, this piece of land is deemed to have been used for HAIL activities and the NESCS applies.

The DSI and Contamination Site Management Plan ('CSMP') prepared by T+T in **Appendix 16** concludes that the Site will be suitable for development. However, resource consent is required under the NESCS regulations as follows:

- Regulation 11 – As a DSI has not been undertaken for 758 and 770 Whitford-Maraetai Road. This is a discretionary activity.

7.2.4 National Environmental Standards for Freshwater 2020

The National Environmental Standards for Freshwater 2020 ('NES-F') regulates activities that pose risks to the health of freshwater and freshwater ecosystems such as farming activities reclamation of streams and wetlands, and the passage of fish affected by structures.

Resource consent is required under the NES-F regulations as follows:

- Regulation 45C(1) – The proposal involves vegetation clearance within and within a 10m setback of a natural inland wetland for the purpose of constructing urban development. This is a restricted discretionary activity.
- Regulation 45C(2) – The proposal involves earthworks or land disturbance within a 10m setback of natural inland wetland for the purpose of constructing urban development. Earthworks are also proposed within a natural inland wetland that will result in the complete drainage and reclamation of this wetland. This is a restricted discretionary activity.
- Regulation 45C(3) - The proposal involves earthworks or land disturbance within a 100m setback of a natural inland wetland for the purpose of constructing urban development and is likely to result in the partial drainage of those wetlands. This is a restricted discretionary activity.
- Regulation 45C(4) - The proposal involves the diversion of water within a 100m setback of a natural inland wetland for the purpose of constructing urban development and is likely to change the water level range or hydrological function of the wetlands. This is a restricted discretionary activity.
- Regulation 45C(5) - The proposal involves the discharge of water within a 100m setback of a natural inland wetland for the purpose of constructing urban development and is likely to change the water level range or hydrological function of the wetlands. This is a restricted discretionary activity.
- Regulation 57 – The proposal involves the reclamation 18 stream sections accounting for a total length of approximately 645 lineal metres and 330.3m² of stream bed area. This is a discretionary activity.

7.3 Other National Environmental Standards

The proposal does not require resource consents under any of the other National Environmental Standards, including:

- National Environmental Standards for Air Quality 2004
- National Environmental Standards for Commercial Forestry
- National Environmental Standards for Telecommunication Facilities
- National Environmental Standards for Electricity Transmission Activities
- National Environmental Standards for Sources of Drinking Water
- National Environmental Standards for Marine Aquaculture
- National Environmental Standard for Storing Tyres Outdoors
- National Environmental Standards for Detached Minor Residential Units

- National Environmental Standards for Greenhouse Gas Emissions from Industrial Process Heat
- National Environmental Standards for Papakāinga

7.4 Permitted Activities

In accordance with clause 5(5)(a) of Schedule 5 of the FTAA the following permitted activities are part of the proposal to which the consent application relates. Resource consent is not required for these activities under section 87A(1) of the RMA.

7.4.1 AUP(OP)

Chapter E3 Lakes, Rivers, Streams and Wetlands

- Bridges and the associated bed disturbance complying with standards in E3.6.1.16 is provided for as a permitted activity outside of any overlays in Table E3.4.1(A29). The open space strategy for the Project includes bridges in the form of boardwalks over streams. The relevant standards are captured in the proposed consent conditions in **Appendix C** to ensure compliance will be achieved.
- Stormwater outfalls complying with the standards in E3.6.1.14 are a permitted activity under E26.2.3(A56).

Chapter E8 Stormwater – Discharge and diversion

- E8.4.1(A1) - The proposal involves the diversion of stormwater runoff from lawfully established impervious areas directed into an authorised stormwater network that complies with Standard E8.6.2.1 because the impervious area will be lawfully established as part of this consent.

Chapter E14 Air Quality

- The proposal involves emergency generators used for the purpose of generating electricity for premises during mains power unavailability (includes operation for the purpose of generator testing and maintenance). This is a permitted activity in Table E14.4.1(A48).

Chapter E15 Vegetation management and biodiversity

- The proposal involves vegetation removal within the project area to facilitate development of the Project which is likely to include pest plant removal which is provided for as permitted activity in Table E15.4.1(A6).

Chapter E24 Lighting

- The proposal is likely to involve the provision of external lighting around the buildings complying with general standards E24.6.1 and the relevant standards that apply in Table E24.6.1.1 for lighting of the Project across the different business and residential zones. Lighting activities that comply with all the relevant permitted activity standards is provided for as a permitted activity in Table E24.4.1(A1). The relevant standards Chapter 24 in are captured in the proposed consent conditions in **Appendix C** to ensure compliance will be achieved.

Chapter E25 Noise and vibration

- The proposal involves both activities emitting operational and construction noise and vibration at all adjacent properties that will comply with the relevant permitted activity standards and is provided for as a permitted activity in Table E25.4.1(A1). The acoustic report in **Appendix 18**

demonstrates how the relevant permitted activity standards will be complied with and the proposed conditions of consent in **Appendix C** include relevant noise and vibration conditions to ensure compliance will be achieved.

- The proposal involves the development of ‘noise sensitive spaces’ in terms of dwellings and visitor accommodation within the Local Centre and Mixed Use zones that will be designed and/or insulated so that the internal noise levels do not exceed those specified in Table E25.6.10.1 for the zone. The acoustic report specifies in **Appendix 18** states that there will no challenges to achieving compliance with this design standard and the proposed conditions of consent in **Appendix C** requires an acoustic engineer to provide written certification to confirm buildings containing ‘activities sensitive to noise’ have been designed and constructed to those standards.

Chapter E27 Transport

- Section 10.2 of the ITA in **Appendix 8** provides a detailed permitted activity assessment of the proposal against the relevant transportation standards.

Chapter E36 Natural hazards and flooding

- The proposal involves surface parking and above ground parking areas in the 1% AEP floodplain that comply with standard E36.6.1.7 which is provided for as a permitted activity in Table E36.4.1(A24).
- The proposal involves the construction of private roads and accessways within the 1% AEP flood plain which is provided for as a permitted activity under Table E36.4.1(A27).
- The proposal involves buildings and structures on land which may be subject to land instability that comply with standard E36.6.1.11 which is provided for as a permitted activity in Table E36.4.1(A43). The geotechnical report in **Appendix 15** provides site stability or geotechnical recommendations for the proposal and the geotechnical related proposed conditions of consent in **Appendix C** contains those recommendations to ensure they will be complied with.

Chapter F2 Coastal – General Coastal Marine Zone

- The proposal involves exotic vegetation/pest plant removal in the CMA. This is a permitted activity under Table F2.19.4(A43).
- The proposal involves planting of native vegetation in the CMA. This is a permitted activity under Table F2.19.5(A51).

Chapter H11 – Local Centre Zone

- H11.4.1(A2) – Dwellings is a permitted activity.
- H11.4.1(A7) – Commercial services is a permitted activity.
- H11.4.1(A13) – Food and beverage is a permitted activity.
- H11.4.1(A20) – Retail up to 450m² per tenancy is a permitted activity.
- H11.4.1(A28) – Community facilities is a permitted activity.

Chapter H13 – Mixed Use Zone

- H13.4(.1A2) – Dwellings is a permitted activity.

- H13.4.1(A6) – Visitor accommodation is a permitted activity.
- H13.4.1(A30) – Education facilities is a permitted activity.

Chapter H17 – Light Industry Zone

- H17.4.1(A2) – Workers accommodation (live-work units) is a permitted activity.
- H17.4.1(A38) – New buildings is a permitted activity.

Chapter I458 Beachlands South Precinct

- I458.4.1(A17) - Pest and invasive vegetation removal within the Ecological Protected Area Network as shown on Precinct Plan 2, is a permitted activity.
- I458.4.1(A18) - 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, is a permitted activity.
- I458.4.1(A38) – Education facilities in Sub-Precinct C, Community is a permitted activity.
- I458.4.1(A39) – Community facilities in Sub-Precinct C, Community is a permitted activity.
- I458.4.1(A40) – Visitor accommodation in Sub-Precinct C, Community is a permitted activity.
- I458.4.1(A41) – Organised sport and recreation including associated maintenance in the Golf Course Special Area shown on Precinct Plan 1 in Sub-Precinct C, Community is a permitted activity.

7.4.2 PC 120

Chapter E36 Natural hazards and flooding

- E36.4.1B(A112) - On-site septic tanks, wastewater treatment and disposal systems, effluent disposal fields, underground storage tanks, water tanks (including rainwater tanks) or stormwater pipes or soakage fields, accessways private roads and roads intended to be vested in landslide hazard risk areas that comply with Standard E36.6.A1 in a low to moderate landslide hazard risk area is a permitted activity.
- E36.4.1B(A128) - All other buildings and structures, including retaining walls, in landslide hazard risk areas that comply with Standard E36.6.A1 in a low to moderate landslide hazard risk area is a permitted activity.
- E36.4.1A(A81) - Surface parking and above ground parking areas (including vehicle entry and exit points) in a low flood hazard area is a permitted activity.

7.5 Overall Activity Status

Overall, the application requires non-complying activity consent under the AUP(OP), discretionary activity consent under the NESCS and discretionary activity consent under the NES-F.

The majority of reasons for consent either have a controlled, restricted discretionary or discretionary activity status under the AUP-OP. However, in this case, we have taken a conservative approach and assessed the application overall as a non-complying activity. Where there is a group of activities in an application which are closely associated with each other, or are directed towards one dominant use or purpose, they should be assessed holistically as a single “bundle”, according

to the most stringent activity status. Part C1.5 of the Unitary Plan (Applications for more than one activity) and Part C1.6. (Overall activity status) also inform this judgment.

The overall activity status for this application is **non-complying**.

A comprehensive assessment of the Project against the statutory framework is provided in Section 9 of this AEE.

7.6 Auckland Unitary Plan – Special Information Requirements

This section sets out the special information requirements relevant to the reasons for consent that are required under the AUP(OP).

7.6.1 Auckland-wide – Special Information Requirements

7.6.1.9 Hazard Risk Assessment

E36.9(1) of Chapter E36 of the AUP(OP) requires a hazard risk assessment to be undertaken when subdivision, use or development requiring resource consent is proposed to be undertaken on land which is subject to the 1 per cent annual exceedance probability (AEP) floodplain, coastal storm inundation 1 per cent annual exceedance probability (AEP), coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise.

T+T has undertaken a hazard risk assessment in relation to coastal hazards for the project and this is provided as **Appendix 12** of the application material. HG has undertaken a hazard risk in relation to flood hazards for the Project and this is provided as **Appendix 12** of the application material.

7.6.1.10 Lighting Plan

E24.9(1) of Chapter E24 requires a Lighting Plan to be provided when lighting is required under Standards E27.6.3.7(2) and E24.6.2 of the AUP. A Lighting Plan prepared suitably experienced and qualified lighting specialist is provided in **Appendix 19** of the application material.

7.6.2 I458 Beachlands South Precinct – Special Information Requirements

7.6.2.11 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. Viridis has prepared a Riparian Planting Plan included within the BMP and this is enclosed as **Appendix 12**.

7.6.2.12 Biodiversity Management Plan

Any application for subdivision in the Precinct involving the EPAN as identified on Precinct Plan 2 must be accompanied by a Biodiversity Management Plan for the EPAN. Viridis has prepared a BMP and this is enclosed as **Appendix 12**.

7.6.2.13 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. Clough & Associates has prepared this management and planting plan and this is enclosed as **Appendix 17**.

7.6.2.14 Integrated Transport Assessment

An application to infringe Standard I458.6.3 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. Hughes Traffic & Transport has prepared an ITA for the Project and this is enclosed as **Appendix 8**.

7.6.2.15 Transport Development and Subdivision Monitoring Report

A Transport Monitoring Report is required to be prepared for every 500 dwellings or residential lots cumulatively within the precinct (e.g., 500, 1,000, 1,500, and so on). A condition of consent is proposed to address the Transport Monitoring Report for the Project and this is enclosed as **Appendix C**.

7.6.2.16 Lizard and Bat Management Plan

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 EPAN. Viridis has prepared a Lizard and Bat Management Plan included a part of the Fauna Management Plan and this is enclosed as **Appendix 12**.

7.6.2.17 Travel Management Plan

A Travel Management Plan ('TMP') is required for commercial activities greater than 500m² within this precinct. Hughes Traffic & Transport has prepared a TMP for the Project and this is enclosed as **Appendix 8**.

7.6.2.18 Coastal and Bird Management Plan

An application for subdivision in the precinct adjoining the CMA must be accompanied by a Coastal Bird Management Plan. T+T has prepared a CBMP and this is enclosed as **Appendix 12**.

7.6.2.19 Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections identified on Precinct Plan 6 must 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. Hughes Traffic & Transport has prepared a transport design report as part of the ITA for the Project and this is enclosed as **Appendix 8**.

7.7 Plan Change 120 Special Information Requirements

This section sets out the special information requirements relevant to the reasons for consent that are required under PC120 to the AUP(OP) which have immediate legal effect.

7.7.1.20 Hazard Risk Assessment

E36.9(1) of Chapter E36 under PC120 requires a hazard risk assessment to be undertaken when subdivision, use or development requiring resource consent is proposed to be undertaken on land

within one or more natural hazard areas. For coastal hazards, this should include consideration of the potential effects of climate change over at least a 100 year timeframe.

T+T has undertaken a hazard risk assessment in relation to coastal hazards for the Project and this is provided as **Appendix 14** of the application material. HG has undertaken a hazard risk assessment in relation to flood hazards for the Project and this is provided as **Appendix 9** of the application material.

7.7.1.21 Landslide Risk Assessment

E36.9(3) of Chapter E36 under PC120 requires a landslide risk assessment to be prepared by a suitably qualified and experienced person in accordance with Appendix 24 Landslide hazard risk for the subdivision, use or development of land within a landslide hazard area. The Site is mapped on Auckland Council's Geomaps viewer as being within a 'low' and 'very low' landslide susceptibility areas but is located within 150m of a 'very high' landslide susceptibility area to the north.

A Landslide hazard risk assessment in accordance with the Appendix 24 methodology is contained within the geotechnical report prepared by T+T in **Appendix 15** of the application material.

7.7.1.22 Geotechnical Report

E36.9(3) of Chapter E36 under PC120 requires a geotechnical assessment to be prepared by a suitably qualified and experienced person in accordance with Auckland Council Code of Practice for Land Development and Subdivision, Section 2 (Earthworks and Geotechnical Requirements) must accompany a resource consent application for the subdivision, use or development of land within a landslide hazard area.

A geotechnical report prepared by T+T in **Appendix 15** of the application material.

7.8 Any Other Activities

This section is provided in accordance with clause 5(1)(e) of Schedule 5 of the FTAA. There are no other activities that are part of the proposal to which the consent application relates.

7.9 Other Resource Management Act 1991 Approvals

In accordance with clause 5(1)(f) of Schedule 5 of the FTAA, no other approvals are required, nor have been obtained other than those listed above (i.e., Stage 1 bulk earthworks), for the Project separate to this FTAA application.

7.10 Information Requirements

7.10.1 Schedule 5(5)(1) of the FTAA

Clause 5 of Schedule 5 of the FTAA sets out specific information to be included in a substantive application for resource consent. These requirements are addressed throughout the consent application and supporting technical documents. A checklist is attached as **Appendix A** which sets out where this information has been provided.

8.0 BENEFITS, ADVERSE IMPACTS, AND MITIGATION

This section of the application is provided in accordance with clauses 5(4), 6 and 7 of Schedule 5 of the FTAA. These provisions require an assessment of the actual or potential effects on the environment. Clause 6 of Schedule 5 sets out information required to assess environmental effects. Clause 7 of Schedule 5 sets out the matters to be covered in the assessment of the environment effects. **Appendix 3** identifies the owners and occupiers of the land adjacent to the project area. The persons identified in **Appendix 3** are considered to be the same people who may be affected by the activity (with reference to clause 6(1)(e) of schedule 5) and are considered in the assessment of effects.

The actual and potential effects of the Project are assessed below and in the supporting technical reports submitted with this application. The following effects on the environment (including on the matters set out at clause 7 of Schedule 5) are considered relevant to the project:

- Positive Effects and Regional Benefits
- Land Disturbance Effects
- Coastal Water Quality
- Groundwater Take and Diversion
- Contamination
- Landscape / Visual
- Urban Design and Neighbourhood Character
- Transportation
- Infrastructure Capacity and Servicing
- Stormwater Management
- Air Quality
- Ecosystems and Ecology
- Archaeology
- Construction
- Noise and Vibration
- Subdivision
- Natural Hazards
- Coastal Effects
- Cultural, Social and Economic Effects

These matters are set out and discussed below.

8.1 Positive Effects and Regional Benefits

The proposal has a range of positive effects amounting to significant regional benefits and economic and social benefits. The Economic Impact Assessment ('EIA') prepared by Property Economics in **Appendix 7** has quantified the economic benefits of this Project (quantitative and qualitative, direct, indirect and induced) through the generation of both significant direct capital expenditure and employment opportunities during construction of the Project to include:

- A total direct capital injection of around \$2.38 billion into the regional economy;
- Projected generation of economic activity in the Auckland region amounting to a Net Present Value (NPV) of approximately \$1.93 billion to the regional economy over the 15 year development period using an 8% discount rate;
- Contribution of around 1,431 FTE jobs during the peak construction year within the Auckland region, total direct employment of 7,902 FTE over the 15 year development period with a total number of 16,718 FTE years over the 15 year development period.

The EIA further highlights a range of qualitative economic benefits that are likely to be achieved from the Project beyond the direct economic activity such as employment and economic output generated. With reference to the EIA, the qualitative economic benefits of the Project include:

- The Project would enable residential development to respond to growing housing demand and support future growth within both the local Beachlands market and the wider Auckland Region. In addition, the Project would deliver a substantial range of supporting amenities, including a commercial centre, employment land, recreational activities and schools. These elements would provide ongoing benefits to the wider Beachlands community by improving local access to services, employment opportunities, education, and community infrastructure. In combination, these economic and community benefits are expected to generate wider flow-on effects and are considered significant in a regional economic context.
- The Project will supply the market with approximately 2,000 additional dwellings. This represents a significant increase in the overall residential capacity for the local and broader regional market and contributes to accommodating the anticipated population growth of the markets, particularly in the short to medium term. This scale of supply within the development timeframe is highly likely to help relieve house price appreciation pressures. This is particularly important given the significant housing affordability challenges in both Beachlands and wider Auckland.
- The Project will provide residents with additional choices in their living environment in respect of location and potentially impact the overall price point resulting from supply, within the local market and the wider region. In addition, enabling a greater mix of housing types in more locations would also improve affordability and help match the housing stock to match the future population's needs.
- The Project has the potential to enhance housing affordability by increasing the supply with a significant number of additional residential units / housing capacity. This has the potential to lead to downward pressure on house prices, driven by an increase in supply, benefitting first home buyers and renters. This increase in supply would help create a more balanced housing market, making homeownership more attainable and easing the financial burden on renters.

- The Project would deliver a substantial improvement in local amenity for the Beachlands / Maraetai community through the provision of a comprehensively planned residential environment supported by local services, education, employment, open space, and recreational opportunities. A key component of this is the proposed local centre, which would increase the availability, diversity, and competitiveness of local retail and commercial services within Beachlands. Additionally, the Project provides for the development of both a primary and secondary school with the latter representing an important addition given the current absence of secondary school provision within the Beachlands / Maraetai area. Collectively, these amenities would improve local access to everyday goods, services, education, and community infrastructure, reducing the need for residents to travel outside the area and supporting the development of a more complete and self-sustaining local community.
- The majority of Beachlands residents currently travel outside the local area for work. A key component of the Project is therefore the provision of long-term employment opportunities within the local community. Across the range of activities proposed, including the hotel, schools, retail, commercial, and light industrial components, the Project is estimated to support approximately 800 ongoing jobs annually. This has the potential to improve the balance between local housing and employment, reduce commuting distances, improve travel efficiency, and generate broader social and community benefits.
- The Project has the potential to act as a catalyst that stimulates broader economic and urban development within a market, through unlocking further opportunities for additional housing, commercial activities, and complementary land uses. As the local population increases, so too does the demand for goods, services, and employment, providing significant impetus for both local and regional economic growth. Over time, this additional growth would contribute to the development of a more self-sustaining and vibrant urban community.

Other positive effects of the Project contributing to the overall significant regional benefits of the project include:

- The Project promotes sustainability through supporting modal shift to public transport, walking and cycling network, implementation of water sensitive design principles (including rainwater harvesting) and promoting low-carbon development with on-site carbon sequestration and enhanced biodiversity values through native tree planting and ecological restoration. The Project will establish and progressively regenerate the approximately 75 hectare EPAN across the project area which will act as an on-site carbon sink consisting of proposed planting of extensive native forest and bush. The project area also has capacity for 20ha of significantly enhanced open space and road planting measures to provide further carbon sequestration. This equates to an estimated sequestration value that has potential - over a 100-year period - to offset the estimated carbon emissions of dwelling construction anticipated by the zoning for the land.
- Creation of public transit-adjacent, compact neighbourhoods to reduce car dependency and encouraging a modal shift to active mobility and the greater uptake of public transport by creating attractive, connected and walkable urban environments. The planned walking and cycling paths encourage mode shift especially for short trips, in addition to providing additional capacity to the existing ferry services.
- Extensive ecological restoration through the establishment of the EPAN comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced

including preservation of streams, wetlands and their margins. In addition, the freshwater compensation package includes the restoration and enhancement of approximately 2.943 ha of wetland habitat within the site and alongside the CMA. This will result in positive outcomes for terrestrial and freshwater habitats and ecosystems as well as riparian and intertidal margins.

8.2 Land Disturbance Effects

8.2.1 Geotechnical and Site Stability

Earthworks and excavations across the project area are proposed to recontour the land to the proposed design levels, the installation of roading and civil infrastructure and to prepare the necessary building platforms for development. The geotechnical report by T+T in **Appendix 15** provides a detailed analysis of subsurface conditions beneath the Site and a suite of recommendations for the detailed design of earthworks, retaining walls, foundation design options for the proposed buildings and settlement monitoring together with recommended methodologies during the construction phase to ensure that land and slope stability is maintained. These recommendations are included in the proposed consent conditions.

Importantly, as part of the geotechnical assessment T+T has undertaken a slope stability analysis with consideration to the existing steep slopes of the land and the proposed earthworks. In reference to this analysis, the overall conclusions with respect to slope stability and landslide risks are considered to be low and most of the proposed slopes do not require specific engineering stabilisation measures in order to meet the stability requirements of the Auckland Code of Practice for Land Development and Subdivision. Additionally, the results demonstrate that the proposed earthworks design contours generally achieve slope stability factors of safety that meet or exceed the Project's design criteria. For some parts of the southern cliff area, engineering stabilisation measures such as a reinforced concrete palisade pile wall will be required to provide long-term stabilisation of the slope and achieve acceptable factors of safety against instability such that specific conditions of consent have been recommended for this area.

Overall, the geotechnical report concludes that there are no significant geotechnical hazards and by implementing the recommendations contained within the T+T report, the development is unlikely be affected by significant geotechnical hazards nor will the development worsen, accelerate or result in material damage to the extent that the Site is considered to be suitable for the proposed development.

We accept the advice of T+T given the technical nature of this subject matter. In reliance on this advice and noting that the suite of mitigation measures recommended are proposed as consent conditions, it is considered that any adverse geotechnical and land instability effects will be appropriately avoided or mitigated such that there will not be significant adverse effects and they will not be out of proportion to the significant regional benefits of the Project.

8.2.2 Sedimentation

The Infrastructure Report in **Appendix 9** provides a detailed overview of the proposed earthworks methodology and specific erosion and sediment control methodologies in accordance with GD05 that will be implemented on site over the earthworks phase, and these are also illustrated on the preliminary erosion and sediment control plans.

In summary, the bulk earthworks in the Project are proposed to be implemented in six stages reflecting the staged construction of the Project and to limit the area of exposed surfaces that

could be sources for erosion and sediment. Additionally, the earthworks will be undertaken in accordance with Standard I458.6.11 Earthworks of the Precinct provisions which restricts the maximum disturbed area for all earthworks catchments in Precinct Plan 7 to not exceed 20 hectares across all catchments. The earthworks will also be undertaken during the earthworks season between 1 October – 30 April which will contribute to minimising sediment runoff and managing sediment discharge effects on the receiving environment. Without repeating the full suite of proposed erosion and sediment control measures contained within the Infrastructure Report, these will include but are not limited to the following:

- Ensure all site generated runoff is conveyed to primary treatment devices such as Sediment Retention Ponds ('SRP') for treatment, which afford the greatest level of sediment capture. Sediment ponds as the primary form of treatment device. SRPs are a preferred treatment device as they achieve a greater level of sediment retention performance for treating sediment laden flows. SRPs for this development are proposed to be sized to provide a greater level of service, providing greater storage volume than required by GD05 to reduce the risk of sediment discharge given the sensitivity of the receiving environment.
- Decanting earth bunds ('DEB') will be used in minor catchment areas where required. As works proceed, exposed areas where works have been completed will also be stabilised, to reduce the area contributing towards the site generated flows.
- Implement a Chemical Treatment Plan for all SRPs and DEBs to improve the sediment retention efficiency prior to discharges to the receiving environment.
- Apply an Adaptive Management Plan to ensure all devices are maintained and reviewed for efficiency based on sediment discharge loading to receiving environment.

A final set of staged erosion and sediment control plans will be further developed by the appointed contractor with reference to the erosion and sediment measures identified above and this will be ensured by the proposed conditions of consent. Any dust effects arising from the earthwork activities can be suitably managed by spraying the site with water so that dust particles are dampened and suppressed to avoid spread in the surrounding environment.

Having regard to the above, and noting that best practicable erosion and sediment control measures will be implemented on site with specific methodologies for works in proximity to streams and measures to minimise changes to contributing catchments, it is considered that any adverse sedimentation effects will be avoided or mitigated such that there will not be significant adverse effects and they will not be out of proportion to the significant regional benefits of the Project.

8.3 Coastal Water Quality

8.3.1 Sediment Discharge

Adverse effects on coastal water quality from sedimentation in relation to subdivision and development of the land were analysed in detail in the Water Quality Outfall Modelling Study in **Appendix 13** which considered the effects of sediment discharge on the receiving marine environment for earthworks during construction phases and post-development overland flows from stormwater and wastewater discharges.

In summary, Standard I458.6.11 Earthworks in the Precinct provisions acts as a mechanism to minimise sediment discharge and manage discharge effects on the receiving coastal environment specific to this Beachlands context and project area. Specifically, the minimum size of 3.75% for SRP volumes represent an important quantum in order to achieve a higher standard than GD05 and 4 hectares achieves a higher performance standard prescribed in GD05 to further mitigate the risk of larger sediment discharges. The requirements of this Earthworks Standard in the Precinct provisions informed the modelling undertaken as part of PC88 in relation to sediment discharge to the Whitford Embayment by T+T to determine the rate at which any sediment discharged from the Site is removed by tidal flows, and contaminant load modelling associated with earthworks during and following construction. In reference to the results of that modelling by T+T, it was concluded that the urbanisation of land in PPC88 will result in improvements to the existing quality of sediment discharge which, in our view, is a positive effect on the environment.

On the basis that the Project complies with Standard I458.6.11 Earthworks in the Precinct provisions, it is considered that the previous conclusions regarding coastal water quality from sedimentation informed by expert modelling and analysis, will remain valid for the Project to the extent that there will be improvements to the existing quality of sediment discharge and any residual adverse effects will not be significant and will not be out of proportion to the significant regional benefits of the Project.

8.3.2 Wastewater Discharge

Coastal modelling of the proposed wastewater discharge from the ocean outfall location in the Whitford Embayment has been undertaken to understand the potential spatial scale of the effect associated with the continuous discharge of treated wastewater to the CMA. Full details of the coastal modelling are outlined in the Water Quality Outfall Modelling Study in **Appendix 13**. The study utilises a conservative tracer to simulate the dispersion and dilution of the proposed wastewater discharge under a range of tidal, meteorological, and flow conditions. The proposed mixing zone radius of 100m which is consistent with regulatory practice for comparable discharges and is considered appropriate given the existing background water quality conditions within the receiving environment.

A summary of key inputs and results from the study are provided as follows:

- Background concentrations of total nitrogen (TN) and total phosphorus (TP) have been added to modelled concentrations before comparison with published guideline values, correlating to “fair” water quality conditions;
- The baseline scenario, representing dry weather conditions, neap tidal conditions (when tidal ranges are smallest) and low-water slack tide (when current velocities are lowest) produced an 80th percentile dilution factor of approximately 850 at 100 m from the discharge point;
- Predicted water quality concentrations at 100 m from the discharge remained close to background levels for all assessed parameters.
- The model simulation did not identify an accumulation of discharge in the model domain, meaning nutrients in the water column did not accumulate over time;
- Moving the discharge location did not change the general direction of flow, however dilution factors remained high (over 1000-fold). This result provides confidence that should there be a future requirement to alter the proposed location of the discharge pipe (i.e. moving the pipe

up to a hundred meters in either direction) that the potential ecological effects would not materially change;

- Wind does have an effect on the discharge, with treated wastewater generally spreading in the direction of wind, however the wind effect also increased the dilution factor; and
- For all pollutants considered, modelled concentrations in addition to pre-existing levels comfortably meet guideline concentrations.

Overall, the modelling confirms the proposed discharge is unlikely to result in significant adverse effects on receiving water quality outside the proposed 100m radius mixing zone and will not be out of proportion to the significant regional benefits of the Project.

8.4 Groundwater Take and Diversion

The Geotechnical Report in **Appendix 15** notes that several of the proposed buildings within the Project include basement carparks extending up to one level below ground. Construction of these basements will require earthworks and excavation and therefore it is likely that some of the basements will also require groundwater diversion, although it is also likely that any groundwater encountered will be perched rather than representative of the wider groundwater table. However, this will only be determined once further detailed design work is undertaken for each building. Accordingly, conditions of consent are proposed to:

- Require specific basement construction methodologies to be provided for each basement as part of the detailed design for each building;
- Ensure that appropriate geotechnical methodologies are employed in the design and construction of the basements; and
- Ensure the effects of groundwater diversion are appropriately managed (e.g. ground settlement monitoring and mitigation measures)

Notwithstanding the above, the Geotechnical Report provides a high-level assessment of effects with respect to groundwater associated with construction of the basement levels and any adverse effects are considered to be minor having regard to specific considerations and potential mitigation measures that can be implemented. On this basis, and noting that conditions of consent are proposed, it is considered that any adverse groundwater effects will be appropriately avoided and mitigated such that there will not be significant adverse effects and any effects will not be out of proportion to the significant regional benefits of the Project.

8.5 Contamination

A DSI was previously prepared for the project area as part of PC88 and more recent investigations have been undertaken for the FUZ land (refer to **Appendix 16**). In summary, those investigations identified the following:

- It is possible that soil disturbance within the identified HAIL area on 110 Jack Lachlan Drive and the potential HAIL areas 758 and 770 Whitford-Maraetai Road could exceed the NESCS and AUP permitted activity limits.
- With respect to the proposed subdivision and change of use of the existing WWTP to residential land use, T+T note that if contamination is present, future occupants will not come into contact

with soil following the proposed topsoil strip and filling. Thus, it is highly unlikely that the proposed subdivision and change of land use will harm human health.

- It is also highly unlikely that the change in use for 758 and 770 Whitford-Maraetai Road from rural residential use to recreational use (golf course) will harm human health. While not shown on the cut/fill plan, it is anticipated that the reconfiguration of the golf holes will comprise stripping of surface material and landscaping. If contamination is present, future users will not come into contact with soil following earthworks.

The handling of contaminated soils and the remediation of land within the project area will be guided and managed in accordance with the recommendations and procedures contained within CSMP in **Appendix 16**. The CSMP details the additional sampling to confirm controls for earthworks, health and safety and contingency procedures should unexpected contamination be encountered. By undertaking the works in accordance with the CSMP, T+T concludes that potential adverse effects on human health and the environment from the contaminated land will be acceptable.

We accept the expert advice of T+T. On this basis and by implementing the measures contained within the CSMP during the earthworks phase, it is our overall conclusion that any adverse effects on human health and the environment will be appropriately avoided, remedied or mitigated such that there will not be significant adverse effects and they will not be out of proportion to the significant regional benefits of the Project.

8.6 Sustainability

The Sustainability Report prepared by Stantec appended to this application (**Appendix 5**) concludes that the Project promotes sustainability and GHG emissions reduction.

The application demonstrates that sustainability outcomes have been integrated into the planning and development framework for Beachlands South through a combination of operative planning provisions, proposed development measures and future implementation pathways. Stantec's assessment identifies sustainability initiatives across water management (water efficient fixtures and rainwater harvesting), biodiversity and ecological regeneration (EPAN, open spaces, riparian planting and building setback planting), health and wellbeing (open spaces, walkways and cycleways), low-carbon development (public transport focus, travel plans, carbon sequestration and high density around transport nodes), renewable energy and energy efficiency (solar orientation, building efficiency), and transport and movement networks (walking/cycling connections, mode shift, public transport availability) that collectively contribute to long-term environmental, social and infrastructure outcomes.

This proposal achieves sustainable practices not only through absorbing carbon emissions but also reducing emissions through a compact urban form. The master plan promotes connectivity through planned walking and cycling paths and public transport which encourage modal shift. The project recognises the importance of environmental stewardship, community wellbeing and long-term resilience. Stantec's assessment demonstrates that sustainability outcomes extend beyond site-scale environmental performance and align with broader regional and national priorities relating to housing growth, infrastructure resilience, ecological protection, transport choice, climate resilience and long-term liveability.

The Project incorporates energy efficient designs to reduce the energy and resource consumption during and post development. Buildings should be adaptable and reduce building material waste.

Ongoing resource usage is mitigated through water efficient fixtures and non-potable water harvest.

The proposed development is sympathetic with the natural environment to maintain and enhance health in people and nature. By designing living, working and recreation spaces close to nature, significant mental health and wellbeing benefits are provided for. The proposed development strikes a balance between nature and urban development while respecting landscape character values.

The Project promotes sustainability and GHG emissions reduction through providing integrated networks that promote modal shift to active modes of transport, implementing water sensitive designs, and promoting low-carbon development with on-site carbon sequestration through native planting. These interventions work together to provide reciprocal benefits to the environment.

With regard to building sustainability, while there are several certification measures to assess building sustainability (Homestar, 5, 6 or 7 or higher and NABERS), certification at this stage against these measures presents an issue in terms of establishing a certification process that is effective, certain and enforceable, including because they rely on a third-party (non-council) controlled certification process that is subject to change, and because the criteria require a level of detailed design for individual dwellings that will not occur until the building consent phase of the project. Instead, this application proposes a condition that requires the production of a Building Sustainability Statement at the building consent stage. The statement may include measures that address the following matters.

- a) Energy efficiency measures
- b) Thermal comfort measures
- c) Ventilation and Indoor Air Quality
- d) Water efficiency
- e) Building Orientation

This will ensure positive building sustainability outcomes for the Project.

The Project contributes toward supporting reduced environmental impact, strengthening ecological outcomes, promoting active and healthy communities, and improving resilience capacity across the development. Overall, it is considered that effects from the Project will be positive with respect to sustainability.

8.7 Landscape / Visual

The live zoned portion of the project area has urban zonings of Business – Local Centre, Mixed Use, Light Industry and Residential – Terrace House and Apartment Buildings, Mixed House Urban and Large Lot. Urban development of the land is therefore clearly contemplated under the planning framework of the AUP-OP and the Beachlands South Precinct provisions in particular. While it is acknowledged that the Project will significantly change the physical locality of the project area, in our view, it is important that the landscape and rural character effects of the Project are considered *in context*. This context includes:

- The existing urban environment of the adjacent Beachlands township which includes activities permitted in the Plan, operative planning provisions and approved but unimplemented resource consents that are likely to be implemented;
- The statutory framework of the AUP which includes the urban zonings and Precinct; and
- The parameters for that urbanisation which were determined through the structure planning process of PC88 and are shown in the series of precinct plans in the Precinct provisions which resulted from that process.

In our view, significant physical and visual change, and a departure from the current rural character (which is already peri-urban), is clearly contemplated in the planning framework. The provision for significant expansion of the existing coastal town of Beachlands in this location is now embedded in the AUP(OP) by way of the Precinct. In addition, the existing environment is already in the process of significant change and transition to a more urban environment with resource consent having been granted for a Stage 1 bulk earthworks within the project area to facilitate subdivision and development of the land, as well as funded or in-development infrastructure proposals for ferry capacity upgrades at the Pine Harbour Marina.

In a planning context, the Site is not located within any of outstanding natural feature, character or landscape overlays of the AUP(OP), and it is not identified as a high natural character site either. The urban zonings of the land provide for the significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community adjacent to the Pine Harbour ferry that supports the development of a well-functioning urban environment. In addition, the proposed location and spatial arrangement of activities proposed in the Project is consistent with key structuring elements identified on Precinct Plan 3. The proposed changes to the physical locality are therefore considered to be appropriate given the absence of any discernible or special landscape character associated with the current landform.

The landscape and visual outcomes of the Site are considered to be consistent with the planned future character in the Precinct provisions and as forecasted within the Structure Plan of PC88. Views of the Project as seen by people on adjacent and surrounding properties would also change noticeably as a result of landform modifications and subsequent development. However, in our view, this change of views and outlook as seen from the surrounding locality does not represent an unacceptable adverse effect because the urban zoning and Precinct contemplates the land is destined for such change. In summary, whilst a substantial change to the landscape will be introduced, over time the future form of the Precinct will retain a response to the Site's natural landscape and connect future residents and users to the natural environment via the proposed coastal walkway and generous provision of pedestrian oriented open spaces throughout the Project and EPAN network.

Our assessments in this regard are supported by the Landscape & Natural Character Effects Assessment prepared by Bronw NZ Ltd appended to this application as **Appendix 6**. The assessment concludes that the Project will give effect to the urban zonings of the live zoned land and in reference to the key findings of the assessment:

- *The development of Beachlands South would still create a distinctive sense of place which maintains and enhances significant ecological features and responds to natural site features and landforms.*

- *In the short to medium term, adverse effects on the Beachlands receiving environment, including its natural coastal environment, would not be avoided, although the revegetation of the coastal escarpment and its gully systems would help to progressively minimise, offset and compensate for the adverse effects identified in the longer term. In my view, it is appropriate to give more weight to the Project's longer-term effects, not those that would arise during a period of very significant transition and change at Beachlands South.*
- *The majority of development in Beachlands South would still integrate its built environment with the natural environment and coastal setting, although the Western and Northern Apartment Buildings would not be as well integrated with the Precinct as its other development components.*
- *The highest density urban living would clearly be developed in sub-Precinct A, although, again, the Western Apartment Building is somewhat of an outlier in this regard.*
- *The future Precinct would have 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.*

In terms of the proposed infringements to the relevant height standards, the assessment confirms that these would be acceptable from a landscape and natural character perspective. Over time, the proposed revegetation across the escarpment will soften the profile of the over height buildings and would be increasingly screened by an emerging tree canopy when viewed from the coast and adjoining beachfront.

Having regard to the expert advice of Brown NZ Ltd, it is considered adverse landscape and visual effects on the environment will be appropriate and will not be out of proportion to the significant regional benefits of the Project.

8.8 Urban Design and Neighbourhood Character

To ensure that a high-quality neighbourhood character is achieved, urban designers from Jasmax and Studio Pacific Architecture have prepared an Urban Design Assessment ('UDA') in **Appendix 4**. The UDA describes the choices made when designing the masterplan.

Beachlands South is located approximately 20km east of Auckland's City Centre with ferry services and limited bus services. Car dominance is an adverse effect that has been mitigated by localising a diverse range of housing, employment, community, education, visitor accommodation and recreation opportunities to limit the need for vehicle travel. Buildings generally address the street to create a high-quality public realm and to minimise vehicle dominance.

The Project proposes approximately 2,000 dwellings in a coastal area. Density is an adverse effect that can detract from the natural and neighbourhood character. Density is mitigated by locating higher density development in areas that can support it, namely areas close to the Beachlands South town centre and the Pine Harbour Marina and ferry service.

Site intensity, residential amenity and neighbouring interfaces are all adverse effects that detract from the overall amenity of the site. Building height, bulk and scale are mitigated through orientation, separation, setbacks, topography, open-space adjacency and careful architecture treatment.

The Project proposes to infringe building height standards in several instances located at the Marina Point, the Village Centre, the Community sub-precinct and the Coastal sub-precinct. Studio Pacific Architecture considers that the departures from the standards are justified in urban design terms and in several instances, enable a better outcome than strict compliance would achieve.

In addition to these mitigation measures, streets, JOALs, shared paths, coastal access and open-space routes combine to create a connected and permeable structure supports walking, cycling and access to public transport.

Overall, based on the UDA, the adverse effects arising from the urban design and neighbourhood character are not significant and not out of proportion with the significant regional benefits of the Project.

8.9 Transportation

8.9.1 Construction Traffic

To manage potential construction traffic effects from the Project a draft Construction Traffic Management Plan (CTMP) has been prepared in **Appendix 8** and a final CTMP is proposed as a condition of consent. The overall objective of the CTMP is to ensure that during earthworks and construction phases of the Project the surrounding road network operates safely and efficiently for all road users including pedestrians. The proposed conditions also require the final CTMP to be prepared and submitted to Council for certification and be prepared by a suitably qualified and experienced person prior to the commencement of physical works on site to ensure that the management framework is appropriate and acceptable.

In particular, the proposed final CTMP condition requires travel haulage routes to and from the site to be identified and a list of specific details to be provided for avoiding, remedying and mitigating adverse effects on the environment from earthworks, construction and management of all works associated with this project. The condition also requires the process to record and investigate any traffic complaints and procedures to be followed investigation of the complaints, review of the mitigation/management measures and recording outcomes of the investigation.

In our experience, the provision of a final CTMP as a condition of consent for large scale urban development projects is considered to be appropriate and standard practice. We also understand that the appointed contractor would normally contribute to the development of the final CTMP to provide real life practical input into the development of this management plan to ensure it would be workable and feasible in context. Notwithstanding this, the draft CTMP is considered to provide an appropriate framework to ensure that operations of the surrounding road network and pedestrian safety including people in the neighbourhood will be appropriately managed and maintained to the extent that that any adverse demolition and construction traffic effects arising from the proposal will be avoided or mitigated and will not be out of proportion to the significant regional benefits of the Project.

8.9.2 Transport Network Effects

Hughes Traffic & Transportation has prepared an ITA for the proposal satisfying special information requirements of the Precinct provisions and this is enclosed as **Appendix 8**. This ITA provides a detailed assessment of the proposal including trip generation, access, parking, and active transport modes. By way of background, the assessment framework of the ITA adopts the same traffic model/transport planning framework of PC88 which informed the development of Standard

1458.6.3. Staging of Subdivision and Development with Transport Upgrades ('transport triggers standard') in the Precinct provisions but has been updated with the proposed development yields in this Project, changes to activity timing and recent changes to travel behaviour in terms of work-from-home travel patterns supported by census data.

The focus of the assessment is on the critical external network effect that underpinned the staging framework of the transport triggers standard, being the morning peak southbound flow on Whitford-Maraetai Road through Whitford. Importantly, the transport triggers standard was informed by modelled southbound morning peak flows in the order of 1,600 vehicles per hour ('vph') as the point at which the Whitford Bypass would be required; with approximately 1,700vph representing the upper range of the full development scenario tested through the PC88 process.

With reference to this ITA, the following key conclusions are noted:

- The updated modelling results focus on the morning peak southbound flow on Whitford-Maraetai Road at Whitford. This remains the most relevant traffic effects indicator because it was the key external corridor constraint used to inform the transport triggers standard. The updated results for the primary scenario and sensitivity tests show that, with the primary assessment of 15% WFH residential trip rate adjustment and 45% residential externalisation assumption, the full proposed 2041 yield produces a modelled southbound morning peak flow of approximately 1,591vph, which is still below the 1,600vph threshold that requires the Whitford Bypass. For this reason, the Whitford Bypass (Site F) is not required to support the full development proposal even though more than 1,900 dwellings/residential lots are proposed.
- Further SIDRA validation testing was undertaken to review the package of external intersection upgrades in the transport triggers standard. That review specifically considered whether the Trig Road South / Whitford-Maraetai Road upgrade (Site C) remained necessary having regard to the updated development mix, revised trip generation assumptions, revised externalisation assumptions, and the low turning demand at the existing priority-controlled intersection. The SIDRA validation testing indicates that the existing priority-controlled arrangement remains appropriate for the very low turning demand at that intersection. While the right-turn movement out of Trig Road experiences higher modelled delay, the volume of that movement is negligible and does not justify signalling the wider intersection, particularly where doing so would introduce delays to the dominant Whitford-Maraetai Road through movement. The omission of that signalisation upgrade in favour of a westbound acceleration lane is therefore considered appropriate from an operational perspective for the level and nature of demand using the intersection. Retaining the existing give-way arrangement avoids unnecessary delay to the dominant Whitford-Maraetai Road through movement, while resulting in no material adverse operational or safety effect for the very low-volume Trig Road right-turn movement. On this basis, the Project does not include the Trig Road South / Whitford-Maraetai Road signalised upgrade
- The traffic modelling undertaken demonstrates that the Project can be accommodated within the transport effects envelope established through PC88 and as set out in the transport triggers standard, subject to the infrastructure, staging and monitoring framework described in this ITA and Precinct provisions. The assessment has retained the PC88 modelling approach as the foundation for the analysis, with targeted updates to reflect the Project development yield, the

increased employment-generating land use, contemporary work from home travel behaviour, and the current ferry and public transport context.

- Non-compliance with row (e) of the ferry capacity upgrades in Table I458.6.3.2 is proposed to be dealt with through a condition of consent that requires the adequacy of the ferry provision beyond 1,900 dwellings to be assessed, with potential options for further increasing capacity to be discussed with AT at that time.
- The overall traffic effects of the Project on the broader transport network are considered to be acceptable. The Project will be supported by a staged package of transport infrastructure upgrades, ferry capacity improvements, internal active mode and public transport-supportive infrastructure, and ongoing monitoring. The Project will also improve local self-sufficiency in Beachlands by providing employment, education, retail and community destinations that reduce the need for some existing and future residents to travel externally during peak periods. On that basis, the Project is expected to result in acceptable effects on the function, capacity and safety of the surrounding transport network.

Relying on this expert advice, it is considered that the proposed trip generation and traffic effects on the broader transport network will be appropriately avoided or mitigated with the proposed transport infrastructure upgrades by the Applicant and ferry service capacity upgrades that will be implemented by AT which will be secured by the proposed consent conditions relative to specific levels of subdivision and development within the Precinct. On this basis, it is considered that the adverse transport network effects of the Project will not be significant and they will not be out of proportion to the significant regional benefits of the Project.

8.9.3 Transport Design Effects

The Project also include infringements to road design elements and internal transport design elements within the project area. The adverse effects of these non-compliances have also been assessed in the ITA and with reference to this the following key conclusions are noted:

- In relation to the Jack Lachlan Drive upgrade:
 - The proposed road reserve width is 20.7m but the requirement is 23m which is considered to be a reasonable and practicable width that provides all of the required design features set out in Appendix 1 of the Precinct provisions. Notwithstanding this, Note 1 of the table specifies that the typical minimum road reserve width “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”; and that “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.”
 - On the northern side of Jack Lachlan Drive, no footpath is provided due to topography constraints and the fact that no pedestrian permeability is available to the site to the north. AT has reviewed this proposal and has accepted it in principle, subject to design details.
 - A shared path is provided on the southern side of the western-most extent of Jack Lachlan Drive as it passes the constrained “boat-houses” frontage. AT has also reviewed this aspect of the proposal and has accepted it in principle, subject to design details.

- In relation to the loading space infringement for superlot CM2, this superlot contains a community park with facilities such as a sports field, multi-use court and a skate bowl, all of which are unlikely to require frequent maintenance or servicing. On the odd occasion when a loading vehicle needs to access the site, the driver can temporarily park in one or two of the parking spaces provided within the carpark to undertake any loading or service activities. As such, the non-compliance of not providing the one loading space is unlikely to have a noticeable impact on the safe and efficient movement of vehicles within the site.
- In relation to the loading vehicle servicing apartment MP3-B reversing onto a local road corridor infringement, the loading bay provides access onto a local road corridor with a straight alignment and good visibility in all directions such that the potential of any adverse effects is considered to be relatively low.
- In relation to the vehicle access restriction infringement, it is not possible for the vehicle crossing into apartments MP3-A, MP16-A, and superlot CM5 to comply with this requirement because Apartment building MP3-A is located on the corner of two local roads, and also opposite a T-intersection between two local roads, thereby restricting alternative vehicle crossing locations. Each of these proposed vehicle crossings are assessed as providing excellent visibility across all road corridors and in all directions such that it is unlikely to have any significant adverse effect on the safe and efficient operation of the road corridor or for users of the vehicle crossing.

In relation to specific vehicle crossing width infringements, these have been individually assessed and it is considered that these non-compliances are unlikely to have any material adverse effect on the safe and efficient operation of the road corridor. Relying on this expert advice, it is considered that the transport design effects of the Project will be appropriately avoided or mitigated such that any adverse effects will not be significant and will not be out of proportion to the significant regional benefits of the Project.

8.10 Infrastructure Capacity and Servicing

The Infrastructure Report prepared by HG in **Appendix 9** provides an overview of the proposed infrastructure servicing arrangements for the Project with more detailed wastewater and water supply concepts prepared by GWE in **Appendices 10** and **11**.

8.10.1 Wastewater

GWE has prepared a wastewater concept design report for the Project and this is enclosed as **Appendix 10**.

With reference to this report, a staged and centralised wastewater servicing strategy is proposed to service the Project. Wastewater will be collected via a communal gravity sewer network and conveyed via pump stations to a centralised treatment plant. The collection system has been designed in accordance with *Watercare's Code of Practice for Land Development and Subdivision* with the intent that wastewater assets are suitable for future vesting to Watercare Services Limited. As previously noted, an alternative to the proposed wastewater strategy for the Site is the potential for connection to Watercare's public wastewater network.

A range of alternative wastewater servicing options were considered including connection to the public network, decentralised systems and alternative discharge pathways. The options considered are discussed in detail in section 6 of **Appendix 10**. In summary, the staged approach to wastewater

servicing comprising initial land-based discharge followed by a transition to marine discharge has been identified as the Best Practicable Option as it aligns infrastructure delivery with development staging, delays marine discharge until required, and provides a flexible long-term servicing solution.

The proposed treatment system is a CW technology developed by Raath and Associates, which adopts a treatment train approach ensuring the wastewater is appropriately treated to a high quality. The treatment process is summarised below:

1. Inlet screening
2. Grit removal
3. Aeration and biological treatment
4. Integrated clarification
5. Fixed-film biofilter treatment
6. Denitrification
7. Phosphorus removal
8. Sludge stabilisation
9. Final clarification and disinfection

In addition to the treatment train approach, the wastewater system also provides emergency storage to manage inflows and ensure reliable operation. This includes upstream storage via pump stations providing 24-hour storage capacity and on-site storage via a 100,000L storage tank located between the inlet works and mixing chamber.

The treatment plant will be constructed in two stages:

- Stage 1: Construction of a 450 m³/day treatment module, with treated effluent discharged to land; and
- Stage 2: Expansion to an ultimate capacity of 1,383m³/day through the installation of a second treatment module, with transition to marine discharge via a long sea outfall. Transition to Stage 2 will be triggered when wastewater inflows reach approximately 70–80% of Stage 1 capacity.

During Stage 1, treated wastewater will be discharged to land via a communal PCDI system. Site-specific investigations confirm soils are predominantly Category 5/6 under TP58, characterised by clay-rich soils with moderate to slow drainage. A conservative loading rate of 3 mm/day has been adopted, requiring an indicative disposal area of approximately 150,000 m², with additional reserve capacity.

As flows increase, Stage 2 will be implemented and the discharge will transition to a long sea outfall to the coastal marine area. The treatment plant will continue to provide tertiary treated effluent, which will be conveyed offshore via a marine outfall pipeline terminating in a submerged diffuser designed to maximise initial dilution and mixing.

Having regard to the proposed wastewater servicing strategy and process described above, effects from the treated wastewater associated with Stage 1 will be appropriately managed and mitigated through the treatment train proposed (i.e., tertiary treated effluent), adoption of a conservative loading rate, provision of emergency storage, provision of a reserve disposal area, provision of suitable separation distances to surface water and groundwater in accordance with TP58

requirements and the implementation of ongoing monitoring and management requirements proposed as conditions of consent.

In relation to Stage 2, the modelling undertaken by T+T demonstrates that the discharge achieves a high level of dilution within the receiving environment. Under representative worst-case conditions, dilution at the edge of a 100m mixing zone is approximately 850-fold, with higher dilution occurring under typical conditions. At this level of dilution, the incremental increase in contaminant concentrations at the edge of the mixing zone is very small and, in most cases, falls below laboratory detection limits when compared to background concentrations.

Overall, on the basis of this wastewater servicing strategy, it is considered that there will be adequate wastewater infrastructure to service the Project and any adverse effects arising from the wastewater discharge will not be significant and will not be out of proportion to the significant regional benefits of the Project.

8.10.2 Water Supply and Take

GWE has prepared a water supply concept design report for the Project and this is enclosed as **Appendix 11**.

With reference to this report, a detailed water demand assessment has been undertaken based on industry-standard design assumptions and this has determined that the estimated total water demand for the Project is approximately 1,136 m³/day. To service this demand, the water supply strategy for the Project will include:

- Bulk supply from Pine Harbour Living Limited (PHLL), providing approximately 765 m³/day;
- The existing Formosa bore, providing approximately 115 m³/day; and
- A proposed new groundwater bore and associated water take of up to 371 m³/day, for which approval will be sought on the 620 Whitford-Maraetai Road site ("620 bore").

As noted in report above, BSLP holds an existing permit for groundwater take from the Formosa bore up to a maximum daily abstraction of 300m³ per day, and a maximum annual abstraction of 42,000m³. This permit is still live but is due to expire on 31 December 2027 and is therefore proposed to be renewed to provide a source of water supply for the Project. As such, the Formosa bore itself is existing and will continue to be utilised for the ongoing abstraction of groundwater beyond December 2027. The original assessments for the existing groundwater permit determined that tests carried out for the bore indicated that it was capable of yielding approximately 912m³/day which is well in excess of the 300m³/day that is proposed be continued by renewal of the existing groundwater take permit.

The groundwater availability of the Beachlands aquifer was also considered as part of the existing consent and this determined there is a total recharge of 986,000m³/year on an annual basis such that, taking into account existing lawful users and consents granted for this aquifer, there is sufficient groundwater available. Given that the proposed renewal of this consent will maintain the maximum daily and annual groundwater abstraction rates, but without the existing split of potable supply and irrigation, it is considered that there will continue to be sufficient groundwater available for renewal of the existing permit and other users and thereby providing a sustainable source of water supply for the Project. The existing split of potable supply and irrigation is not necessary for this Project and therefore is proposed to be removed as part of this renewal.

In relation the proposed 620 bore, the drilling and installation of the bore itself was approved by Council on February 2026 (but not yet implemented). As part of the bore application it was determined that the actual and potential effects of the proposal will be avoided and mitigated because:

- the proposed location, depth and design of the bore, including the design of the head works, are appropriate and will not lead to adverse effects on the surrounding environment;
- the Council's database indicates that there are no septic tanks, associated disposal fields, contaminated sites, storage of contaminants, underground services, wetlands or flood prone areas in near vicinity of the proposed bore site and therefore Council is satisfied that the risk of contamination to the groundwater aquifer or any other vectors is negligible, subject to the consent conditions; and
- the location, depth, design of the bore and head works are appropriate to ensure the safety of the bore and it will be required to be constructed to avoid a hydraulic connection between penetrated aquifers with different pressures, water quality or temperature with records maintained in accordance with consent conditions and NZS 4411:2001, Environmental Standard for Drilling of Soil and Rock.

On the basis that the proposed 620 bore will be generally in the same location and specifications of this existing bore permit, and the relevant existing consent conditions will be adopted for this Project, it is considered that the original conclusions of this existing consent to drill and install the bore remain valid in that actual and potential effects on the environment will be avoided and mitigated.

In terms of water availability, aquifer mapping investigations undertaken for the proposed 620 bore indicates estimated yield for this bore is in the range of approximately 406–2,843 m³/day, with a sustainable yield of approximately 1,279 m³/day thereby indicating that there is sufficient water availability for the proposed take of up to 371 m³/day. Consent conditions are proposed requiring testing requirements to be satisfied to confirm that there is sufficient water supply and yield sustainability from this groundwater source prior to it being commissioned as an additional water supply source for the Project.

In summary, the combined supply from PHLL and the Formosa bore provides approximately 880 m³/day, resulting in a shortfall of approximately 256 m³/day which is proposed to be addressed by the proposed 620 bore with a proposed water take of up to 371 m³/day providing both supply coverage and contingency capacity.

Additionally, rainwater harvesting in accordance with Standard I458.6.13 Water Supply Efficiency of the Precinct provisions has been incorporated into the demand modelling and is estimated to provide approximately 563 m³/day of potential supply. While this has not been relied upon to demonstrate supply adequacy, it represents another significant supplementary source that will reduce groundwater demand and improve system resilience.

Overall, on the basis of this water supply strategy, it is considered that there will be adequate water supply to service the Project and any adverse effects will not be significant and will not be out of proportion to the significant regional benefits of the Project.

8.10.3 Stormwater Network

The Infrastructure Report describes the design parameters for the stormwater network includes:

- Primary Network – the design storm event is the 10% AEP with 17.0% increase for 2.1° climate change;
- Secondary Network – the design storm event is the 1% AEP with 32.7% increase for 3.8° climate change; and
- Stormwater Management Area Flow 1 – 23.5mm.

The primary stormwater network has been designed and will be constructed for the 10% AEP ARI events allowing for climate change and all flows are designed to pass through either rain gardens or wetlands prior to discharging to streams and the CMA. Accordingly, stormwater flows in the Project are considered to be appropriately provided for to the extent that any adverse effects will be mitigated by the network design.

8.11 Stormwater Management

The SMP prepared by HG in **Appendix 9** details that a water sensitive design approach for stormwater management is proposed that avoids environmental degradation, maintains, and enhances the quality of the existing stream network, contributes to healthy soils and enhances the quality of the receiving environment by reducing the amount of nitrogen and contaminants flowing into the CMA.

With reference to this SMP, the stormwater management strategy for the Project includes the following which has been designed to comply with Standard I458.6.7. Stormwater Quality:

- Water quality treatment is proposed for all impervious surfaces throughout the Project.
- All buildings will be constructed using inert building materials to minimise contaminants generated and mobilised at source.
- Construction of communal bioretention devices to provide treatment and attenuation for sub-catchments discharging to the northern watercourse and western EPAN and coastal Waikopua Creek environment.
- SMAF 1 detention provided throughout all communal bioretention devices to protect downstream environments as per GD01 guidance.
- Localised treatment and retention/detention to also be provided by small-scale devices such as rainwater tanks and raingardens.
- Attenuation up to the 50% AEP storm to catchments discharging to the northern watercourse.
- Surplus attenuation above the 50% AEP storm, i.e. during the 10% AEP and 1% AEP storm to be attenuated within the existing stream basins upstream of the two existing Jack Lachlan culverts prior to off-site discharge.
- Proposed primary networks to manage flows up to the 10% AEP storm and convey flows towards communal treatment devices.
- All primary network flows to pass through proprietary treatment devices immediately upstream of communal bioretention devices for pre-treatment of initial sediment loads and gross pollutants.
- Secondary flows to convey entirely via the proposed road network and engineered channels/OLFPs towards communal treatment devices within the northern areas, where

practicable, and towards the EPAN and coastal Waikopua Creek for western discharging catchments.

Overall, the proposed stormwater management strategy for the Project is considered the Best Practicable Option, taking into consideration the existing site features and the proposed land uses. The proposed stormwater management approach and design for the Project will ensure that stormwater runoff can be managed and potential water quality effects of stormwater on the receiving environment are appropriately avoided, remedied or mitigated and will contribute to improvements in water quality and stream health. It is overall considered that any adverse effects will not be out of proportion to the significant regional benefits of the Project.

8.12 Air Quality

The wastewater treatment process has the potential to generate odours, primarily due to the anaerobic decomposition of organic matter (e.g. carbohydrates, fats and proteins) present in the wastewater. While odour generation in the wastewater network leading to the plant cannot be fully controlled, the WWTP design includes multiple mitigation measures to minimise odour emissions during treatment.

The CW system proposed is designed as a contained biological process, maintaining predominantly aerobic conditions throughout treatment and thereby limiting the generation of foul odours under normal operating conditions. Overall, odour effects are expected to be localised, and manageable through standard operational controls. The enclosed configuration of the CW system significantly reduces odour generation compared to open treatment systems, such as those incorporating open aeration basins, oxidation ponds, or sludge drying beds.

The air discharge assessment by Air Matters Ltd (**Appendix 21**) concludes that:

The Beachlands South WWTP is proposed with enclosed elevated odour generating activities (inlet works, enclosed sludge handling), with capture and treatment of odorous air through an additional odour control (Table 2). On this basis, and based on Air Matters experience with WWTPs having similar mitigations, provided the proposed mitigations are implemented, Air Matters considers that odour effects from the Beachlands South WWTP could be appropriately managed, with a low likelihood of offensive or objectionable effects beyond the site boundary.

Additionally, the WWTP site has been selected due to available land owned by BSLP that is located outside of the live zoned area. This means that there will be adequate separation of the facility from any surrounding residential and commercial land uses.

Based on the above, the WWTP is not anticipated to generate any significant adverse air discharge and odour effects, with appropriate mitigation and operational measures proposed to avoid any impacts on the surrounding community. It is overall considered that any adverse effects will not be out of proportion to the significant regional benefits of the Project.

8.13 Ecosystems and Ecology

An EclA has been prepared by Viridis and is included in **Appendix 12**. This assessment considers in detail the impacts of the Project on terrestrial and freshwater ecological values. Impacts on marine ecological values are addressed in the report prepared by T+T included in **Appendix 12**.

8.13.1 Terrestrial

The potential effects on terrestrial ecological values include the removal of habitats for terrestrial fauna. In this case, the Project would include the loss of approximately 1.89 hectares of vegetation. These habitats have been identified as generally of low to moderate ecological value that support terrestrial fauna (birds, lizards and bats) with ecological values ranging from low to high.

In terms of effects on the ecological values of the vegetation affected, it is noted that almost all vegetation proposed to be removed is of low ecological value. Removal of indigenous-dominant vegetation is limited to two very small areas of kānuka scrub (approximately 0.018 hectares) in the northern part of the Site. While this vegetation provides moderate ecological value and contributes to habitat provision and ecological connectivity, the extent affected is minimal in the context of both the Site and wider receiving environment. To address the effects of the proposed vegetation removal, the proposal incorporates extensive ecological restoration and enhancement measures within the EPAN, including native revegetation, riparian planting, wetland margin planting, weed management, pest animal control and long-term ecological protection and management. These measures are outlined in the draft BMP.

In relation to the EPAN slip remediation as outlined in Section 6.5.4 above, the vegetation affected by the proposed remediation works is limited in extent and is exotic scrub dominated by listed pest plant species. It is noted that this vegetation is already identified for removal as part of the wider EPAN restoration programme under the BMP.

Overall, Viridis concludes that:

...the proposed EPAN enhancement, riparian restoration and freshwater compensation programme is expected to generate substantial ecological benefits through a net increase in the extent of land subject to ecological restoration, protection and long-term management. The proposal will increase indigenous vegetation cover, improve habitat quality, strengthen ecological connectivity, enhance freshwater margins and support restoration of wetland and riparian habitats across the Site. While adverse ecological effects associated with vegetation clearance and habitat modification have been assessed elsewhere in this report, the scale of ecological restoration, compensation and long-term protection proposed as part of the development is expected to result in a net positive ecological outcome for the Site over the long term."

In terms of habitat loss, effects are considered low to moderate with no fauna management in place given the potential loss of foraging, roosting and community habitats that may be used by birds, bats or native lizards likely resulting in either direct mortality, injury and or displacement of fauna. It is noted that habit loss is minimal and will not be permanent given the substantive ecological restoration and enhancement measures within the EPAN.

In order to mitigate adverse effects of the Project, the following is proposed:

- The FMP will be implemented prior to and during vegetation clearance works to minimise potential adverse effects on indigenous fauna, including management measures for indigenous birds (including pond-associated nesting species), lizards and bats;
- The BMP will be implemented prior to and during development works to ensure proposed ecological restoration, enhancement planting, pest management and protection measures are appropriately undertaken; and

- The proposed EPAN slip remediation works will be undertaken in accordance with the relevant engineering plans. Any future land instability works required within the EPAN will be subject to preparation of a site-specific remediation plan and methodology prior to works commencing.

Overall, subject to implementation of the management plans and recommendations outlined in the EclA, together with the proposed ecological management and restoration measures, the adverse ecological effects of the proposal on terrestrial ecology are considered capable of being appropriately managed such that no residual adverse effects remain, and the proposal is expected to result in positive long-term ecological outcomes through the enhancement, restoration and protection of indigenous biodiversity values across the Site.

8.13.2 Freshwater

The potential effects on freshwater ecological values include loss or degradation of freshwater habitats, death and injury to freshwater fauna and potential release of sediments into the receiving environment. In this case, it is proposed to reclaim 18 stream sections accounting for a total length of approximately 645 lineal metres and 330.3m² of stream bed area and reclaim 16 natural inland wetlands accounting for a total wetland extent of approximately 3226m².

In order to minimise adverse effects on freshwater fauna, implementation of native fish recovery protocols through the implementation of a NFCRP is proposed.

With respect to sediments potential entering streams that will not be reclaimed as part of this Project, an ESCP has been prepared and will be implemented during construction to minimise potential release of sediments into the receiving environment.

In terms of effects on surface water quality associated with the land use activities proposed, the proposal includes a comprehensive stormwater management network comprising gross pollutant traps, communal stormwater wetlands and ponds, conveyance infrastructure and associated discharge structures. The stormwater management system has been designed to provide treatment, retention and attenuation of post-development runoff prior to discharge to receiving environments.

In relation to the proposed wastewater discharge to land, potential ecological effects are expected to be primarily indirect and may include changes in groundwater or surface water quality, nutrient enrichment, and effects on vegetation communities receiving treated wastewater. Viridis has reviewed the wastewater assessment undertaken by GWE and confirms that significant adverse ecological effects are not anticipated subject to ecological field verification and confirmation of freshwater feature locations within the 620 Whitford-Maraetai Road landholding.

Overall, following the implementation of native fish recovery protocols, ESCP, stormwater management and wastewater management measures, adverse effects on fish injury or mortality, sedimentation and surface water quality are considered low.

The loss of approximately 645 lineal metres and 330.3m² of stream bed area of low to moderate ecological value and wetland extent of approximately 3226m² of low ecological value is considered to have a moderate level of effect due to the complete loss of freshwater habitat which are permanent and irreversible. Under the EclA Guidelines for use in New Zealand published by the Environmental Institute of Australia and New Zealand (EIANZ), it is generally accepted that if, after all efforts to avoid, remedy, mitigate and minimise effects, there remains an effect of moderate or higher, further efforts are required to address these residual effects in the form of offset or compensation.

In terms of avoidance and minimisation, reclamation of streams and wetlands and potential hydrological effects have been avoided where practicable through the proposed masterplan, bulk earthworks design, infrastructure layout and retention of freshwater features within the EPAN. The proposal retains a substantial proportion of the stream network within the Site, with direct stream reclamation limited to those intermittent and modified natural stream reaches. However residual adverse effects (moderate level) remain and are addressed through the proposed aquatic compensation package.

The proposed freshwater compensation package includes restoration and enhancement of approximately 2.943 ha of wetland habitat located within the Site and within the wider Waikōpua Creek catchment. The compensation site will be subject to weed control, native wetland planting, wetland buffer enhancement, pest animal control where required, monitoring, maintenance and adaptive management. Detailed implementation requirements are provided in the BMP (**Appendix 12**).

Overall, based on the BCM assessment and advice of Viridis, the proposed compensation package is considered to provide an appropriate and proportionate response to the residual freshwater effects of the proposal, subject to implementation of the BMP, monitoring, maintenance, adaptive management and long-term protection measures.

8.13.3 Marine

The potential effects on marine ecological values include disturbance to subtidal benthic habitat, potential impact on benthic organisms, marine invertebrates, seabirds, fish and marine mammals, increased nutrient enrichment of benthic sediments associated with the wastewater discharge that has flow on effects up the food chain from benthic organisms to fish, coastal avifauna and marine mammals and potential for nuisance plant growths, effects on seagrass habitat quality and extent in the Whitford embayment and effects to marine fauna associated with Emerging Organic Contaminants ('EOCs').

Adverse effects on marine ecology are proposed to be avoided, remedied and mitigated through the following management measures:

- Considerable work has been undertaken to date to identify methodologies to avoid potential effects to marine ecology values associated with the wastewater discharge. Multiple modelling scenarios have been run to simulate the potential effects associated with a treated wastewater discharge at locations in the Whitford embayment;
- Implementation of Erosion and Sediment Control (ESC) during construction phases on site;
- Implementation of stormwater treatment on site in line with GD01;
- The design of the coastal walkway alignment avoiding sensitive coastal areas, pest control and coastal buffer enrichment planting to minimise disturbance and provide additional protective habitat for coastal avifauna.;
- The implementation of the CW WWTP treatment train process that provides a modular and scalable approach to treatment of wastewater inflows with high removal efficiencies and discharged wastewater treatment to a high standard;
- The treated wastewater to pass through an oxygen nanobubble polishing system immediately upstream of the ocean outfall to reduce the likelihood of localised anaerobic conditions developing around the diffuser pipe;

- Implementation of mitigation measures such as soft starts, dampening and visual observations for marine fauna to be undertaken prior to coffer dam piling works, with final details to be determined based on the selected construction method; and
- The preparation and implementation of the MMP prior the treated wastewater discharge coming online.

Overall, T+T conclude that the proposed works can be managed so that adverse effects on marine ecology are considered generally very low to low.

Residual effects associated with enabling the Project have previously been identified and are addressed through the established Precinct provisions, ecological compensation framework and ongoing monitoring and adaptive management. The proposed marine compensation measure includes the preparation and implementation of a CBMP as well as the enhancement of the Waikopua shell banks, mangrove management and restoration and enhancement measures at an embayment scale.

Accordingly, T+T conclude that adverse effects to marine and coastal ecological values due to the Project can be adequately addressed through the effects management measures outlined and the established Precinct Provisions.

8.13.4 Summary

Overall, having regard to the expert advice of Viridis and T+T and the proposed suite of mitigation measures together with the implementation of management plans, the majority of the adverse ecology effects are considered appropriately avoided, remedied and mitigated. Any residual adverse effects that cannot be avoided, remedied or mitigated will be compensated for as discussed above. It is anticipated that the Project is expected to result in positive long-term ecological outcomes through the enhancement, restoration and protection of indigenous biodiversity values across the Site and following the completion of all compensation actions such that any adverse effects will not be out of proportion to the significant regional benefits of the Project.

8.14 Archaeology

Clough & Associates has undertaken archaeological investigations across the project area and an archaeological report for the proposal is enclosed as **Appendix 17**.

Clough & Associates identified 28 archaeological sites within 250m of the Fast Track Earthworks extent. They include a range of Māori archaeological features comprising midden deposits, terraces, pits, and associated occupation evidence. These sites were assessed to be of little to moderate significance. The sites identified reflect repeated occupation and use of coastal margins and ridgelines, consistent with wider patterns of settlement on the eastern Auckland region.

The AA notes that further sites may be discovered during the earthworks phase of the proposed development. This will have adverse effects on the preservation and heritage values of the discovered sites. Authority to modify archaeological sites within the Project area will be applied for prior to the commencement of any earthworks. An Archaeological Management Plan (AMP) has been prepared (**Appendix 17**) which sets out procedures to be followed during earthworks and construction activities within and adjacent to known archaeological sites. It includes requirements for archaeological monitoring, investigation, recording, and reporting of archaeological material.

In addition, an Archaeological Vegetation Management and Planting Plan (AVMPP) has been prepared (**Appendix 17**) in support of the development in accordance with precinct provisions requiring a vegetation management and planting plan for works within the coastal edge of the EPAN identified on Precinct Plan 2. The purpose of this plan is to provide a framework for vegetation establishment, ongoing vegetation management, archaeological site protection, monitoring, and heritage interpretation.

BSLP will comply with all accidental discovery protocol to ensure archaeological sites can be surveyed. In the event of uncovering kōiwi tangata (human remains), all works in the immediate vicinity must cease, including immediate notification of Mana Whenua, Heritage New Zealand Pouhere Taonga, Auckland Council, and the New Zealand Police, to enable appropriate management and recovery.

BSLP has also adopted the conditions of Ngai Tai ki Tamaki in their CVA for PC88. These conditions relate to the best practise principles when undertaking earthworks and ensures that considerations to historic occupation of this land are upheld and expressed through implementing Pou Whenua, kōhatu, or Ngāi Tai marker, where appropriate.

We agree with the expert analysis of Clough & Associates and consider that overall, the adverse effects are not significant and not out of proportion to the significant regional benefits of the Project subject to the implementation of the AMP and AVMP and recommendations outlined in the AA.

8.15 Construction

8.15.1 Demolition and Construction Activities

In this case, the large landholding of the project area owned and controlled by BSLP provides the benefit that all demolition and construction-related activities and construction laydown areas will be internalised within the Site and the Site can easily be secured without adversely affecting people in the neighbourhood, pedestrian safety, adjacent sites or the surrounding transport network.

Considering the large scale of this Project, the actual construction of the various buildings and proposed roads (to be vested or privately owned) will be coordinated and constructed in a staged manner. Each section of road is intended to be incrementally constructed to provide the necessary access to each substage of the subdivision or development and to service the proposed buildings.

At this stage, a contractor to undertake the physical construction activities associated with the proposal is yet to be appointed. However, it is expected that the appointed contractor will prepare a final CMP which will outline the final construction staging, construction laydown areas, any temporary hoarding required for health and safety purposes and a series of best practicable options to be implemented on site appropriate for avoiding adverse effects on the adjacent and wider environment.

Overall, having regard to the above and noting that a final CMP is proposed as a condition of consent, it is considered that any potential adverse effects arising from demolition and construction activities will be appropriately avoided and not out of proportion to the significant regional benefits of the Project.

8.16 Noise and Vibration

8.16.1 Construction Noise and Vibration

Hegley Acoustic Consultants ('HAC') has prepared a construction noise and vibration assessment for the Project and this is enclosed as **Appendix 18**.

In terms of construction noise predicted during the road upgrades, bulk earthworks and building construction phases, HAC has predicted that there would be some exceedances to the relevant construction noise standards from the use of noisy equipment with the main sources being excavators and loaders, trucks, rollers and plate compactor. Specifically, HAC has predicted that there will be times when construction noise levels exceed the AUP(OP) limit by extending into the 71 – 75dBA Leq range for short periods and the 76 – 80dBA Leq range for shorter periods. Experience with other projects has shown that such levels are both common and typically accepted by the community on the basis that they are informed of the works and the expected duration. A CNVMP is proposed for this purpose. On this basis, the expected noise levels from construction works are considered appropriate.

Properties in the wider environment further away from the project area are predicted to comply with the construction noise standards without the need for any mitigation measures because of the greater separation distances and intervening properties providing shielding to the construction noise received. Furthermore, the geological profile of the Site is such that no rock breaking is proposed and therefore adverse construction noise effects from this usual source will be avoided.

In respect of construction vibration effects, HAC predicts that the Project is likely to comply with the permitted construction vibration limits for avoiding cosmetic structural damage however there is potential for the amenity criterion of the AUP(OP) to be exceeded for the neighbours closest to the earthworks for short periods. It is proposed to manage these effects through consultation and via a CNVMP.

To mitigate and minimise the construction noise and vibration effects experienced by the closest receivers, HAC recommends the preparation and implementation of a final CNVMP throughout the duration of the construction period for the project to build upon the management framework of the draft CNVMP in **Appendix 18**. The final CNVMP is recommended to include details such as limiting work hours for those receivers in a day or workdays in a week, selecting low noise or smaller equipment (which may lead to a longer overall construction period), carefully planning site operations and applying localised barriers where practicable as an alternative to these restrictions. Importantly, HAC notes that communication with neighbours during all stages of construction is critical to successfully managing and mitigating adverse construction noise and vibration effects. Such communication will need to acknowledge that some activities are predicted to generate high noise and vibration levels that may result in disturbance for short periods. It should also include details of the overall works, its timing, duration and contact details where complaints and enquiries should be directed.

We accept the advice of HAC. In our view, this management framework for construction noise and vibration effects is considered to represent the Best Practicable Option for enabling construction of the Project while avoiding and protecting people in the neighbourhood from the unreasonable emission of noise. By undertaking these mitigation measures, which will be ensured by consent conditions, it is considered that any adverse construction noise and vibration effects will be

temporary and appropriately avoided, remedied or mitigated and not out of proportion to the significant regional benefits of the Project.

8.16.2 Acoustic Amenity Effects

The operational nature of the activities proposed within the new Village Centre is expected to generate some noise from visitors with people and vehicles arriving and departing the centre and general background noise from activities occurring within the centre. In our view, retail and commercial activities are not considered to be a particularly noisy activities that would generate a significant amount of noise that would cause nuisance effects or the unreasonable emission of noise.

As with standard retail and commercial operations there is potential for the individual buildings to involve the use of amplified music. Any such amplification of music is expected to be of a low level only and would generally be internal to the building at a background level only. It is not expected to be discernible to any people or property beyond the site itself or to cause any adverse effect.

The acoustic report also predicts that compliance with the relevant operational noise standards under the AUP(OP) would be readily achieved without the requirement for any mitigation. Based on this advice and having regard to the considerations above, it is considered that operational noise arising from the Village Centre will be within permitted limits and that an appropriate acoustic environment will be maintained. Any adverse effects in this regard are therefore considered to be avoided and mitigated.

With respect to the residential dwellings proposed in the Local Centre and Mixed Use business zones, these are deemed to be 'activities sensitive to noise' and Chapter E25 of the AUP contains specific standards that buildings must be designed and constructed to in order to ensure specific internal noise levels are achieved. The façades of those relevant residential buildings in the business zones are still in the preliminary design phase at this stage of the project. However, HAC considers that those buildings can be suitably designed at the detailed design stage to readily comply with the required sound insulation standards. This design compliance should be appropriately demonstrated during the building consent stage and HAC has recommended conditions of consent to ensure this. Related to this, HAC notes that the internal noise levels can only be achieved with windows closed such that mechanical ventilation will be required and therefore this forms part of the suite of proposed consent conditions.

Based on HAC's report and by adopting the recommended conditions of consent, it is considered all buildings containing 'activities sensitive to noise' in the Project will be designed and constructed to achieve an appropriate level of internal acoustic amenity for all future occupiers and acceptable internal acoustic environment will be achieved.

8.16.3 Underwater Noise

The construction of the wastewater outfall in the CMA has potential to generate underwater noise. In particular, the proposed construction involves directional drilling of approximately 1.5 km of submerged marine pipeline from the CW WWTP to a location in the centre of Whitford Embayment. The pipeline will be entirely below the seabed.

Two options are currently being considered for the construction of the wastewater outfall. The first option is underwater divers, which is expected to have a negligible noise effect so is therefore

not discussed further by HAC. The second option requires the construction of a coffer dam and HAC has considered the potential underwater noise effects of this option in more detail.

In relation to the coffer dam construction, sheet piles would be vibrated through the mud seafloor before being bedded into the underlying stiffer materials with a percussion rig. It is anticipated that this process would take less than one week. The design team estimates that there will be up to 200 hammer strikes per day from the piling rig using a sacrificial timber dolly to both protect the pile and reduce noise. Once dewatered, the outfall would be constructed over an estimated six month period. On completion, the sheet piles would be pulled out with a crane, which would likely require a vibrating head. The removal could be completed within one week.

The AUP(OP) contains no provisions for underwater noise. The 2024 update of the 'Technical Guidance for Assessing the Effects of Anthropogenic Sound on Marine Mammal Hearing (Version 3.0)' from the US Department of Commerce National Oceanic and Atmospheric Administration ('NOAA Guidelines') is typically used for underwater noise assessments in New Zealand and has been adopted by HAC in their assessment. Having regard to the construction methodology and equipment expected to be used for the coffer dam construction and the thresholds outlined in the NOAA Guidelines, it is anticipated that the percussive piling works has the potential to affect marine mammals or penguins if they are observed within the minimum distance required to meet the thresholds.

To address potential effects from the piling on the marine mammals and penguins, the following is proposed which will detailed and implemented via the CNVMP:

- Selecting the most appropriate method of constructing the outfall;
- Controlling noise at source through the use of a soft, sacrificial dolly on top of the pile;
- Using a bubble curtain about the piling, such as Bubble Tubing from Canadian Pond, if this is found to be practicable,
- Limiting piling to day light hours to allow for observations of marine mammals and penguins. Seasonal limitations have been discussed with the marine ecologist and are not considered necessary;
- Use of an observer, or observers, during the piling to watch for marine mammals and penguins entering the safe piling zones. Should marine mammals or penguins be identified, work must stop until all clear is given;
- Observations must start a minimum of 30 minutes prior to the commencement of piling; and
- Piling must adopt a soft start procedure that is 30 minutes in duration.

Based on HAC's assessment and by undertaking the mitigation and management measures outlined above which will be ensured by consent conditions, it is considered that that any adverse noise effects on marine mammals and penguins will be temporary and appropriately avoided, remedied or mitigated and not out of proportion to the significant regional benefits of the Project.

8.17 Subdivision

The subdivision pattern of the Project has been guided by the configuration of development activities and roading pattern, both of which have been informed by the Beachlands South precinct plans and the overall masterplan. On this basis, the subdivision pattern of the Project is considered

to be a positive design response consistent with intended outcomes in the Beachlands South precinct plans and underlying masterplan.

The proposed vacant residential lots have all been configured to support good levels of on-site amenity and solar orientation, while also providing appropriate access to support active modes of walking and cycling. The general size and shape of the lots proposed will also ensure there will be sufficient flexibility to deliver a range of complying housing typologies with a mix of densities with the relevant residential zones (THAB and MHU) that respond to the planned urban built character of the Precinct and will be consistent with the expectations of the AUP(OP) Zoning. It is also noted that future development could occur across multiple lots, enabling larger and higher intensity building forms to be accommodated.

While flexibility is sought with respect to the proposed sequencing of the subdivision staging, in our view, provided that the necessary legal and physical access to a road is provided to the relevant respective lots in each substage together with the necessary infrastructure, we do not consider there to be any practical issues or adverse effects with the flexibility sought in relation to the subdivision staging. Accordingly, subdivision of this land is considered to be appropriate and adverse effects in this regard on the environment will not be out of proportion to the significant regional benefits of the Project.

8.18 Natural hazards

8.18.1 Flood Hazards

The SMP prepared by HG in **Appendix 9** examines flood hazards and includes a hazard risk assessment with respect to this natural hazard which considers both pre-development and post-development scenarios.

This assessment indicates that during the 1% AEP storm scenario, the post-development scenario only increases flood depths by 20 – 50mm in the receiving downstream watercourse for catchments discharging to the north. This correlates to a relatively immaterial impact compared to pre-development conditions where existing flood depths within the stream are currently between 3.0 – 10.0m. Similarly, during the 50% AEP and 10% AEP storm event, flood levels within the same northern watercourse are shown to increase up to 300mm and 100mm, respectively. Whilst these values are more significant, the relative increase in flood level is ultimately immaterial due to the existing depths of flooding experienced within this stream, of 1.0 – 2.0m and 2.0 – 3.0m for the 50% AEP and 10% AEP storms.

In relation to the 1% AEP 3.8° climate change flood hazard classification for the post-development scenario, the assessment demonstrated that flood hazard within the development boundaries will be predominantly categorised within an H1 – Low Risk category and therefore considered a low risk to people or property during the worst-case 1% AEP storm event.

The post-minus-pre-development flood hazard assessment also confirms that there is no increase of flood hazards within the downstream environments for both catchments discharging to the northern watercourse, and western EPAN/coastal environment. As a result, the Project will not significantly impact the flood hazard within the development or the downstream environment in which it discharges into and closely mimics the flood hazard categorisation of the pre-development scenario.

Overall, the flood modelling undertaken demonstrates that the development of the live-zoned portion of the project area will generate only marginal increases within the downstream environments, during the 50%, 10% and 1% AEP storm events but importantly there will no increase in the flood hazard of these environments, as a result of the development. On this basis, it is considered that any adverse flood hazard effects will be appropriately avoided and mitigated and will not be out of proportion to the significant regional benefits of the Project.

8.18.2 Coastal Hazards

A coastal hazards risk assessment which includes consideration of the potential effects of climate change over at least a 100 year period has been prepared by T+T which references the original assessment¹ prepared for PC88 and this is enclosed as **Appendix 14**.

With reference to this assessment, the 2021 coastal hazard assessment of the site considered the physical coastal processes and effects over at least the next 100 years to provide consistency with the NZCPS (Policy 24 & 25) (NZCPS) and AUP(OP) requirements. It relied on natural hazard information included in the GIS viewer and assessed with the RCP8.5 and RPC8.5H+ sea level rise scenario in 2080 and 2130 that is still up-to-date and the best available information and uses conservative and precautionary assessments of the erosion and inundation extents.

The findings of the report identified that all property parcels, key assets and infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion and therefore are not at risk to these coastal hazards for at least 100 years. No coastal inundation will occur on property parcels, key assets and infrastructure, even with a consideration of 2 m sea level rise. Only beach and salt-marsh areas are susceptible to coastal inundation and are also the most likely to be affected by tsunamis. These low-lying areas around the coastal edge have only been considered for recreational amenity and no habitable buildings should be located on these areas. In terms of the section of wastewater outfall pipeline that would be located below the seabed and therefore within the 100-year ASCIE, it is noted that the pipeline is proposed to minimise environmental disturbances and avoid extensive open trench excavation within the coastal environment through utilising trenchless tunnelling methods. This approach avoids potential coastal process effects and impacts on the coastal hazard erosion area. Landbased infrastructure (manholes, etc) will be landward of the 2130 ASCIE line.

Therefore, risks of the Project to coastal erosion and coastal inundation over the next 100 years are negligible and will not be out of proportion to the significant regional benefits of the Project.

8.19 Coastal Effects

The effects on coastal water quality and marine ecology from the proposed wastewater discharges to the CMA are addressed in sections 8.3.2 and 8.13.3 above.

T+T has undertaken a preliminary geotechnical study of the inferred ground conditions for the long sea outfall in the CMA in **Appendix 15** which provide geotechnical design conditions for its physical construction based on the proposed draft construction methodology.

Conditions of consent are also proposed which require the implementation of specific management plans (i.e. Construction Management Plan and Drilling Fluid Management Plan)

¹ Coastal Hazard Assessment, Beachlands South Plan Change prepared by Tonkin & Taylor Ltd and dated December 2021.

setting out performance measures and contingencies to avoid or mitigate effects, thereby further ensuring adverse effects on the environment will be minimised during construction.

8.20 Cultural, Social and Economic Effects

8.20.1 Cultural Values

It is acknowledged that the Precinct and the wider Beachlands/Maraetai area contains a rich and diverse mana whenua cultural landscape with the Beachlands area being notable for its continued occupation by Ngāi Tai ki Tāmaki. Ngāi Tai ki Tāmaki is a development partner of the Project, forming part of the partnership in BSLP, and has been regularly informed or actively involved in the ongoing development of this Project. The recommendations in the CVA provided by Ngāi Tai ki Tāmaki have also been converted in proposed consent conditions where appropriate to ensure that cultural values are appropriately provided for, honoured and respected within the Project.

The Project incorporates extensive ecological restoration and enhancement measures within the EPAN, including native revegetation, riparian planting, wetland margin planting, weed management, pest animal control and long-term ecological protection and management. Additionally, the Project will incorporate water-sensitive design providing stormwater quality treatment of contaminants prior to discharge will also contribute to improving water quality and will again enhance the mauri of freshwater.

Overall, on the basis that Ngāi Tai ki Tāmaki are development partner for the Project and the relevant iwi authorities consulted have not expressed any objection to the project and the ecological enhancements proposed are aligned with mana whenua values, it is considered that adverse effects on cultural values will be avoided or mitigated and the overall effects will be positive.

8.20.2 Social Effects

Social benefits are addressed in the preceding sections above. With regards to potential adverse effects, it is acknowledged that this proposal represents change to the current community but these changes are already anticipated and addressed through plan change process which provides for the 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. Potential effects relating to construction and amenity have been discussed elsewhere in this assessment and will be addressed through mitigation proposed in relation to those matters.

8.20.3 Economic Effects

Economic benefits are addressed in Section 8.1 above. There are no anticipated adverse economic effects associated with this proposal.

9.0 ASSESSMENT OF RELEVANT STATUTORY CONSIDERATIONS

This section of the application is provided in accordance with clauses 5(1)(h), 5(2) and 5(3) of Schedule 5 of the FTAA. The FTAA requires that applications must include an assessment of the activity against the relevant provisions and requirements of those documents listed in clause 5(2) being:

- (a) a national environmental standard:
- (b) other regulations made under the RMA:
- (c) a national policy statement:
- (d) a New Zealand coastal policy statement:
- (e) a regional policy statement or proposed regional policy statement:
- (f) a plan or proposed plan; and
- (g) a planning document recognised by a relevant iwi authority and lodged with a local authority.

9.1 National Environmental Standards

9.1.1 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The NESCS came into effect on 1 January 2012. All territorial authorities are required to give effect to and enforce the requirements of the NESCS in accordance with their functions under the RMA relating to contaminated land.

The purpose of the NESCS is to provide a nationally consistent set of planning controls and soil contaminant values. It seeks to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated or contaminants contained to ensure the land is safe for human use.

The relevant consent matters identified for the proposal under NESCS regulations have been identified in section 7.2.2 of this report and the potential effects on human health are assessed in section 8.5 of this report too. In summary, the proposed soil disturbance is considered to be essential for enabling and facilitating development of the site and the contamination assessments and CSMP in **Appendix 16** has appropriately identified the type and concentration of contaminants in the soil.

The CSMP outlines the suite of mitigation measures, and health and safety practices to be implemented on site during the handling of contaminated soils and remediation actions required to ensure the land can be safely occupied for their intended residential and commercial uses in this project. Conditions of consent are also proposed to ensure that the mitigation measures will be implemented, will not result in significant risks to human health and will accord with the NESCS. Overall, it is considered that the Project will achieve the overarching purpose and objective of the NESCS to protect human health.

9.1.2 National Environmental Standard for Freshwater 2020

Resource consents required under the NES-F have been considered in Section 7.2.4.

The intent of the NES-F is to set out requirements for carrying out certain activities that pose risks to freshwater and freshwater ecosystems. It seeks to:

- Protect existing inland and coastal wetlands;
- Protect urban and rural streams from in-filling;
- Ensure connectivity of fish habitat (fish passage);

- Set minimum requirements for feedlots and other stockholding areas;
- Improve poor practice intensive winter grazing of forage crops;
- Restrict further agricultural intensification until the end of 2024; and
- Limit the discharge of synthetic nitrogen fertiliser to land, and require reporting of fertiliser use.

The proposal meets the definition of ‘urban development’ under Regulation 45C(1) to 45C(5).

The effects of the proposal have been adequately assessed in Section 8.13.2 of this report above. Appropriate mitigation and compensation measures have been identified and provided for, to avoid any adverse effects to the health of freshwater and freshwater ecosystems.

Based on the above, the proposal is considered to meet the intent of the NES-F.

9.1.3 Other National Environmental Standards

The proposal does not require resource consents under any of the other National Environmental Standards (listed in Section 7.3), and therefore an assessment against the intent of these is not required.

However, of relevance to the proposed WWTP is the National Environmental Standards for Air Quality Regulations 2004 (‘NESAQ’). The Site is not located in a polluted airshed, and the operation of the WWTP is not likely to generate PM10 emissions. The principal potential source of air emissions from the operation of the WWTP relates to decomposition of organic material under septic or anaerobic conditions, generation of reduced sulphur compounds (including hydrogen sulphide); and intermittent releases associated with sludge handling and transfer operations. However, the ambient air quality standards will not be exceeded as a result of its operation. The discharges to air from the WWTP are expected to be minor and can be managed through standard wastewater treatment plant ventilation and odour control practices. Therefore, the NESAQ does not restrict the granting of this consent for discharges to air.

9.2 National Policy Statements

9.2.1 National Policy Statement on Urban Development 2020

The NPS-UD came into effect on 20 August 2020 with the overall purpose to ensure well-functioning urban environments that meet the changing needs of diverse communities. The NPS-UD requires a significant step change in how we plan for, and enable intensification within the urban areas of Auckland.

The proposal is considered to be consistent with the NPS-UD for the reasons below with reference to the objectives and policies of particular relevance.

- Objective 1 and Policy 1 seek well-functioning urban environments for people and communities. The Project will achieve this objective as it will provide for the development of live zoned land at Beachlands into a comprehensively planned and public transport focussed community comprising of residential dwellings, a hotel and conference venue, community and commercial activities, community facilities including the potential development of two schools, protected ecological restoration areas, walking and cycling networks. The proposed connections to the Pine Harbour ferry and provisions for future public transport routes through

the Project area support greenhouse gas reductions. The proposed 75 hectares of the EPAN including the series of open spaces proposed will also contribute to the forest sequestration requirements to reduce carbon from the development. The Project will also enable a variety of housing types ranging from apartments, terrace houses, attached houses, standalone houses and large lot residential house sites. Additionally, the Project provided for work/live units which will also contribute to the wide range of housing proposed as part of this application. The proposed walking and cycleways through the site as well as the coastal path will provide good accessibility between housing, jobs, community services and open spaces and will be well connected to public transport options. For businesses, there are a wide variety of sites in differing locations that will enable a wide range of commercial activities to establish within the precinct. The relationship with Ngai Tai ki Tamaki and the outcomes proposed to be incorporated from the CVA ensures a strong relationship with Māori and the ability for them to express their cultural traditions. The location of the site which is well above sea level and the geotechnical assessments confirm that the development will be resilient to the likely current and future effects of climate change. Lastly, there will be no effect on the competitive operation of land and development markets. The overall result, is that the Project will result in a well-functioning urban environment;

- Objective 2 seeks that planning decisions will improve housing affordability by supporting competitive and developing markets. The Project provides for approximately 2,000 dwellings in a variety of housing types, densities and vacant sites for future development. This choice will result in a range of affordability options within Beachlands and will ensure competitive land and development markets;
- Objectives 4 state that New Zealand's urban environments develop and change over time in response to diverse and changing needs of people, communities and future generations. The Project provides for approximately 2,000 dwellings and approximately 27,000m² of commercial GFA and 30,000m² of light industrial GFA. This will contribute to the creation of a diverse and vibrant community and assist in responding to the changing needs of people, communities and future generations;
- Objective 5 and Policy 9 require Te Tiriti o Waitangi to be taken into account. The assessment under Section 9.3.2.3 of this report relating to the RPS confirms this objective is met;
- Objective 6 relates to local authority decisions on urban development being integrated with infrastructure planning and funding decisions and are responsive to proposals that would supply significant development capacity. The Project has been designed to generally comply with the transport upgrades standard and water supply and wastewater standard in the Beachlands South Precinct. Both will ensure development is coordinated with infrastructure provision and that sufficient infrastructure upgrades are in place as required by development;
- Objective 8 supports a reduction in greenhouse gas emissions and resilience to the current and future effects of climate change. The proposed carbon reduction and forest sequestration initiatives which are inherent in this development will meet this objective;
- Policies 4 and 5 seek increases in density and accessibility. The Project achieves this by providing for the highest density in the Village Centre and the Marina Point subprecinct and ensuring these have direct access to public transport;

- Policy 6 requires planning decisions to have particular regard to the planned urban built form, the benefits of urban development, contributions to development capacity, and the effects of climate change. The Proposal contributes toward development capacity and is consistent with the scale and planned density of development sought through Beachlands South Precinct and underlying zone. In addition, the Proposal will support housing choice and housing and business capacity; and
- Policy 10 directs local authorities to achieve integrated land use and infrastructure planning, including additional infrastructure. The Project will be fully serviced by development infrastructure and additional infrastructure, including two new schools to meet the educational needs of the community.

In summary, it is considered that this Project will add to development capacity for housing and contribute to well-functioning urban environments.

9.2.2 New Zealand Coastal Policy Statement

The NZCPS is a national policy statement under the RMA. The purpose of the NZCPS is to state objectives and policies in order to achieve the purpose of the Act in relation to the coastal environment of New Zealand.

The NZCPS sets out the relevant issues that are applicable to the coastal environment of New Zealand. Importantly, formulation of policy documents such as regional policy statements and coastal provisions must give effect to the NZCPS provisions. The AUP provisions have been prepared in accordance with the NZCPS too.

The purpose of the NZCPS is to set out a high-level policy framework that achieves the purpose of the RMA in relation to New Zealand's coastal environment. The formulation of policy documents such as regional policy statements and coastal provisions must give effect to the NZCPS provisions. The project is considered to be consistent with the NZCPS for the reasons below with reference to the relevant objectives and policies:

- Objective 1 seeks to safeguard the integrity, form, functioning and resilience of the coastal environment and its ecosystems. The Project Area abuts approximately 3km of coastline adjacent the tidal estuarine environment of Beachlands. The specialist report included in **Appendix 12** confirms that the effects arising from the Project on marine habitats and values are generally very low to low based on the following measures:
 - Implementation of Erosion and Sediment Control ('ESC') during construction phases on Site, as outlined in the ESC Plan. Construction will be staged over several earthworks seasons with open earthworks limited within sub-catchments.
 - Compliance with Standard I458.6.11 Earthworks in the Precinct provisions to ensure sediment discharge on the receiving coastal environment is minimised.
 - Stormwater treatment on Site in line with GD01 and as outlined in the Stormwater Management Plan.
 - The proposed wastewater treatment system adopts a treatment train approach ensuring the wastewater is appropriately treated to a high quality.
 - The hydrodynamic and water quality modelling undertaken by T+T indicates that the proposed treated wastewater discharge is expected to achieve substantial dilution within

the receiving environment under conservative conditions such that background (existing) concentrations remain the primary determinant of the overall water quality; and

- The proposed marine compensation measure including the preparation and implementation of a CBMP as well as the enhancement of the Waikopua shell banks, mangrove management and restoration and enhancement measures at an embayment scale.
- Objective 2, Policy 13 and Policy 15 seek to preserve the natural character of the coastal environment and protect natural features and landscape values. The existing character of the coastal environment is largely natural although the Formosa Golf Resort has re-shaped the landform back from the coastal edge and has resulted in a number of built features. The now operative urban zoning of the precinct also anticipates change to this wider environment. From the coastal marine area however, the natural character of the coastal environment remains. It is considered that the Project preserves the natural character of the coastal environment as all development and vacant lots are located outside of the 30m coastal protection yard. Furthermore, the establishment of the EPAN especially those parts along the coastal edge contributes to the preservation of natural character of the coastal environment;
- Objective 3 and Policy 2 seek to take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment. Ngāi Tai ki Tāmaki have provided a letter of support for the proposed wastewater treatment coastal discharge pipe and outlet structure for the development;
- Objective 4 seeks to maintain and enhance the public open space qualities and recreation opportunities of the coastal environment. Policy 15 recognise the need for public open space within and adjacent to the CMA, for public use and appreciation. Policy 19 refer to walking access to and along the coast. As part of the Project, a coastal walkway is provided along the coastal edge of sub-precinct D which follows an elevated route connecting to the Pine Harbour Marina. This coastal walkway will be publicly accessible with a width of approximately 3-3.5m thereby enhancing the public open space qualities and recreation opportunities of the coastal environment;
- Objective 5 ensures that coastal hazard risks taking into account of climate change are managed. Policy 25 relate to the subdivision, use and development in areas of coastal hazard risk. The Coastal Hazard Assessment included as **Appendix 14** confirms that all development including key infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion. In addition, no coastal inundation or tsunami hazard will occur within the development even with the consideration of 2m sea level rise;
- Policy 1 recognises the extent and characteristics of the coastal environment. The ecology of the coastal environment affected by the Proposal is described in **Appendix 12**. The tidal nature of the estuarine environment results in a variety of ecological habitats. Coastal processes, coastal hazards, visual effects and cultural items have been considered above in the above analysis of the relevant objectives of the NZCPS;
- Policy 3 requires the adaptation of precautionary approach. The Project adopts a precautionary approach through hydrodynamic and sediment load modelling of potential sedimentation effects in the coastal environment;

- In reference to Policy 5, an assessment against Hauraki Gulf Marine Park Act ('HGMPA') is provided in section 10.3.1 below;
- Policy 6 refers to activities in the coastal environment. The Project will enable significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment. Mana whenua values and effects on natural character and visual impacts arising from the development have been considered above in the above analysis of the relevant objectives of the NZCPS;
- Policy 11 refers to the protection of indigenous biological diversity in the coastal environment. Overall, T+T's assessment concludes that the proposed wastewater infrastructure and associated discharges can be managed so that adverse effects on marine ecology are generally very low to low. In addition, mitigation and management measures are proposed to ensure that any adverse noise effects arising from the construction of the wastewater outfall on marine mammals and penguins will be temporary and appropriately avoided, remedied or mitigated.
- Policy 14 relates to the restoration of natural character and seeks to promote restoration or rehabilitation of the natural character of the coastal environment. The Project involves the establishment of the EPAN comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced including preservation of streams and their margins. In addition, the freshwater compensation package includes the restoration and enhancement of approximately 2.943 ha of wetland habitat within the site and alongside the CMA. This will result in positive outcomes for the habitats and ecosystems as well as riparian and intertidal margins;
- Policy 21 relates to the enhancement of water quality. As outlined above, stormwater treatment on Site in line with GD01 and as outlined in the Stormwater Management Plan. The proposed wastewater treatment system adopts a treatment train approach ensuring the wastewater is appropriately treated to a high quality. Overall, T+T conclude that the proposed treated wastewater discharge is unlikely to result in significant adverse effects on receiving water quality;
- Policy 22 relates to sedimentation. Standard I458.6.11 Earthworks in the precinct provisions acts as a mechanism to minimise sediment discharge and manage discharge effects on the receiving coastal environment specific to this Beachlands context and project area. Specifically, the minimum size of 3.75% for SRP volumes represent an important quantum in order to achieve a higher standard than GD05 and 4 hectares achieves a higher performance standard prescribed in GD05 to further mitigate the risk of larger sediment discharges. On the basis that the Project complies with Standard I458.6.11 Earthworks in the precinct provisions, it is considered that there will be improvements to the existing quality of sediment discharge;
- Policy 23 relates to discharge of contaminants. The Project results in the discharge of stormwater and treated wastewater into the coastal marine area. As outlined above, stormwater treatment on Site in line with GD01 and as outlined in the Stormwater Management Plan. The proposed wastewater treatment system adopts a treatment train approach ensuring the wastewater is appropriately treated to a high quality. Ngāi Tai ki Tāmaki have provided a letter of support for the proposed wastewater treatment coastal discharge pipe and outlet structure for the development; and
- Policy 24 relates to the identification of coastal hazards. The Coastal Hazard Assessment included in **Appendix 14** has considered all relevant coastal processes and effects over at least the next 100 years as required by this policy.

9.2.3 Hauraki Gulf Marine Park Act 2000

The HGMPA has the same effect as a New Zealand Coastal Policy Statement for the Hauraki Gulf and must be assessed accordingly. The relevant provisions of the HGMPA that relate to this application include its purpose and the impacts on the management of the Hauraki Gulf. The applicable subsections relating to the purpose of the HMPA aim to integrate the management of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments and to establish objectives for the management of the Hauraki Gulf. Additionally, it is a purpose of the HGMPA to recognise the historic, traditional, cultural, and spiritual relationship of the tangata whenua with the Hauraki Gulf and its islands.

The HGMPA addresses similar issues to the NZCPS, however the HGMPA focuses on the life supporting capacity of the Hauraki Gulf and recreation as reflected in Section 7(2) and Section 8(f). Given the status of the HGMPA, the relationship between the Hauraki Gulf, its islands and catchments and the ability of the Gulf to sustain the life supporting capacity of the environment are matters of national significance.

The sections of the HGMPA that are relevant to this application are sections 7 and 8. Overall, it is considered that the Project is consistent with the provisions of the HGMPA and will give effect to it for the following reasons:

- The Project will result in improvements to the life supporting capacity of the gulf by improving the quality of discharges into the coastal marine area through the following measures:
 - Implementation of Erosion and Sediment Control (ESC) during construction phases on Site, as outlined in the ESC Plan. Construction will be staged over several earthworks seasons with open earthworks limited within sub-catchments;
 - Compliance with Standard I458.6.11 Earthworks in the precinct provisions to ensure sediment discharge on the receiving coastal environment is minimised;
 - Stormwater treatment on Site in line with GD01 and as outlined in the Stormwater Management Plan;
 - The hydrodynamic and water quality modelling undertaken by T+T indicates that the proposed treated wastewater discharge is expected to achieve substantial dilution within the receiving environment under conservative conditions such that background (existing) concentrations remain the primary determinant of the overall water quality. Overall, T+T's assessment concludes that the proposed wastewater infrastructure and associated discharges can be managed so that adverse effects on marine ecology are generally very low to low.
- The establishment of approximately 75 hectares of the EPAN will also significantly support safeguarding the life supporting capacity of water.

9.2.4 National Policy Statement for Natural Hazards 2025

The NPS-NH came into force on 15 January 2026 and applies to the natural hazards of flooding, landslips, coastal erosion, coastal inundation, active faults, liquefaction and tsunami.

In relation to the geotechnical natural hazards, the geotechnical report in **Appendix 15** confirms that in context of the risk matrix table in Appendix 1 of the NPS-NH:

- The development is generally well set back from the coastal cliffs and steeper gullies. Slope stability analyses demonstrate that the proposed earthworks can achieve the Auckland Code of Practice required factors of safety under static, transient and seismic loading conditions. In this regard, the likelihood of landslides is rare and accordingly the consequences of landslides at this Site is negligible to moderate levels thereby resulting in overall low landslide hazard.
- Liquefaction is not expected to present a significant constraint to the proposed development. The residual liquefaction risk is considered low and can be appropriately managed through detailed design and standard geotechnical construction practices.
- No active fault traces are mapped within the Site, and no active fault avoidance overlays apply under the AUP(OP). Given the absence of a mapped active fault crossing the Site, the risk of surface fault rupture affecting the proposed development is considered low.

In relation to coastal natural hazards, the Coastal Hazard Assessment in **Appendix 14** confirms in context of the risk matrix table in Appendix 1 of the NPS-NH that the project with mitigation of the proposed adaption response is low risk for coastal erosion, coastal inundation, tsunami and landslides due to coastal cliffs for the next 100 years, for both building damage and life safety.

In terms of flood natural hazards, the SMP prepared by HG in **Appendix 9** confirms that the flood hazard within the development boundaries will be predominantly categorised within an H1 – Low Risk category and therefore considered a low risk to people or property during the worst-case 1% AEP storm event.

With reference to these risk levels identified in the relevant technical reports, the project is consistent the objective of the NPS-NH that “Natural hazard risk to people and property associated with subdivision use and development is managed using a risk-based proportionate approach” because:

- The natural hazard risk associated with subdivision, use and development of the Site has been assessed using the risk matrix in Appendix 1 of the NPS-NH (Policy 1);
- The natural hazard risks of flooding and coastal inundation associated with the subdivision, use and development of the Site will be managed using an approach of appropriate building design and an adaptive response that is proportionate to the level of natural hazard risk over the next 50 to 100 years (Policy 2);
- Subdivision, use and development of the Site have been assessed as having negligible to low risks for geotechnical hazards and low for all coastal hazards, low for flood hazard risk and no very high natural hazard risks have been identified (Policy 3);
- The geotechnical report, Coastal Hazard Assessment and Flood Risk Assessment conclude that subdivision use and development of the Site will not create or increase significant natural hazard risk on other sites (Policy 4);
- The hazard risk assessments have been prepared based on best available information (Policy 5); and
- The hazard risk assessments has considered the potential impacts of climate change to 100 years into the future (Policy 6).

9.2.5 National Policy Statement for Freshwater

The National Policy Statement on Freshwater Management 2020 (‘NSP-FM’) requirements include:

- Managing freshwater in a way that ‘gives effect’ to Te Mana o Te Wai;
- Improving degraded water bodies, and maintaining or improving all others; and
- Avoiding any further loss or degradation of wetlands and streams, map existing wetlands, and encourage their restoration.

An assessment against the relevant objective and policies of the NPS-FM is provided in section 8.1 of the EclA. In addition to these, the following commentary is provided:

- The NPS-FM recognises the need for urban growth while integrating and managing the effects of development on freshwater, ecosystems and the coastal environment. The proposed works are required to support the delivery of urban development in Auckland with measures proposed to mitigate and manage effects on adjacent freshwater bodies;
- The NPS-FM priorities the health and wellbeing of freshwater systems including water quality. The proposal seeks to ensure the water quality of downstream and adjacent freshwater systems in the catchment is maintained and improved. As detailed below, the proposed erosion and sediment control measures will ensure water quality is maintained during construction activities, and stormwater management and treatment devices will ensure that the quality of stormwater runoff to waterbodies is improved;
- The Project incorporates extensive ecological restoration and enhancement measures within the EPAN, including native revegetation, riparian planting, wetland margin planting, weed management, pest animal control and long-term ecological protection and management;
- As part of the Project, a compensation package will restore and enhance approximately 2.943 ha of wetland habitat located within the Site and within the wider Waikōpua Creek catchment. The residual adverse effects of the proposed stream and wetland reclamation will be compensated by the compensation site which will be subject to weed control, native wetland planting, wetland buffer enhancement, pest animal control where required, monitoring, maintenance and adaptive management. Overall, following implementation of the compensation works, the proposal is expected to result in positive long-term ecological outcomes and accordingly the proposed stream and wetland reclamation;
- The proposed works are deemed necessary to prepare the site for the roading alignment detailed within the Precinct, stormwater management approach and development of underlying zoning and sub-precincts. The earthworks modelling and flood levels have determined finished contours. The earthworks enable compliant roading gradients, building platforms, and infrastructure service levels. To maintain the structure of development determined by the Precinct Plan, to ensure logical connections to adjacent subdivision stages, to enable the stormwater attenuation requirements, and in order to provide for the most effective and economic use of the land, it is not practicable to avoid the reclamation of the identified wetlands, and reclamation of the identified intermittent streams throughout the Project Area;
- The proposal will manage the adverse effects on Mana Whenua cultural heritage if discovered on site and will comply with the protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin. Appropriate actions will be undertaken in accordance with mātauranga and tikanga Māori and any adverse effects will be avoided, remedied or mitigated where possible; and

- There are no practicable alternatives or methods to the proposed reclamations and diversions based on the aforementioned assessment and the planned zoning of the Site as envisaged by the Precinct.

Overall, it is considered that the Project is generally consistent with the NPS-FM.

9.2.6 National Policy Statement for Indigenous Biodiversity

The National Policy Statement on Indigenous Biodiversity 2023 ('NPS-IB') concerns "SNA or significant natural areas" and "indigenous biodiversity", both of which are defined terms under the NPS. The objective of the NPS-IB is to maintain indigenous biodiversity across New Zealand so that there is no overall loss. The policies seek to restore and enhance ecosystems and habitats where necessary, and avoid adverse effects to SNAs.

The Project is consistent with the NPS-IB for the following reasons:

- The proposal results in some very small-scale indigenous vegetation and habitat loss. However, extensive restoration, enhancement and long-term protection measures are proposed while providing for urban development. The EPAN enhancement programme results in a significant net increase in land subject to ecological restoration and management;
- The proposal incorporates substantial ecological restoration and enhancement measures that will increase indigenous vegetation cover, improve habitat connectivity and habitat diversity, and contribute to the resilience of indigenous biodiversity to the effects of climate change over time;
- Areas of highest indigenous biodiversity value have generally been retained within the EPAN network. Adverse effects on indigenous biodiversity have been assessed and addressed through avoidance, minimisation, restoration, enhancement and long-term management measures;
- The majority of vegetation affected by the proposal occurs outside SNA/SEA areas and comprises modified exotic-dominated habitats. Notwithstanding this, these habitats have been assessed and the proposal incorporates extensive restoration, enhancement and management measures throughout the wider Site; and
- The Site and surrounding coastal environment provide potential habitat for a number of highly mobile fauna listed in Appendix 2 of the NPS-IB, including northern NZ dotterel, banded dotterel, Caspian tern, bar-tailed godwit, banded rail and long-tailed bat. These values have been assessed through targeted ecological investigations and are addressed through habitat retention, ecological restoration, pest management, freshwater enhancement measures and species-specific management where required. The proposal is not anticipated to adversely affect the ability of these species to utilise habitats across their wider natural range.

9.2.7 National Policy Statement for Infrastructure

The National Policy Statement for Infrastructure ('NPS-I') applies to all infrastructure activities and infrastructure supporting activities.

As a general summary, the objectives of the NPS-I seek to ensure that the benefits of infrastructure are provided for to support the wellbeing of people and communities and their health and safety. Well-functioning infrastructure is to be enabled to support the development and change of rural environments. The policies of the NPS-I reinforce the objectives. Decision makers must ensure that

infrastructural benefits are recognised and provided for, and recognise that infrastructure may have an operational or functional need to operate in, be located in, or traverse particular locations and environments, depending on several contextual factors. While recognising that not all infrastructure can be spatially identified in advance, decision makers must have regard to the extent to which the infrastructure has been identified within a strategic planning document. Decision makers must enable opportunities to make more effective use of existing infrastructure, and support the integration of infrastructure with land-use activities.

The Project is consistent with the NPS-I for the following reasons:

- The Project provides for extensions to existing roading, power and telecommunication utilities and new three waters infrastructure to support the development and accommodate the shift from the existing rural character to a comprehensively planned well-functioning urban environment.
- The Project provides for roading infrastructure that can safely support the movement of people, goods and services in an efficient and effective manner and have been designed to integrate with the wider transport network; and
- The Project provides for the development of both a primary and secondary school with the latter representing an important addition given the current absence of secondary school provision within the Beachlands / Maraetai area. This will support the educational needs of the community.

Overall, appropriate design measures have been implemented so that the proposed infrastructure network will be resilient to natural hazards, and have adequate capacity for the land-use it is intended to serve.

9.2.8 Other National Policy Statements

The proposal does not require an assessment against the following National Policy Statements below for the reasons set out as follows:

- National Policy Statement for Renewable Energy Generation – this NPS provides guidance for local authorities on how renewable energy generation (including the construction, operation and maintenance of structures associated with renewable energy generation) should be dealt with in RMA planning documents. The proposal does not include the construction or operation of renewable energy generation structures or related activities. Therefore, an assessment of this NPS is not required; and
- National Policy Statement on Electricity Generation – this NPS sets out the objectives and policies for managing the electricity transmission network. The project does not involve any activities relating to the operation, maintenance and upgrade of the existing transmission network or the establishment of new transmission resources and therefore an assessment of this NPS is not required.
- National Policy Statement on Highly Productive Land (‘NPSHPL’) – this NPS sets out the objectives and policies for the protection of highly productive land for land-based primary production. The Site is zoned Business – Mixed Use, Light Industry and Local Centre, Residential – THAB, MHU and Large Lot, FUZ and GCM and therefore the NPSHPL is not applicable.

9.3 Regional Policy Statement, Regional Plan and District Plan

9.3.1 Auckland Unitary Plan (Operative in Part) 2016

The AUP(OP) combines the regional policy statement, regional coastal plan, regional plans and district plans into one combined plan. The Plan has a hierarchical policy framework with the regional policy statement at the top, then with regional and district plan provisions giving effect to the regional policy statement. The proposal has not been assessed against Chapters B4 Natural heritage, B5 Historic heritage and special character or B9 Rural environment because these sections of the RPS are not applicable to the proposal. All other relevant chapters of the RPS are assessed below.

9.3.2 Regional Policy Statement

9.3.2.1 Chapter B2 Urban Growth and Form

The Project gives effect to objective B2.2.1(1) to achieve a quality compact urban form with a high-quality urban environment by the development of live zoned land at Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment comprising residential dwellings, a hotel and conference venue, community and commercial activities, protected ecological restoration areas, walking and cycling networks, and community facilities, and enable the potential development of two schools. The Project will stimulate greater productivity and economic growth in this part of the Auckland region.

The timing and staging of development in this project will be aligned with the planned long-term upgrades to bulk infrastructure to service reticulation demands of the project which, in our view, is considered to represent better and efficient use of existing (and planned) infrastructure. New local infrastructure within the project such as reticulation and roading will all be funded and installed by BSLP.

The development of Beachlands South and enabling the accelerated construction of future development in this location would also support the effectiveness and success of public transport in this location with respect to the Pine Harbour ferry that is within walking distance to the Village Centre and the Marina Point sub-precincts. The land use diversity of this Project in terms of commercial, industrial and community uses, public open spaces and residential development will enable social vitality, while cultural vitality is also enabled with the proposed stormwater management framework and enhancement of degraded stream corridors which are aligned with mana whenua values.

Policy B2.3.2(1) is achieved because the proposal is generally consistent with the AUP(OP) which contemplates a comprehensively planned and public transport focused community adjacent to the Pine Harbour ferry berths in this planned future environment. The subdivision layout is also considered to be legible and provides a high level of amenity for pedestrians and cyclists with the proposed roading design incorporating generous footpaths, cycleways within an attractive and high-quality community.

Objectives B2.7.1(1) and (2) will also be given effect to with the creation and development of open spaces which would be publicly accessible and generously sized to meet recreational needs of people and communities. The provision and vesting of an esplanade reserve and coastal pathway along the coastal edge will also ensure public access is maintained and enhanced.

9.3.2.2 Chapter B3 Infrastructure, Transport and Energy

The objectives and policies for infrastructure under B3.2.1 and B3.2.2 are principally focused on ensuring that the importance of infrastructure is recognised, and appropriate provision of such infrastructure. With reference to objective B3.2.1(1), the development and upgrading of infrastructure is specifically enabled which in this case includes the necessary reticulation system to service the proposal and achieving the necessary connections to existing bulk infrastructure. Adverse effects on the stream as a natural resource will also be avoided and mitigated by designing and constructing the stormwater outfall structures to avoid scouring, bed erosion and disturbance to the streambed too.

With respect to transport objective B3.3.1(1), the proposal gives effect to this as the development provides for roading infrastructure that can safely support the movement of people, goods and services in an efficient and effective manner and have been designed to integrate with the wider transport network. In doing so, this would also give effect to policy B3.3.2(5) in terms of land use and transport integration to the extent that the necessary transport infrastructure is planned, funded and staged to integrate with urban growth of this proposal.

The development of two schools and employment activities within Beachlands will also reduce private vehicle trips from the road network. Higher development density around the Village Centre and in the Marina Point sub-precincts (combined with connections to the ferry) will also result in transport efficiencies and accessibility to public transport. Overall, the project is efficiently served by a key public transport service, and private vehicle trips will therefore inherently reduce.

9.3.2.3 Chapter B6 Mana Whenua

The Project gives effect to objectives B6.2.1(1) and (2) and policy B6.2.2(1) due to the extensive consultation and engagement with Mana Whenua groups that have occurred to date and over a series of hui extending back to 2021 as part of PC 88 and more recently for this application. This process also gives effect to policy B6.2.2(1) in terms of providing the opportunity for Mana Whenua to actively participate in the sustainable management of natural and physical resources, and building and maintaining partnerships and relationships with iwi authorities.

The Project also give effect to objective B6.3.1(2), particularly in relation to the natural resource of freshwater, and enhancing this overall through the extensive ecological restoration and enhancement measures within the EPAN, including native revegetation, riparian planting, wetland margin planting, weed management, pest animal control and long-term ecological protection and management.

9.3.2.4 Chapter B7 Natural Resources

The relevant objectives and policies of B7.1 seek to ensure that indigenous biodiversity is maintained through protection, restoration and enhancement in areas where ecological values are degraded, or where development is occurring.

The relevant objectives and policies of B7.3 seek to ensure that degraded freshwater systems are enhanced and the loss of freshwater systems is minimised. There is an emphasis to integrate the management of subdivision, use and development and freshwater systems, identify degraded freshwater systems and to avoid the permanent loss and significant modification of lakes, rivers, streams and wetlands unless no practicable alternatives exist or mitigation measures are implemented to address the adverse effects arising from the loss in freshwater system functions and values.

The relevant objectives and policies of B7.4 seek to ensure that the quality of freshwater and coastal water is maintained (where it is excellent or good) and progressively improved over time (where it is degraded). There is an emphasis to avoid, remedy or mitigate the adverse effects from changes or intensification of land uses on coastal water and freshwater quality.

As previously discussed, it is not practicable to avoid the reclamation of the identified wetlands, and reclamation of the identified intermittent streams throughout the Project Area to enable urban development envisaged by the Precinct. It is noted that the ecological values of the streams and wetlands to be reclaimed are considered to be of low to moderate ecological value, typical of rural environments. The effects of the proposed reclamation have been quantified and are addressed through avoidance, minimisation, freshwater compensation and restoration measures thereby consistent with policy B7.3.2(4).

Adverse effects will also be avoided by implementing best practice erosion and sediment control in accordance GD05 to minimise sediment discharge and providing quality treatment of stormwater prior to discharge into the receiving environment. These mitigation measures are also consistent with policy B7.4.2(7) in terms managing the effects of discharge on water quality and policy B7.4.2(8) with managing sediment runoff from land disturbance.

The Project retains a substantial proportion of the stream network within the Site which will be restored and enhanced as part of this project through the proposed riparian planting, thereby also giving effect to objective B7.2.1(2). For these reasons, objectives B7.3.1(1), (2) and (3) in relation to freshwater systems are also considered to be achieved in addition to policies B7.3.2(2) and (3) with respect to identifying degraded freshwater systems and enhancing these systems.

The majority of vegetation affected by the Project occurs outside SNA/SEA areas and comprises modified exotic-dominated habitats. Notwithstanding this, these habitats have been assessed and the Project incorporates extensive restoration, enhancement and management measures throughout the wider Site thereby consistent with objectives B7.2.1(1) and (2) relating to indigenous biodiversity.

9.3.2.5 Chapter B8 Coastal Environment

The objectives and policies of B8 are principally focussed on ensuring that the subdivision, use and development within the coastal environment are in an appropriate location and of an appropriate form.

An assessment against the relevant objectives and policies of the NZCPS and HGMPA is provided in sections 10.2.2 and 10.2.3 above. In reference to this, it is considered that the Project is consistent with Chapter B8 for the following reasons:

- The Project gives effect to B8.2.1(2) and B8.2.2(4) as all development and vacant lots are located outside of the 30m coastal protection yard. Furthermore, the establishment of the EPAN especially those parts along the coastal edge contributes to the preservation of natural character of the coastal environment;
- In reference to B8.3.1(4), while the proposed wastewater outfall is located in the CMA, this is necessary to service the development from a wastewater perspective. An assessment of the construction of this outfall is provided in Section 8.13.3 above;

- The Project gives effect to B8.3.2(4) as measures are implemented to ensure that adverse effects on the coastal environment arising from the development are avoided, remedied or mitigated. These include:
 - Implementation of Erosion and Sediment Control (ESC) during construction phases on site, as outlined in the ESC Plan. Construction will be staged over several earthworks seasons with open earthworks limited within sub-catchments.
 - Compliance with Standard I458.6.11 Earthworks in the precinct provisions to ensure sediment discharge on the receiving coastal environment is minimised.
 - Stormwater treatment on site in line with GD01 and as outlined in the Stormwater Management Plan.
 - The proposed wastewater treatment system adopts a treatment train approach ensuring the wastewater is appropriately treated to a high quality.
 - The hydrodynamic and water quality modelling undertaken by T+T indicates that the proposed treated wastewater discharge is expected to achieve substantial dilution within the receiving environment under conservative conditions such that background (existing) concentrations remain the primary determinant of the overall water quality;
 - The proposed marine compensation measure including the preparation and implementation of a CBMP as well as the enhancement of the Waikopua shell banks, mangrove management and restoration and enhancement measures at an embayment scale; and
 - Mitigation and management measures are proposed to ensure that any adverse noise effects arising from the construction of the wastewater outfall on marine mammals and penguins will be temporary and appropriately avoided, remedied or mitigated.
- The Project provides for a coastal walkway is provided along the coastal edge of sub-precinct D which follows an elevated route connecting to the Pine Harbour Marina. This coastal walkway will be publicly accessible with a width of approximately 3-3.5m thereby giving effect to the relevant objectives and policies of B8.4; and
- The development gives effect to sections 7 and 8 of the HGMPA as addressed in section 10.2.2 above.

9.3.2.6 Chapter B10 Environmental Risk

The flood modelling by HG confirms that the development of the live-zoned portion of the project area will generate only marginal increases within the downstream environments, during the 50%, 10% and 1% AEP storm events but importantly there will no increase in the flood hazard of these environments, as a result of the development, thereby giving effect to objective B10.2.1(2) and (3). In addition, the Coastal Hazard Assessment confirms that all development including key infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion. In addition, no coastal inundation or tsunami hazard will occur within the development even with the consideration of 2m sea level rise.

The proposal is also consistent with objective B10.2.1(4) because the flood modelling and stormwater management approach has also factored in the effects of climate change on natural hazards, including future climate change temperature rises.

In respect of objective B10.2.1(5), the flood modelling confirms that no development will occur within a flood plain and therefore the functions of these natural systems would remain unaffected by the proposal. The conveyance and function of overland flow paths are maintained by diverting these within the road corridors as part of the earthworks design and thereby achieving objective B10.2.1(6).

9.3.3 Summary

Based on the foregoing, the proposal is considered to be generally consistent with the policy direction of the RPS. The proposal is strongly supportive of the provisions relating to urbanisation of the land (being the purpose of the zoning applied to the Site).

9.3.4 Regional and District Objectives and Policies

9.3.4.7 Chapter E3 – Lakes, Rivers, Streams and Wetlands

Chapter E3 requires streams with high natural values to be protected from degradation and permanent loss. In the context of this application, the network of watercourses to be reclaimed from this proposal is not considered to possess high natural value because the site is not located in any of the identified management overlays which signal this. This is further evidenced by the low SEV score of their current state and the MCI which is below the guideline for rural areas.

In our view, the main consideration of outcomes in this framework is E3.2(6) in relation to avoiding the reclamation of a stream or wetland unless there is no practicable alternative; and E3.2(2) whereby Auckland's lakes, rivers, streams and wetlands are restored, maintained and enhanced.

The policy framework on the matter of reclamation seeks that this is avoided unless there is no practicable alternative for undertaking the activity outside of the stream, it is part of an activity designed to restore or enhance natural values, and the activity avoids significant adverse effects on Mana Whenua values. We consider these provisions to be met. It is accepted that the reclamation of streams and wetlands is not, normally, a desirable outcome and this should therefore be avoided. However, in this case, the reclamation of stream is necessary in order to enable efficient land use and optimisation of the roading layout, as well as ensuring excellent stormwater outcomes.

The proposal recognises freshwater ecosystems as a key ecological value and incorporates measures to avoid, minimise and manage adverse effects on streams and wetlands where practicable throughout the development of the masterplan. As discussed, the proposal will result in permanent stream and wetland loss. These effects have been quantified and addressed through avoidance, minimisation and a compensation package comprising restoration and enhancement of approximately 2.943 ha of degraded wetland habitat within the Site. Overall, the proposal is expected to result in positive long-term ecological outcomes and improve freshwater ecosystem function and condition.

Based on the analysis above it is considered that the proposal is generally consistent with these relevant provisions of Chapter E3, particularly from the perspective of restoring and enhancing streams and wetlands.

9.3.4.8 Chapter E6 – Wastewater Network Management

Policy E1.3(17) relates to wastewater and Policy E1.3(18) relates to wastewater treatment plants and both policies require proposals to avoid the discharges of wastewater to the CMA unless (a)

alternative methods, sites and routes for the discharges have been considered and are not the best practicable option; (b) Mana Whenua have been consulted; (c) the affected community has been consulted; (d) the extent to which adverse effects have been avoided, remedied or mitigated on areas of high recreational use or that are used for fishing or shellfish gathering; areas of maintenance dredging; commercial or residential waterfront development; high ecological value; and marine farms.

Policy E1.3(23), (24) and (25) enable on-site domestic type wastewater treatment and disposal where there is no wastewater network available, or it is not practicable to connect into one of the network, or any existing network does not have capacity and it is not practicable to upgrade it, while ensuring that the on-site wastewater treatment results in a discharge that is of a quality and volume that avoids significant adverse effects on groundwater, surface and coastal water quality, public health and amenity.

The Project is consistent with the relevant policies of Chapter E1 for the following reasons:

- An assessment of alternative methods, sites and routes has been carried out for the proposed WWTP and the proposed site, treatment and discharge methods are considered to be the best practicable option to serve the development;
- The use of tertiary treatment is in accordance with best practice and will minimise the discharge of contaminants. The WWTP will also be serviced regularly, in accordance with the supplier's recommendations and warranty requirements;
- Monitoring of the discharge is proposed to ensure the performance of the system is maintained and verified;
- Establishment of baseline values prior to the discharge commencing, and ongoing monitoring of these parameters is recommended as conditions of this consent;
- Adverse effects on surface water, soils, and groundwater arising from Stage 1 discharge have been appropriately mitigated and minimised as far as practicable;
- Adverse effects associated with the Stage 2 discharge to the CMA have been addressed through the proposed treatment standard, outfall configuration and dilution; and
- Mana whenua have been consulted in relation to the proposal (refer to **Appendix 22**). Of note, Ngāi Tai ki Tāmaki have provided a letter of support for the proposed wastewater treatment coastal discharge pipe and outlet structure for the development.

9.3.4.9 Chapter E7 Taking, Using, Damming and Diversion of Water and Drilling

Policy E2.3(23) relates to the diversion of groundwater and requires proposals to ensure that adverse effects are avoided, remedied and mitigated with respect to scheduled historic places and sites and places of significance to Mana Whenua; people and communities; flooding is not caused or exacerbated; monitoring is incorporated where appropriate; and mitigation is incorporated where appropriate.

The Project is considered to be consistent with this policy because the geotechnical assessment by T+T concludes that both groundwater mechanical settlement effects on adjacent structures, and services and groundwater diversion effects on groundwater flow/regimes on neighbouring sites (and therefore people and communities), will be negligible. There are no scheduled sites and places of significance to mana whenua surrounding the Site and the groundwater diversion will

not cause or exacerbate any flooding effects. For these reasons above, no specific groundwater or settlement monitoring is considered to be necessary or recommended as a consent condition. Overall, this policy in relation to groundwater diversion is considered to be met.

In relation to the take and use of groundwater from any aquifer, Policy E2.3(7) requires proposals to demonstrate that the taking is within water availabilities and levels for the aquifer; the taking will avoid, remedy or mitigate adverse effects on surface water flows and on terrestrial and freshwater ecosystem habitat; the taking will not cause saltwater intrusion or any other contamination; the taking will not cause adverse interference effects on neighbouring bores; the proposed bore is capable of extracting the quantity of groundwater applied for; and the proposal avoids, remedies or mitigates any ground settlement that may cause distress to any existing buildings structures or services. Policy E2.3(9) requires monitoring of the effects of the take on the quality and quantity of the water resource to be undertaken.

An assessment of the proposed water take is provided in section 8.10.2 above. Overall, it is considered that there will be adequate water supply to service the Project and any adverse effects will not be out of proportion to the significant regional benefits of the Project thereby consistent with the relevant policies. Consent conditions are proposed requiring testing requirements to be satisfied to confirm that there is sufficient water supply and yield sustainability from this the 620 bore prior to it being commissioned as an additional water supply source for the Project.

9.3.4.10 Chapter E10 – Stormwater Management Area Flow 1

The objectives and policies for stormwater management areas are contained in sections E10.2 and E10.3, and aim to ensure that high value rivers, streams and aquatic biodiversity in identified urbanised catchments are protected from further adverse effects of stormwater runoff associated with urban development.

The Project is considered to be consistent with these objectives and policies. Appropriate stormwater mitigation has been provided for the development as outlined at **Appendix 9**. This includes the design of stormwater treatment devices consistent with Auckland Council's GD05 "Water Sensitive Design for Stormwater" such as communal bioretention devices and raingardens for example. For the reasons outlined above, it is considered that the proposal accords with the objectives and policies for the Stormwater Management Area – Flow 1.

9.3.4.11 Chapters E11 and E12 - Land Disturbance - Regional and District

The objectives and policies for land disturbance seek to ensure that land disturbance is undertaken in a manner where the safety of people is protected and adverse effects on the environment are avoided, remedied or mitigated. In our view, the proposal will give effect to these objectives and policies for the reasons below:

- The land subject to earthworks is not located within any overlays associated with natural heritage, mana whenua, natural resources, historic heritage or special character. The earthworks therefore will not adversely affect the matters associated with these overlays (Policy E12.3(2));
- The geotechnical report in the application material confirms the likelihood of landslides at the Site is rare and accordingly the consequences of landslides at this Site is negligible to moderate levels thereby resulting in overall low landslide hazard. Notwithstanding, the report provides a suite of recommendations that are accepted by BSLP to ensure the stability and safety of

surrounding land, buildings and structures, thereby giving effect to Policy E11.3(6) and Policy E12.4(6);

- A suite of erosion and sediment control measures in line with GD05 will be implemented on site and ensured by proposed consent conditions. This will ensure that adverse effects from land disturbance avoids, remedies or mitigates adverse effects on the environment (Objective E12.2(1)) and earthworks will be designed and implemented with specific engineering requirements (Policy E12.3(5)); and
- The land disturbance is necessary to facilitate development of the Project to provide for people and communities' social and economic well-being by the development of a high-quality mixed use building that provides housing opportunities and regionally significant economic benefits (Policy E12.3(3)).

9.3.4.12 Chapter E14 – Air Quality

The E14 Air Quality chapter establishes a framework for managing air quality across Auckland. It focuses on managing air quality from individual discharges to air and the separation of incompatible land uses. Industrial processes and their operation need to be recognised because they cannot avoid discharging contaminants into the air. Their effects need to be managed using suitable control technology and on-site management techniques. These industries also need to be located in appropriate areas.

The proposal is considered to be consistent with these provisions for the following reasons:

- Air quality will be maintained within the WWTP's location due to the high degree of mitigation measures designed into the plant. This will avoid any significant odours emanating from the site, mitigating nuisance impacts on the surrounding community and protecting any significant adverse effects on human health;
- The WWTP is located on FUZ land and outside of the Beachlands urban development area. This provides adequate separation distances of the plant from any existing or future sensitive activities (i.e. residential dwellings). The assessment by Air Matters supports this;
- The proposed odour management for the WWTP includes housing the high-odour generating activities within the treatment plant building which will result in minimal odour emissions during operations; and
- The on-site odour management measures, combined with operational procedures including robust monitoring and a robust set of proposed consent conditions, will ensure that significant adverse effects on human health, including cumulative adverse effects, can be avoided, remedied or mitigated.

Overall, it is considered that the proposal accords with the objectives and policies of the air quality provisions

9.3.4.13 Chapter E15 – Vegetation Management

The relevant provisions of the E15 Vegetation Management and Biodiversity chapter seek to ensure that indigenous biodiversity is restored and enhanced in areas where ecological values are degraded or where development is occurring. There is an emphasis on managing the effects of activities to avoid significant adverse effects on biodiversity values as far as practicable. Where avoidance is not practicable, then significant adverse effects should be minimised. The provisions

also seek to avoid, remedy or mitigate any other adverse effects on indigenous biological diversity and ecosystem services, including soil conservation, water quality and quantity management, and the mitigation of natural hazards.

The proposal results in some very small-scale indigenous vegetation and habitat loss; however, extensive restoration, enhancement and long-term protection measures are proposed. The EPAN enhancement programme results in a significant net increase in land subject to ecological restoration and management. The proposal is considered to be consistent with this policy direction. A significant amount of riparian planting and revegetation is proposed, which contributes to the overall ecological restoration and enhancement of the site. The proposal will contribute to improved ecosystem services and indigenous biological diversity values in this part of Auckland and make a regionally significant contribution to the significant environmental issue of indigenous biodiversity loss.

9.3.4.14 Chapter E18 – Natural character of the coastal environment

The objectives and policies of Chapter E18 give effect to Policy 13(1)(b) of the NZCPS and Objective B8.2.1(2) and Policy B8.2.2(4) of the RPS. An assessment against these provisions are addressed in section 10.2.2 and 10.3.2.5 above. Overall, it is considered that the Project will maintain the natural characteristics and qualities that contribute to the natural character of the coastal environment.

9.3.4.15 Chapter E23 – Signs

The objectives for signs seek to ensure that comprehensive development signage ('CDS') contribute to the social and economic well-being of communities through place identification, and advertising goods and services (Objective E23.2(1)). They should also be managed to maintain traffic and pedestrian safety, historic heritage values and the visual amenity of the surrounding environment (Objective E23.2(2) and Policy E23.3(3)).

The CDS proposed is considered to be consistent with these desired outcomes. The elevations demonstrate that the signs on the exterior of the buildings do not visually dominate the façade on which they are located, but will be simple and discrete signage zones. The signage will not be flashing or contain variable message to cause potential traffic safety hazards and any illumination will be in compliance with permitted activity standards for lighting in the AUP(OP). Content for this signage is yet to developed and is expected to be in collaboration with future tenants of the retail and commercial spaces. However, given that the Project includes commercial, hotel, retail and food and beverage activities, it is a reasonable expectation that this will feature the name or logo (or both) of the retailer and company occupying part of the building and a style design that reflects their particular branding. A condition of consent is proposed to ensure that the final design details of all signage are appropriate and commensurate with a local centre and business environment.

Overall, the relevant signage provisions are considered to be met to the extent that visual amenity, traffic and pedestrian safety will be maintained.

9.3.4.16 Chapter E25 - Noise and Vibration

The objectives and policies for noise seek to ensure that people are protected from unreasonable levels of noise and vibration (Objective E25.2(1) and Policy E25.3(1) and (2)). In particular, it is not unacceptable for construction activities to not comply with the noise or vibration standards, regardless of the zoning and site surrounds (Objective E25.2(4) and Policy E25.3(10)).

We consider the proposal to be consistent with these provisions. Construction noise is an inherent part of development in any environment and this is not considered to be an unacceptable outcome. Predicted exceedances to the construction noise standards and vibration amenity limits will only occur at the closest neighbours for short periods. All other receivers in the immediate and wider environment are predicted to comply with the relevant construction noise and vibration standards. As such, construction noise and vibration effects can be adequately managed by limiting the days and hours of construction with consent conditions, monitoring and proactive management by the applicant (or its nominated contractors) as well as preparing and implementing the management framework of the CNVMP which is proposed as a condition of consent. Consent conditions are also proposed to ensure that the dwellings in this project will be designed and constructed to achieve specific internal noise levels for accommodation buildings in business zones and any reverse sensitivity effects will be minimised. Therefore, the proposal is considered to be consistent with the objectives and policies of in relation to noise and vibration.

Overall, having regard to the analysis above we consider the proposal to be consistent with the relevant objectives and policies for noise and vibration.

9.3.4.17 Chapter E26 – Infrastructure

The applicable objectives and policies recognise the benefits of infrastructure such as the provision of roading and network utilities. They seek to enable the development and upgrading of infrastructure by recognising their functional and operational needs, design constraints, complexity, interconnectedness and their role in servicing existing, consented and planned development.

The proposal will provide extensions to existing roading, power and telecommunication utilities and new three waters infrastructure to service the development.

9.3.4.18 Chapter E27 - Transport

The transport objectives and policies seek to encourage that land use and transport (including public transport, walking and cycling) is integrated in a manner that enables adverse effects of traffic generation on the transport network to be managed while supporting urban amenity, efficient use of land and the functional requirements of activities. In addition, the objectives and policies ensure that parking and access is designed, located and accessed safely and efficiently for pedestrians and vehicles within and outside the Site.

The Project is considered to give effect to and strongly support these objectives and policies as it provides for an integrated transport network with public, vehicular, cycling and walking transport modes provided for within the development. The development has also been comprehensively designed to provide cycling and walking connections with the surrounding road network and connectivity to the Pine Harbour Marina. The Project will be a Transport Oriented Development (TOD) that takes advantage of and will strongly support the public investments that have been and are planned to be made on the passenger ferry network and therefore the development in this location will enable the benefits of an integrated transport network to be realised. Vehicular and bicycle parking commensurate to the scale and nature of the proposal which complies with the requirements of the AUP has been provided. All parking spaces are provided with safe access and egress and have been designed with clear sightlines to reduce potential conflicts between vehicles, pedestrian and cyclists. The ITA confirms also that the key intersections proposed perform satisfactorily and operate within an acceptable level of service in both the AM and PM peak.

A condition of consent is also proposed to ensure the compliant provision of electric vehicle supply equipment consistent with Objective E27.2(7) and Policy E27.3(30).

On this basis, it is considered that the safe and efficient operation of the transport network will not be unreasonably compromised in the future such that the proposal is consistent with the outcomes sought by the AUP(OP) and will be consistent with relevant objectives and policies that relate to transport.

9.3.4.19 Chapter E30 – Contaminated Land

The relevant objectives and policies seek to manage discharges of contaminants to protect the environment and human health and enable land to be used for suitable activities now and in the future.

The Project will meet these provisions as the discharge of contaminants from contaminated land into air, water or into land and will be managed to protect the environment and human health via the measures outlined in the CSMP.

Overall, the relevant contaminated land objectives and policies will be met.

9.3.4.20 Chapter E36 – Natural Hazards and Flooding

The proposal involves the construction of new buildings within the mapped extent of the flood and coastal hazard areas. The proposed design and the location of activities (both those sensitive, potentially sensitive and less sensitive to natural hazards) within the site will ensure the risk to people within the site is managed to acceptable levels. No significant risks are identified in relation to the proposal. Acceptable levels of risk to people are achieved through the provision of safe refuge from existing and future flood scenarios, including the effects of sea level rise by integrating an adaption response into the design of the building as explained in the report above. Noting the potential for future adaptation actions to respond to increasing inundation hazard risk when required.

Flood and coastal risk assessments have demonstrated that the proposal will not result in adverse effects or the exacerbation of flood hazards beyond the site or in relation to the adjacent road network. Geotechnical assessments have examined the suitability of the site (located within historic reclamations) and the proposed built design.

The proposal is considered consistent with and to meet the objectives and policies of chapter E36, including those introduced through Plan Change 120 Specifically, the Risk Assessment in **Appendices 9, 14 and 15** confirms that:

- The Project is considered to be potentially tolerable with the identify hazard overlays and therefore low risks to people or property. The proposed design levels for the Project avoid coastal inundation over the next 100 years for the 1%AEP coastal inundation events and avoid flooding for the 1%AEP rainfall flooding including allowance for 3.8C, and therefore also reduce flooding from more frequent hazard events (Objective E36.2(3B);
- Subdivision and development of the Site will occur in a way that avoids creating or exacerbating natural hazard risks on other properties, infrastructure and the environment (Objective E36.2(3C);
- The Risk Assessment undertaken has taken into account the long-term effect of climate change (Objective E36.2(7);

- The matters to be considered in risk assessments for proposals to subdivide, use or develop land that is subject to natural hazard risk have been assessed and considered in context of this Project (Policy E36.3(3)); and
- The Project has been designed such that it reduces risk in natural hazard areas to a tolerable level by ensuring appropriate safe refuge and safe egress are provided where possible and maintained where available, and an adaptation response which may include enabling floor levels on the ground floor to be raised to reduce the extent of flooding or inundation within the building (Policy E36.3(4C)(f)).

9.3.4.21 Chapter E38 – Subdivision Urban

The objectives and policies for subdivision seek to ensure that sites are suitable for their intended purpose, have the necessary infrastructure in place and have a layout which is safe, efficient, convenient and accessible (Objective E38.2(6) and Policy E38.3(7)). The Proposal will give effect to these provisions for the following reasons:

- The proposed subdivision will achieve objective E38.2(1) and (2) because it provides for a subdivision pattern that will give effect to the underlying zones of the AUP. It provides for the land to be developed in a form and manner that is consistent with Precinct Plan 3. Subdivision of the land to enable development of the Site will provide for the long-term needs of the community while minimising adverse effects of future development on the environment. With respect to the vacant lot subdivision, the general size and shape of the lots proposed ensures there will be sufficient flexibility to deliver a range of quality building types and activities consistent with the expectations of the AUP (OP) Zoning and Precinct;
- The subdivision provides for an esplanade reserve and roads to be vested with Council, thereby achieving objective E38.2(2);
- All roading, transport and reticulation infrastructure supporting subdivision and development of the land in this project will be provided for in a comprehensive and integrated manner. The necessary roading network have also been planned in an integrated manner taking into account the threshold for subdivision and development for road upgrades and ferry capacity upgrades. This gives effect to objective E38.2(4);
- In reference to objective E38.2(4), the subdivision layout is considered to be safe, efficient and accessible with a legible roading and block pattern. All sites created in the subdivision will be provided with legal access to a road in a legible street and block pattern that will be easy and safe to use for all pedestrians, thereby giving effect to Policy E38.3(10)(b) too; and
- The subdivision will not result in adverse effects on people, property and the environment from natural hazards. The flood modelling carried out for the pre and post development scenarios and future climate changes considerations all demonstrate the flooding effects will be negligible and will be contained within the stream corridor. None of the proposed lots will be subject to flood hazards thereby achieving objective E38.2(10).

9.3.4.22 Chapter E40 – Temporary Activities

The objectives and policies for temporary activities adopt an overall enabling approach but seek to ensure that adverse effects on the environment are minimised, managed and mitigated (Objective E40.2(3)). In summary, we consider the Project will give effect to these provisions because:

- Adverse construction noise and traffic effects arising from the temporary construction activities proposed will be appropriately managed with best practicable measures and will be minimised as far as practicable (Policy E40.3(1));
- Construction activities are planned during standard days and hours of construction to ensure that an acceptable level of amenity will be maintained;
- A series of management plans in relation to construction management, construction traffic and noise are proposed as conditions of consent which will ensure that construction effects of this nature will be appropriately avoided where practicable, or mitigated and minimised where avoidance cannot be practically achieved;
- While being carried out over a period of a 15 years, the construction activities will be intermittent during that period and conducted over a large area, and will not impact specific adjoining properties for the full duration.

Overall, the Project will be consistent with the relevant Temporary Activities objectives and policies.

9.3.4.23 Chapter H5 – Mixed Housing Urban Zone and Chapter H6 – Terrace Housing and Apartment Building Zone

The objectives and policies for the MHU and THAB zones are contained in sections H5.2, H5.3, H6.2 and H6.3 of the AUP (OP). The Beachlands South Precinct provisions provide an exemption in terms of compliance with Policies H5.3(1) – (5) of the MHU zone and Policies H6.3(1), (3), (5) and (6) of the THAB zone.

With reference to the relevant applicable policies, the proposed master planned comprehensive residential development including the vacant lots will provide a variety of typologies including both standalone and attached dwellings. The proposed dwellings are of a sufficient size and of a functional layout so as to provide for the day-to-day needs of future occupants including provision of useable and accessible outdoor living spaces. The infrastructure report confirms that the development can be appropriately serviced. In terms of the development in the THAB zone, the proposal achieves high-density urban built character of predominantly five, six or seven storey buildings, in a variety of forms.

Overall, it is considered that the Project accords with the relevant applicable objectives and policies for the MHU and THAB zones.

9.3.4.24 Chapter H11 – Local Centre Zone

The objectives and policies for the Local Centre zone are contained in H11.2 and H11.3 of the AUP (OP). The objectives of the Local Centre zone aim to enable commercial activity which primarily services local convenience needs and provides residential living opportunities. The Local Centre zone policies aim to provide for the expansion of local centres to better provide for community social and economic well being while protecting the amenity values of adjacent residential zones.

The proposed development within the Village Centre sub-precinct includes a supermarket, retail including food and beverage tenancies, commercial, apartments, a village park and a public plaza. The provision of these activities will cater for the local convenience needs of the Beachlands South community. The buildings have been designed to sit comfortably with the planned character of Beachlands including adjacent residential zones. In addition, the buildings have been designed to positively address the streetscape through the articulated façade and glazing. In relation to the

proposed dwellings at the ground floor of apartment buildings located in VC4 lot, the ground floor has been designed with a 4m floor-to-floor height which will provide a level of flexibility and future proofs the ground floor of VC4 for potential conversion to commercial or non-residential uses.

Overall, it is considered that the Project accords with the objectives and policies for the Local Centre zone.

9.3.4.25 Chapter H13 – Mixed Use Zone

The objectives and policies for the Mixed Use zone are contained in H13.2 and H13.3 of the AUP (OP). The Mixed Use zone objectives aim to provide for moderate to high intensity residential activities and employment opportunities in close proximity to, or which can support, the City Centre zone, Metropolitan Centre zone, Town Centre zone and the public transport network. A mix of compatible residential and non-residential activities are encouraged. The Mixed Use zone policies aim to enable the development of intensive residential activities while also providing a range of commercial activities that do not compromise the function, role and amenity of Centre zones.

In summary, the proposal gives effect to the relevant Business Mixed Use zone objectives and policies for the reasons below:

- The Project will provide employment, retail and amenity for the Beachlands community and the wider southern Auckland area. The proposed buildings are of a form, scale and design quality that will establish a quality identity and identifiable character to the Beachlands coastal community;
- In reference to objective H13.2(3), the Project positively contributes towards the planned future form of Beachlands South consistent with the Precinct and masterplan. The landscaping and open space strategy seeks to create a connected, green and engaging public domain that appropriately responds to the site and context;
- In reference to policy H13.3(3), the development will provide a pedestrian-focused network of publicly vested streets and pedestrian connections. The proposed layout provides a logical hierarchy of vehicular and cycle connections that provides convenient access to the Village Centre and Pine Harbour Marina. The streets are designed to provide a comfortable pedestrian environment through footpaths, tree planting, lighting and soft landscaping;
- In reference to policy H13.3(7), where at grade carparks or carparking buildings are located next the street these are proposed to be softened by landscaping or architectural features on the buildings.
- In reference to policy H13.3(17), the Project provides for a range of commercial activities that will not compromise the function, role and amenity of the Centre zones.
- In reference to policy H13.3(18), the Project provides for the development of intensive residential activities through the apartments proposed.

9.3.4.26 Chapter H17 – Light Industry Zone

The objectives and policies of the Light Industry zone are contained in H17.2 and H17.3 of the AUP (OP). The Light Industry zone objectives enable light industry activities to locate and function efficiently while managing the adverse effects on the amenity values, and the natural environment both within the zone and on adjacent areas.

The Light Industry zone policies reinforce its objectives and also aims to avoid reverse sensitivity effects from activities that may constrain the establishment and operation of light industrial activities. Further, the policies of the zone aim to restrict maximum impervious area within the riparian yard in order to ensure that adverse effects on water quality, water quantity and amenity values are avoided or mitigated.

With respect to the vacant lot subdivision within the Light Industry Zone, the general size and shape of the lots proposed ensures there will be sufficient flexibility to deliver a range of quality building types and activities consistent with the expectations of the AUP (OP) Zoning.

9.3.4.27 Chapter I458 - Beachlands South Precinct

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. These provisions are, in our view, are most important to the consideration of this application.

In summary, the proposal is considered to give effect to objectives and policies for the reasons below:

- The overall structure of the masterplan is in general accordance with the Beachlands South Precinct Plans and is underpinned by a high-quality walkable street network including dedicated cycling facilities, a hierarchy of open spaces, including the Fairway Reserve and coastal walkway and strong integration with natural features, including the EPAN;
- The proposed master planned comprehensive residential development provides for approximately 2,000 dwellings including the vacant lots will provide a variety of housing typologies and sizes including both standalone and attached dwellings, thereby addressing the housing needs and demand;
- The land use diversity of this project in terms of commercial, industrial, community and educational uses together with the proposed public open spaces and residential development will enable social vitality and provide for the social and economic needs of the wider Beachlands community;
- Land use activities proposed are in general accordance with the Sub-precincts as outlined in section 6.2 above;
- Ngāi Tai ki Tāmaki is a development partner of the Project, forming part of the partnership in BSLP, and has been regularly informed or actively involved in the ongoing development of this Project. The recommendations in the CVA provided by Ngāi Tai ki Tāmaki for PC88 have also been adopted and form part of proposed consent conditions where appropriate to ensure that cultural values are appropriately provided for, honoured and respected within the Project. In addition, no works are proposed within the pā site identified on Precinct Plan 4;
- A key attribute of the Precinct is sustainability and contributing to mitigating the effects of climate change and biodiversity loss thereby contributing to Beachlands South as a highly sustainable and low-carbon coastal town;
- The establishment of the EPAN comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced including the preservation of streams and wetlands and their margins. In addition, the Project incorporates a coastal walkway along the coastal edge;

- Measures are implemented to ensure that adverse effects on the coastal environment arising from the development are avoided as far as practicable, or otherwise minimised and appropriately offset and/or compensated. These measures include the implementation of the ESCP, compliance with Standard I458.6.11 Earthworks in the precinct provisions, provision of stormwater treatment on site, adoption of treatment train approach associated with the proposed wastewater system and the implementation of measures to manage coastal bird disturbance effects;
- Subdivision and development of the land will not occur in advance of the availability of operational transport infrastructure and coordinated with the required ferry capacity upgrades. An inherent part of the proposal is a suite of proposed traffic mitigation measures and transport infrastructure upgrades to ensure that the transport network can accommodate the vehicle trips expected to be generated by the proposal. Appropriate consent conditions have been proposed for these transport infrastructure upgrades to ensure they are constructed and operational prior to the land use activities operating and thereby ensuring that the effective and efficient operation of the local and wider transport network is not compromised;
- Provisions or extension to the wastewater, water supply, stormwater network or other infrastructure are proposed to service the Proposal; and
- The flood modelling and assessment carried out confirms that that the development of the live-zoned portion of the project area will generate only marginal increases within the downstream environments, during the 50%, 10% and 1% AEP storm events but importantly there will no increase in the flood hazard of these environments, as a result of the development.
- In terms of stormwater management, the Project has been designed to be consistent with the SMP and Auckland Council NDC to manage flooding effects and to adopt a treatment train approach. These matters are set out in the SMP and includes:
 - Application of water sensitive design and the SMAF 1 hydrological mitigation requirements;
 - Use of inert building materials for the buildings
 - Providing quality treatment to GD01 standards for roads and publicly accessible carparks;
 - Application of treatment train approach from runoff from other trafficked impervious surface; and
 - Provision of riparian planting adjacent to retained permanent and intermittent streams.

9.3.4.28 Chapter F2 – General Coastal Marine Zone

The relevant objectives and policies of the General Coastal Marine Zone are contained in F2.3 (depositing and disposal of material), F2.5 (disturbance of the foreshore and seabed), F2.11 (discharge), F2.14 (use, development and occupation in the coastal marine area), F2.16 (structures), and F2.18 (underwater noise).

An assessment against the objectives and policies of the NZCPS, HGMPA and Chapter B8 has been provided further above, with regard to the potential depositing and disposal of material, disturbance of foreshore and seabed, discharge, use, development and occupation in the coastal marine area, structures in the coastal marine area. The conclusions from this assessment are considered to be applicable to the objectives and policies of Chapter F2. In particular, measures are implemented to ensure that adverse effects on the coastal environment arising from the

development are avoided, remedied or mitigated, and appropriately compensated for including implementation of the ESCP, compliance with Standard I458.6.11 Earthworks in the precinct provisions, provision of stormwater treatment on site, adoption of treatment train approach associated with the proposed wastewater system and implementation of measures to manage coastal bird disturbance effects.

With respect to underwater noise, mitigation and management measures are proposed to ensure that any adverse noise effects arising from the construction of the wastewater outfall on marine mammals and penguins will be temporary and appropriately avoided, remedied or mitigated.

As such, it is considered that the proposal accords with the relevant objectives and policies of F2.

9.4 Iwi Management Plans

Iwi management plans have been assessed in Section 12.2 below.

9.5 Other Plans

9.5.1 Auckland Plan 2050

The Auckland Plan is the key strategic document which sets the Council's social, economic, environmental and cultural objectives. A key component of the Auckland Plan is the Development Strategy which sets out how future growth will be accommodated up to 2050. In terms of the form of development, the Auckland Plan takes a quality compact approach to growth and development. The Auckland Plan defines this as²:

- Most development occurs in areas that are easily accessible by public transport, walking and cycling;
- Most development is within reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space;
- Future development maximises efficient use of land; and
- Delivery of necessary infrastructure is coordinated to support growth in the right place at the right time.

Under the Auckland Plan achieving the quality compact approach for future development is twofold. There needs to be sufficient capacity for growth across Auckland and good design needs to be embedded in all development.

This Project is a transit-oriented development that supports a quality compact urban form. The Project represents a significant opportunity to deliver the development of the live zoned land consistent with the Precinct. The Project also prioritises access to and within development by public and active modes and integrating ferry, bus, pedestrian and cycle networks with the existing transport network.

The Project will also deliver new open spaces to service the growing Beachlands population. This includes the vesting of an esplanade reserve along the CMA including a publicly accessible coastal pathway along the entire coastal edge together with establishment of the EPAN and the creation of a destination Suburb Park with play space and sports fields; a civic Village Park and a

² Auckland Plan 2050, pg. 206.

neighbourhood parks and play spaces within residential areas and short walking distance for all residents.

The Project will also be within walking distance of the Pine Harbour Marina with upgrades to the provision of ferry services planned for completion in 2027. In conjunction with the active modes proposed, Project is expected to be highly accessible, and this accessibility will continue to improve over time as more development commences and emerges.

The necessary bulk reticulation infrastructure will be installed and there is sufficient capacity to service this project with the necessary local infrastructure services and connections to be installed by BSLP.

Overall, the Project is consistent with the strategic direction of the Auckland Plan and will contribute to achieving a quality compact approach to urban growth, while ensuring that good design is also delivered as part of the development. These strategic objectives of the Auckland Plan are reflected in the AUP objectives and policies, which are assessed in detail above.

9.5.2 Auckland Future Development Strategy 2023-2053

The Auckland Future Development Strategy 2023-2053 ('FDS') incorporates a strategic framework which identifies spatial outcomes and principles for growth within the Auckland region. The FDS identifies four main spatial environments, being existing urban areas, future urban areas, rural areas, and business areas, and also identifies spatial priorities where the greatest benefits of investment can be achieved.

The FDS is underpinned by five key principles in order to achieve a well-functioning urban environment with a quality compact urban form:

- Principle 1: Reduce greenhouse gas emission.
- Principle 2: Adapt to the impacts of climate change.
- Principle 3: Make efficient and equitable infrastructure investments.
- Principle 4: Protect and restore the natural environment.
- Principle 5: Enable sufficient capacity for residential and business growth in the right place at the right time.

Overall, the Project is consistent with these principles. In particular, the project area is largely located within an urban zoned area and will enable capacity for residential and business growth within Beachlands South to be realised while contributing to a reduction in greenhouse gas emissions due the Site's strategic location close to public transport (Pine Harbour ferry) and surrounding residential land uses. Furthermore, the proposed 75 hectares of EPAN as well as a series of open spaces will also contribute to the forest sequestration requirements to reduce carbon from the development and at the same time protect and restore the natural environment.

9.5.3 Emissions Reduction Plan (ERP), Auckland Climate Plan and Transport Emissions Reduction Pathway (TERP)

The Emissions Reduction Plan supports the implementation of the Climate Change Response (Zero Carbon) Amendment Act 2019 and includes targets for reductions in transport emissions. To implement this at the local level, Auckland Council released the Auckland Climate Plan 2020 and the Transport Emissions Reduction Pathway.

Those documents seek to reduce transport emissions significantly through a shift to active and public transport modes and maintaining and upholding a quality compact urban form.

As discussed above, this Project is a transit-oriented development that supports a quality compact urban form. The Project prioritises access to and within development by public and active modes and integrating ferry, bus, pedestrian and cycle networks with the existing transport network. In particular, the Project will be within walking distance of the Pine Harbour Marina with upgrades to the provision of ferry services planned for completion in 2027. In conjunction with the active modes proposed, Project is expected to be highly accessible, and this accessibility will continue to improve over time as more development commences and emerges.

Overall, the Project is consistent with the ERP and TERP.

9.6 Planning Instrument Considerations Summary

Overall, the application is considered to be consistent with, and not contrary to, the applicable provisions of the NESCS, NESF, NPSUD, NZCPS, NPS-FM, NPS-IB, NPS-NH and AUP(OP), relevant iwi authority documents, and any relevant regional or local plans.

10.0 CONSULTATION UNDERTAKEN

Consultation has been undertaken jointly by the applicant and project team with key stakeholders, and records have been well maintained. This approach has enabled the consideration of evolving issues and the provision of feedback which has enabled refinement of the design or to inform subsequent detailed design stages.

A summary of consultation undertaken in line with section 29 of the FTAA with the persons and groups referred to in section 11(1) is provided in the Consultation Summary Report in **Appendix 22**.

11.0 STATUTORY REQUIREMENTS RELATING TO IWI AUTHORITIES

11.1 Treaty Settlements and Redress

This section of the application is provided in accordance with clause 5(1)(i) of Schedule 5 of the FTAA, which requires an application to provide information about any Treaty settlements that apply in the project area, including:

- (i) the identification of the relevant provisions in those Treaty settlements; and
- (ii) a summary of any redress provided by those settlements that affects natural and physical resources relevant to the project or project area

The Treaty Settlements in **Table 7** below are relevant to the site due to the respective iwi groups having an interest over the area the site is located. We do not consider that any provisions of the treaty settlements apply to the site as only Crown assets are involved in the redress offered, and the statutory acknowledgments are over Crown owned land only. The assessment below is therefore provided for completeness.

Table 7: Summary of Treaty Settlement and relevance to the project area.

Treaty Settlement	Relevance to the Project Area
Ngāi Tai ki Tāmaki Claims Settlement Act 2018	Ngāi Tai ki Tāmaki Claims Settlement Act 2018 gave effect to certain provisions of the Deed of Settlement signed on 7 November 2015. Amendment deeds were signed in June 2016, July 2017 and June 2018. The Deed of Settlement acknowledges that Ngāi Tai ki Tāmaki suffered injustices that impaired the economic, social and cultural development of Ngāi Tai ki Tāmaki and records the matters required to give effect to a settlement of all the historical claims of Ngāi Tai ki Tāmaki. The Land Settlement provides redress to Ngāi Tai ki Tāmaki in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, imposition of overlay classifications and statutory acknowledgements/deeds of recognition placed over land sites recognising their interest, relationship agreements with government agencies, place name changes and an apology from the Crown. The coastal statutory acknowledgement area (OTS-403-128) over the adjacent CMA directly to the west of the project area is a statutory acknowledgement under the Ngāi Tai ki Tāmaki Claims Settlement Act 2018. Only Crown assets are involved in the redress offered, and the statutory acknowledgments are over Crown owned land only or apply within the CMA. The proposed development extends into the CMA which is supported by Ngāi Tai ki Tāmaki; therefore, the site is unaffected by the Deed in this regard.
Ngāti Pāoa Deed of Settlement 2021	The Ngāti Paoa Deed of Settlement 2021 was signed on 20 March 2021. The Deed of Settlement acknowledges that Ngāti Paoa suffered injustices that impaired the economic, social and cultural development of Ngāti Paoa and records the matters required to give effect to a settlement of all the historical claims of Ngāti Paoa. The Settlement seeks to provide redress to Ngāti Paoa in the form of land, money, the right of first refusal of Crown lands, an agreed historical account, overlay classifications, statutory acknowledgements, statements of association, name changes to certain sites of interest, relationship agreements with government agencies, and an apology from the Crown. It is noted that the settlement does not provide for redress in relation to the Hauraki Gulf. Agreement has been reached to address this relationship in the future. Only Crown assets are involved in the redress offered to Ngāti Paoa, and the overlay classifications, statutory acknowledgements, and

	statements of association are over Crown owned land only; therefore, the Site is unaffected by the redress offered
Te Ākitai Waiohua Deed of Settlement 2021.	The Te Ākitai Waiohua Deed of Settlement was initialled on 23 December 2020 and was signed on 12 November 2021. The deed of settlement acknowledges that Te Ākitai Waiohua suffered injustices that impaired the economic, social and cultural development of Te Ākitai Waiohua and records the matters required to give effect to a settlement of all the historical claims of Te Ākitai Waiohua. The Land Settlement provides redress to Te Ākitai Waiohua in the form of land, money, the right of first refusal of Crown lands, leaseback agreements, statutory acknowledgements, letters of introduction to certain Ministers/crown agencies, organisations and the Auckland Council, an agreed historical account, agreements with Ministry of Primary Industries with respect to fisheries, statements of association, relationship agreements with government agencies, and an apology from the Crown. Only Crown assets are involved in the redress offered to Te Ākitai Waiohua, and the statutory acknowledgements/statements of association/leaseback agreements are over Crown owned land only; therefore, the project site is unaffected by the redress offered.
Ngāti Maru Deed of Settlement 2017.	The Ngāti Maru Deed of Settlement was initialled in 2017. The Deed of Settlement acknowledges that Ngāti Maru suffered injustices that impaired the economic, social and cultural development of Ngāti Maru and records the matters required to give effect to a settlement of all the historical claims of Ngāti Maru. The Land Settlement provides redress to Ngāti Maru in the form of land, money, the right of first to purchase Crown properties, statutory acknowledgements, an agreed historical account, relationship agreements with government agencies, and an apology from the Crown. Only Crown assets are involved in the redress offered to Ngāti Maru; therefore, the Site is unaffected by the redress offered.
Ngāti Whanaunga Deed of Settlement 2017.	The Ngāti Whanaunga Deed of Settlement was initialled in 2017. The Deed of Settlement acknowledges that Ngāti Whanaunga suffered injustices that impaired the economic, social and cultural development of Ngāti Whanaunga and records the matters required to give effect to a settlement of all the historical claims of Ngāti Whanaunga. The Land Settlement provides redress to Ngāti Whanaunga in the form of land, money, the right to purchase Crown properties, statutory acknowledgements, an agreed historical account, relationship agreements with government agencies, and an apology from the Crown.

	Only Crown assets are involved in the redress offered to Ngāti Whanaunga; therefore, the Site is unaffected by the redress offered.
Ngāti Tamaterā Deed of Settlement 2017.	The Ngāti Tamaterā Deed of Settlement was initialled in 2017. The deed of settlement acknowledges that Ngāti Tamaterā suffered injustices that impaired the economic, social and cultural development of Ngāti Tamaterā and records the matters required to give effect to a settlement of all the historical claims of Ngāti Tamaterā. The Land Settlement provides redress to Ngāti Tamaterā in the form of land, money, the right to purchase Crown properties, statutory acknowledgements, an agreed historical account, relationship agreements with government agencies, and an apology from the Crown. Only Crown assets are involved in the redress offered to Ngāti Tamaterā; therefore, the project site is unaffected by the redress offered.
Ngāti Tamaoho Deed of Settlement 2017.	The Ngāti Tamaoho Deed of Settlement was signed in 2017 but has been enacted by legislation. The Deed of Settlement acknowledges that Ngāti Tamaoho suffered injustices that impaired the economic, social and cultural development of Ngāti Tamaoho and records the matters required to give effect to a settlement of all the historical claims of Ngāti Tamaoho. The Land Settlement provides redress to Ngāti Tamaoho in the form of financial and commercial redress, the return of several sites of cultural significance, statutory acknowledgement area. The Site is not impacted by the Act or Deed because only Crown assets are involved in the redress offered, and because none of the statutory acknowledgement areas identified applies.
Te Patukirikiri Deed of Settlement 2018.	Te Patukirikiri and the crown signed a Deed of Settlement on 7 October 2018. The Deed of Settlement acknowledged that Te Patukirikiri suffered injustices that impaired the economic, social and cultural development of Te Patukirikiri and recorded the matters required to give effect to a settlement of all the historical claims of Te Patukirikiri. The Settlement provided redress to Te Patukirikiri in the form of financial and commercial redress, the return of several sites of cultural significance, statutory acknowledgement area, the conservation status of Motutapere Island from a scenic reserve to a nature reserve and a number of relationship agreements. The Site is not impacted by the Act or Deed because only Crown assets are involved in the redress offered, and because none of the statutory acknowledgement areas identified applies.

Pare Hauraki Collective Redress Bill.	The Pare Hauraki Collective Redress Bill is currently before the parliament and has its first reading. The purpose of the redress bill is to give effect to the Pare Hauraki collective deed that provides for the collective redress of the Iwi of Hauraki through cultural and commercial redress. The Site is not impacted by the Act or Deed because only Crown assets are involved in the redress offered, and because none of the statutory acknowledgement areas identified applies.
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11.2 Planning Document Recognised by a Relevant Iwi Authority

Clauses 5(1)(h) and 5(2)(g) of Schedule 5 of the FTAA requires an application to provide an assessment against a planning document recognised by a relevant iwi authority and lodged with a local authority.

We have identified the following iwi management plans in **Table 8** below. No other iwi has currently Iwi Management Plans that could be located as far as practicable.

Table 8: Relevant Iwi Management Plans

Iwi	Relevant Iwi Management Plan
Ngāi Tai ki Tāmaki	Ngāi Tai ki Tāmaki: Trust: Management and Development Plan Stage One 1994 Ngāi Tai ki Tāmaki 'Resource Management Principles & Operational Policies 2002'
Ngāti Pāoa	Ngāti Paoa - Interim Regional Policy Statement 2013
Ngāti Whanaunga	Ngāti Whanaunga Environmental Management Plan 2019
Ngāti Tamaterā	Ngāti Tamaterā: Environmental Management Plan 2019

It is noted that the neither the RMA nor the FTAA detail specific matters for consideration for an Iwi Management Plan. As such, each Iwi Management Plan varies and covers a range of matters in relation to resource management. An overarching assessment of the proposal against each Iwi Management Plan is provided below.

11.2.1 Ngāi Tai ki Tāmaki

The relevant iwi management plan for Ngāi Tai ki Tāmaki Trust is the Management and Development Plan Stage One 1994 and Resource Management Principles & Operational Policies 2002 which reflect the aspirations of the iwi when dealing with significant resource management issues. In particular, the operational policies seek to:

- Encourage policies and procedures that that avoid connection of stormwater and wastewater drainage systems;

- Support and encourage policies and practices that ensure stormwater systems (with the exception of clean rainwater collected from rooftops, etc.) discharge via land-based designs rather than directly into waterways;
- Support and encourage policies and practices that seek advice from kaumatua and long-standing community members on flood prevention measures, given the need for sound local knowledge on the past behaviour of waterways in the rohe and ensure blocked waterways and drains are kept clear;
- Supports and encourages policies and practices that make the results of all archaeological investigations carried out within the rohe available to Ngai Tai. Report any artifacts of Māori origin found in the rohe to Ngai Tai Kaumatua immediately.

The following reasons outline how the Project is consistent with this document:

- The Project includes necessary discharge of treated wastewater into the coastal marine area via a 2km long outfall. The high dilution of the treated wastewater avoids adverse effects on the health of marine ecosystems and surrounding catchments.
- While stormwater is eventually discharged into waterways and the coastal area, it first flows into wetlands and rain gardens where it is treated. The quality of this treated stormwater is high and will not adversely affect the health of natural waterways.
- The natural hazards of the Site are managed through the engineering design as far as practical to ensure the long-term longevity of the Site.
- In the unlikely event there is an accidental discovery on the Site, works will follow the accidental discovery protocol under the Heritage New Zealand Pouhere Taonga Act 2014 and Iwi shall be notified.

11.2.2 Ngāti Pāoa

The relevant iwi management plan for Ngāti Pāoa is their Interim Regional Policy Statement 2013. Section 5 'Ngāti Pāoa Kaitiakitanga' sets out the following kaitiakitanga outcomes:

- Ngāti Pāoa supports the development of co-governance and co-management arrangements as a way of fulfilling its kaitiaki responsibilities.
- Water should be viewed and managed as one complete resource. This extends to the whole catchment including its tributaries.
- Ngāti Pāoa support the use of water spaces for conservation, recreation and where appropriate for commercial reasons however these activities MUST NOT compromise the health of the water and the depletion of the resources.

The following reasons outline how the Project is consistent with this document:

- BSLP has engaged with Ngāti Pāoa although no response has been received.
- The stormwater is piped into detention wetlands and then discharged offsite.
- The health of the water network within the Beachlands South catchment is not degraded by this proposal.

11.2.3 Ngāti Whanaunga

The Environmental Management Plan prepared by Ngāti Whanaunga in 2019 outline objectives and priorities for resource management. In particular:

- Setting out appropriate processes for environmental management including consultation, transparency, accountability for decisions, and adaptive and practical processes for environmental management.
- Sustaining and enhancing the mauri of ecosystems, habitats, species and natural resources under their care in the Ngāti Whanaunga rohe.
- Protecting wāhi tapu, cultural heritage sites, places and landscapes and associated traditional knowledge in the Ngāti Whanaunga rohe.
- Informed decisions are made about the environment and heritage of the Ngāti Whanaunga Rohe in accordance with tikanga.
- The Treaty of Waitangi is being upheld by central and local government, industry and local communities and reflected in the way they make decisions.
- Communities understand and value the contributions in environmental management and heritage protection

The Project is considered to be consistent with the objectives and outcomes anticipated by the Management Plan for the following reasons:

- Erosion and sediment control measures will be implemented to manage sediment loss across the Site and maintain water quality. Contaminated land will be remediated.
- Noise, odour and air pollution is minimised far as practicable during construction.
- The natural hazards of the Site are managed through the engineering design as far as practicable to ensure longevity of the Site.
- The development includes energy-efficient design and construction and includes landscaping to incorporate native trees and vegetation into the landscaping elements.

11.2.4 Ngāti Tamaterā

Ngāti Tamaterā prepared an Environmental Management Plan 2019, which looks at the environmental principles as kaitiaki of the land through the management of physical and natural resources. In particular:

- Promote and enhance partnerships between Ngāti Tamaterā and central government, regional and district councils on all resource management issues e.g. management of natural hazards including flooding, wastewater treatment.
- Protect and enhance soil quality and advocate for the protection of culturally important areas susceptible to erosion and flooding that is induced by human activity.
- Protect other taonga from the adverse effects arising from odour, noise, and air pollution including increasing levels of greenhouse gases.

- Advocate for the protection of the mauri of wāhi tapu by preventing destruction and modification of land and upon an 'accidental discovery', works are to stop immediately until such a time that Tangata Whenua are contacted and appropriate protocol are in place.
- Promote and protect land and aquatic biodiversity for the benefit of current and future generations.
- To manage natural hazard risks (e.g., defence structures) and events in a way that restores and maintains the mauri of the environment.

The Project is considered consistent with the Environmental Management Plan for the following reasons:

- Stormwater quality will be appropriately managed noting the proposal is for a greenfield development.
- The landscaping palette will include indigenous species.
- The potential natural hazard risk has been considered and appropriately mitigated through the proposed design of the site.
- In the unlikely event there is an accidental discovery on the Site, works will follow the accidental discovery protocol under the Heritage New Zealand Pouhere Taonga Act 2014 and Iwi will be notified.

11.2.5 Summary

Overall, it is considered that the Project can be constructed and operated in a manner that is generally consistent with the environmental outcomes sought by planning documents recognised by relevant iwi authorities and lodged with Auckland Council. The 2km long outfall discharges treated wastewater into the coastal marine area. The Wastewater Report (**Appendix 11**) prepared by GWE details that the effects of this treated discharge and it is considered that it will not significantly impact the customary rights of Māori to harvest sea food as all harvesting takes place outside of a 1km radius of the discharge point. In addition to this, no taonga species will be affected by the proposed discharge. Overall, it is considered that the proposed discharge will not have significant adverse effects on the coastal marine environment.

As per the SMP (**Appendix 9**) prepared by HG, stormwater flows into rain gardens and wetlands. Stormwater treatment takes place before discharging into streams and the coast. The treated stormwater will not degrade the natural waterways.

11.3 Customary Marine Title, Protected Customary Rights and ngā rohe moana o ngā hapū o Ngāti Porou

This section of the application is provided in accordance with clause 5(1)(j) of Schedule 5 of the FTAA which requires:

a list of any relevant customary marine title groups, protected customary rights groups, ngā hapū o Ngāti Porou (where an application is within, adjacent to or directly affecting ngā rohe moana o ngā hapū o Ngāti Porou), or applicants under the Marine and Coastal Area (Takutai Moana) Act 2011; and

The site would not occur in a customary marine title area with recognised customary marine title groups. There are customary marine title applicant groups relevant to the project area but this

does not trigger the ineligibility restrictions. The Section 18 report included customary marine title applicant groups under Marine and Coastal (Takutai Moana) Act 2011 ('MACA') as other Māori groups with relevant interests. The Minister's decision also directed these parties to be invited to comment on the application.

There are no protected customary rights that relate to the site and as such an assessment under Clause 6(1)(h) is not required.

The Site is not within or adjacent to, and would have no effect on, ngā rohe moana o ngā hapū o Ngāti Porou.

12.0 MITIGATION AND MONITORING OF EFFECTS

Clause 6(1)(d) of Schedule 5 of the Act requires that an assessment of an activity's effects on the environment must include:

"a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effects of the activity".

A description of the mitigation measures proposed is provided in the technical assessments appended to this AEE and also documented in the consent conditions appended to this AEE. In summary, and in accordance with clause 6(1)(d) of Schedule 5 of the Act, the following mitigation measures are proposed to address actual and potential effects on the environment relative to specific subject matters, but are not strictly limited to:

Table 9: Summary of Mitigation

Subject Matter	Summary of Mitigation and Condition Response
Transport	• Transport infrastructure upgrades required at specified levels of subdivision and development and required as consent condition including ferry service upgrades. • Establishment of cycleways and footpaths on Jack Lachlan Drive and throughout the precinct to encourage accessibility and connectivity. • Draft CTMP provided in Appendix 8 and final CTMP required as consent condition. • Draft Travel Management Plan provided in ITA provided at Appendix 8 and required to be implemented as a consent condition. • Intersection upgrades as consent condition. • Consent condition requiring Monitoring of Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrade.
Landscape and Visual	• High quality built form outcomes combined with large, quality open spaces which will improve the urban amenity of the locality and better connect with the existing urban development within Beachlands. Taller buildings will be narrow in form and will enable

	quality outlook whilst not compromising outlook from other nearby sites. • Concept Landscape Plan provided and final landscape plans required as consent condition, including ongoing maintenance requirements.
Urban Design	• Final architectural design details required as consent condition. • Final landscape plans required as a condition of consent, including ongoing maintenance requirements. • Draft Lighting Plans provided and final required as a condition of consent. • Concept signage details provided in Architectural drawings in Appendix 2 and final signage details to be provided prior to installation required as a consent condition.
Subdivision	• Subdivision staging conditions. • Subdivision conditions requiring all infrastructure to be provided for future development including reduction in water use, use of aquifer water, stormwater storage and re-sue. • Consent conditions requiring consent notices to be imposed.
Noise and Vibration	• Draft CNVMP provided in Appendix 18 and final CNVMP required as consent condition. • During construction consent conditions to manage construction noise and vibration effects. • During construction consent conditions to manage underwater noise effects such as soft starts, dampening and visual observations for marine fauna to be undertaken prior to coffer dam piling works, with final details to be determined based on the selected construction method. • Consent conditions requiring the operational noise to comply with the relevant standards within the AUP(OP). • Consent conditions requiring all dwellings to achieve internal noise levels with a requirement for sound insulation and mechanical ventilation. • Post construction Acoustic Design Report required as consent condition. • Post construction acoustic design certification for noise sensitive activities required as consent condition.
Construction	• Draft CMP provided in Appendix 9 and final CMP required as consent condition. • Pre Construction Meeting is a consent condition requirement.

	• Consent condition requiring the management of dust.
Stormwater Management	• Installation of bioretention devices in accordance with SMP and required as consent conditions. • Stormwater outfall structures to be constructed in accordance permitted activity standards and required as consent conditions. • Water quality treatment and hydrological mitigation required as consent conditions.
Servicing Infrastructure	• Installation of local three waters infrastructure required as a consent condition.
Geotechnical and Groundwater	• Works to be in accordance with recommendations in geotechnical report and required as a consent condition. • Method statement and certification to be provided by engineer confirming works in accordance with recommendations in geotechnical report and required as a consent condition. • Consent condition requiring GSMCP.
Contamination	• An CSMP updated to address the final design. This document will interface with the Erosion and Sediment Control Plan and Dewatering Management Plan required by other conditions of consent. • A project specific health and safety plan that incorporates the requirements of the CSMP. • Site Validation Report required following completion of remedial works on site and required as consent condition.
Bulk earthworks	• Draft ChTMP provided in Appendix 9 and final ChTMP required as consent condition. • Draft ESCAMP in Appendix 9 and final ESCAMP required as consent condition. • Season restrictions on bulk earthworks as a consent condition. • Erosion and sediment control to be implemented in accordance with Infrastructure Report and draft erosion and sediment control plans with finals required as consent conditions.
Wastewater	• Consent conditions requiring: ○ Treatment and discharge of wastewater without compromising capacity of public networks, unless that capacity becomes available. ○ Establishment of baseline data ○ Soil monitoring ○ A response framework to ensure that any emerging issues are identified early and appropriately managed. ○ Stream sampling baseline and ongoing

	○ Effluent sampling ○ Staged upgrades to WWTP and disposal field ○ Sampling protocols ○ Inflow and infiltration monitoring ○ Audits ○ Vegetation monitoring
Air Quality	● Consent condition requiring implementation an Air Quality Management Plan associated with the WWTP.
Cultural Values	● Conditions that require the following: ○ The Consent Holder must maintain ongoing consultation with Ngai Tai ki Tamaki who have asked to be consulted on an ongoing basis throughout the design and development phases of the Project. ○ Should kōiwi (human remains) be unearthed or other major activators arise, a rāhui will be discussed with (and if suitable invoked by) Ngāi Tai ki Tamaki to allow appropriate holistic mitigation measures to be implemented. ○ Should cultural material discoveries occur, the landowner will consider resourcing for a Pou Whenua, kōhatu, or Ngāi Tai marker, where appropriate, to be installed to mark the significance of the whenua. ○ The Consent Holder shall regularly demonstrate cultural competency of their employees and contractors (including archaeologists) upon request from Ngai Tai ki Tamaki and will regularly wānanga with Ngāi Tai ki Tamaki either onsite or at Umupuia Marae for general/site cultural induction purposes. ○ The Consent Holder must, prior to commencement of bulk earthworks and on an ongoing basis for that activity, invite Ngai Tai ki Tamaki to undertake cultural monitoring of bulk earthworks. The details of such monitoring may be agreed as between the Consent Holder and Mana Whenua, and must include as a minimum the first scraping of topsoil to identify potential archaeological features, and inspection of the erosion and sediment controls and measures upon installation. ● Requirement for cultural inductions prior to commencement of bulk earthworks in consent conditions. ● Requirement for provision of cultural monitoring at specified project milestones in consent conditions.
Coastal Effects	● Consent conditions requiring: ○ Construction Management Plan

	○ Drilling Fluid Management Plan
Terrestrial and Freshwater Ecology	● Consent conditions requiring implementation of the following management plans: ○ Biodiversity Management Plan ○ Fauna Management Plan ○ Native Freshwater Capture Relocation Plan ● Consent condition requiring implementation of Riparian Planting Plan included within the BMP. ● Boardwalk construction over streams to be undertaken in accordance with permitted activity standards required as consent conditions.
Marine Ecology	● Consent condition requiring implementation of the Coastal Bird Management Plan. ● Consent condition requiring implementation of Marine Monitoring Plan. ● During construction consent conditions to manage underwater noise effects such as soft starts, dampening and visual observations for marine fauna to be undertaken prior to coffer dam piling works, with final details to be determined based on the selected construction method.
Archaeology	● Consent conditions requiring implementation of the Archaeological Management Plan and Archaeological Vegetation Management and Planting Plan.

Clause 6(1)(g) of Schedule 5 of the Act also requires that an AEE include:

“if the scale and significance of the activity’s effects are such that monitoring is required, a description of how the effects will be monitored and by whom, if the activity is approved”.

The monitoring that is proposed as part of the construction and operation of the development is also documented in the consent conditions enclosed in the application material. In summary, the proposed monitoring includes, but is not limited to:

- Methods and procedures for monitoring as part of the CNVMP;
- Monitoring of the proposed erosion and sediment controls;
- Monitoring and management framework as part of the Travel Management Plan;
- Monitoring as part of the SMP for land contamination;
- Monitoring as part of the operation of the wastewater treatment plant and associated discharges (wastewater and air quality); and
- Monitoring and reporting for transport associated with residential development thresholds as required by the Precinct.

13.0 PROPOSED CONSENT CONDITIONS

This section of the application is provided in accordance with clause 5(1)(k) and clause 18 of Schedule 5 of the Act. These clauses require that an application provides conditions for the

resource consent. The proposed conditions of consent which seek to implement the mitigation and monitoring that has been identified in the technical assessments as being necessary are appended to this AEE as **Appendix C**. The proposed conditions have been drafted in accordance with Section 108, which relate to Part 6 and 10 of the RMA.

In recommending the proposed conditions of consent for this application in accordance with Clause 5(1)(k) of Schedule 5, the conditions are proposed to:

- Appropriately manage adverse effects, including providing mitigation to prevent or reduce adverse effects during and after construction in accordance with Clause 6(1)(d) of Schedule 5;
- Provide for monitoring as required by Clause 6(1)(g) of Schedule 5; and
- Give effect to those matters that the panel must consider under Section 81(2)(a).

The proposed conditions of consent relating to necessary mitigation and monitoring have been developed following technical assessments which identified the potential adverse effects of the Project. The proposed conditions to ensure potential adverse effects are appropriately avoided, remedied or mitigated. The conditions include details of the proposed mitigation to be undertaken to manage the actual or potential effects of the activity (as required by Clause 6(1)(d) of Schedule 5) and describe how the effects will be monitored and by who (as required by Clause 6(1)(g) of Schedule 5).

The conditions are not considered to be more onerous than necessary and comply with Section 83 with reference to Section 81(2)(d). It is considered that they meet the requirements of the FTAA and that the Panel may grant the resource consent subject to the conditions in accordance with Section 81(1)(a) of the FTAA.

14.0 THE FAST-TRACK APPROVALS ACT DECISION MAKING FRAMEWORK

In considering whether to grant the approvals sought in this application, the Panel must meet the requirements of Section 81 of the FTAA, which includes applying the specific decision-making clauses in Schedule 5.

14.1 Approvals Relating to Resource Consents Ordinarily Sought under the RMA 1991 – Schedule 5

Clause 17 of Schedule 5 outlines that when considering a consent application and setting conditions, the Panel must take into account the following (giving the greatest weight to (a):

- The purpose of the FTAA;
- The provisions of Parts 2, 3, 6 and 8 to 10 of the RMA that direct decision making on an application for a resource consent (but excluding s104D); and
- The relevant provisions of any other legislation that directs decision making under the RMA.

This means the Panel must give the greatest weight to the purpose of the FTAA which is: to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

The reference to Part 2 excludes Section 8 of the RMA and the reference to Part 6 excludes Section 104D of the RMA.

Clause 18 of Schedule 5 outlines that Parts 6, 9 and 10 of the RMA relevant to setting conditions on a resource consent apply to the Panel.

The proposal is assessed under each limb of clause 17 below.

14.2 Declining an Approval Under Section 85

The Panel must decline an approval if one or more of the situations in s 85(1) apply. The situations relevant to all types of approvals that can be sought under the FTAA are:

- The approval is for an ineligible activity;
- The Panel considers that granting the approval would breach obligations relating to Treaty settlements and recognised customary rights; or
- In the case of an approval for a resource consent, the approval must be declined if it is in an area covered by clause 17(5) Schedule 5 in an area.

The Panel may decline an approval if the Panel forms the view that:

- The activity or activities for which the approval is sought would have one or more adverse impacts; and
- Those adverse impacts are sufficiently significant to be out of proportion to the project's regional or national benefits that the Panel has considered, even after taking into account any conditions that the Panel may set in relation to those adverse impacts, and any conditions or modifications that the applicant may agree to or propose to avoid, remedy, mitigate, offset, or compensate for those adverse impacts.

In subsections (3) and (4), adverse impact means any matter considered by the Panel in complying with Section 81(2) that weighs against granting the approval.

Under section 85(4), the Panel cannot form the view that an adverse impact is disproportionate solely on the basis that it is inconsistent with or contrary to a provision of a specified Act or any other document the Panel must consider.

15.0 ASSESSMENT OF THE PROPOSAL AGAINST THE FAST-TRACK APPROVALS ACT DECISION MAKING FRAMEWORK

15.1 Information Considered

This AEE has been prepared considering the information referred to in s 81(2)(a) of the FTAA to the extent it is currently available. Specifically:

- All of the technical reports supporting the application;
- Information from Ministry for the Environment relating to the Schedule application;
- The CVA prepared for the project (as part of the PC88 process) and the careful analysis of Treaty settlement and iwi planning documents as prepared for the application. This was prepared with reference to the comments about these matters in Ministry for the Environment's feedback on the referral application; and
- Feedback received from engagement.

15.2 The Purpose of The Fast-track Approvals Act

Assessment of the proposal against the purpose of the FTAA is to be given the most weight by the Panel.

The purpose of the FTAA is (Section 3 of the FTAA):

“The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits”

The Project specific approvals sought to enable the Project, is considered to meet the purpose of the FTAA for the following reasons:

As a listed project, Beachlands South is described in Schedule 2 as a “project with significant regional or national benefits”. This indicates that it has already been established that Beachlands South has regional or national benefits that are significant through the parliamentary decision to list the Beachlands South project in the FTAA.

Beyond this confirmation that the project has significant regional or national benefits, what constitutes a significant regional or national benefit is not defined in the FTAA. As a result, and because the Panel has to consider the extent of benefits, consideration in Section 22(2)(a) have been used as a reference point for the purposes of this analysis.

Taking into account the assessment provided in section 8.1 above, Beachlands South is considered to meet the purpose of the FTAA for the following reasons:

- The Project will have significant regional economic benefits with an expected total direct capital injection of around \$2.38 billion into the regional economy. A projected generation of economic activity in the Auckland region amounting to a Net Present Value (NPV) of approximately \$1.93 billion to the regional economy over the 15 year development period using an 8% discount rate. In addition, contribution of around 1,431 FTE jobs during the peak construction year within the Auckland region, total direct employment of 7,902 FTE over the 15 year development period with a total number of 16,718 FTE years over the 15 year development period.
- The Project would enable residential development to respond to growing housing demand and support future growth within both the local Beachlands market and the wider Auckland Region. In addition, the Project would deliver a substantial range of supporting amenities, including a commercial centre, employment land, recreational activities and schools. These elements would provide ongoing benefits to the wider Beachlands community by improving local access to services, employment opportunities, education, and community infrastructure. In combination, these economic and community benefits are expected to generate wider flow-on effects and are considered significant in a regional economic context.
- The Project would deliver a substantial improvement in local amenity for the Beachlands / Maraetai community through the provision of a comprehensively planned residential environment supported by local services, education, employment, open space, and recreational opportunities. A key component of this is the proposed local centre, which would increase the availability, diversity, and competitiveness of local retail and commercial services within Beachlands. Additionally, the Project provides for the development of both a primary and secondary school with the latter representing an important addition given the current absence of secondary school provision within the Beachlands / Maraetai area. Collectively,

these amenities would improve local access to everyday goods, services, education, and community infrastructure, reducing the need for residents to travel outside the area and supporting the development of a more complete and self-sustaining local community.

- The majority of Beachlands residents currently travel outside the local area for work. A key component of the Project is therefore the provision of long-term employment opportunities within the local community. Across the range of activities proposed, including the hotel, schools, retail, commercial, and light industrial components, the Project is estimated to support approximately 800 ongoing jobs annually. This has the potential to improve the balance between local housing and employment, reduce commuting distances, improve travel efficiency, and generate broader social and community benefits.
- The Project has the potential to act as a catalyst that stimulates broader economic and urban development within a market, through unlocking further opportunities for additional housing, commercial activities, and complementary land uses. As the local population increases, so too does the demand for goods, services, and employment, providing significant impetus for both local and regional economic growth. Over time, this additional growth would contribute to the development of a more self-sustaining and vibrant urban community.
- The Project promotes sustainability through supporting modal shift to public transport, walking and cycling network, implementation of water sensitive design principles (including rainwater harvesting) and promoting low-carbon development with on-site carbon sequestration and enhanced biodiversity values through native tree planting and ecological restoration. The Project will establish and progressively regenerate the approximately 75 hectare EPAN across the project area which will act as an on-site carbon sink consisting of proposed planting of extensive native forest and bush. The project area also has capacity for 20ha of significantly enhanced open space and road planting measures to provide further carbon sequestration. This equates to an estimated sequestration value that has potential - over a 100-year period - to offset the estimated carbon emissions of dwelling construction anticipated by the zoning for the land.
- The Project will result in significant ecological benefits through the protection and replanting of 75 hectares of ecological land as well as an increase in protected ecological habitat of approximately 2.9 hectares. The ecological areas will be replanted and maintained by legal covenant.
- The Project will also result in significant sustainability benefits through a combination of operative planning provisions, proposed development measures and future implementation pathways. Stantec's assessment identifies sustainability initiatives across water management (water efficient fixtures and rainwater harvesting), biodiversity and ecological regeneration (EPAN, open spaces, riparian planting and building setback planting), health and wellbeing (open spaces, walkways and cycleways), low-carbon development (public transport focus, travel plans, carbon sequestration and high density around transport nodes), renewable energy and energy efficiency (solar orientation, building efficiency), and transport and movement networks (walking/cycling connections, mode shift, public transport availability) that collectively contribute to long-term environmental, social and infrastructure outcomes.
- Creation of public transit-adjacent, compact neighbourhoods to reduce car dependency and encouraging a modal shift to active mobility and the greater uptake of public transport by creating attractive, connected and walkable urban environments. The planned walking and

cycling paths encourage mode shift especially for short trips, in addition to providing additional capacity to the existing ferry services.

15.3 Resource Consent Approvals Sought: Parts 2, 3, 6 and 8 to 10 of the RMA and Relevant Provisions of Any Other Legislation Directing Decision-making Under the RMA

15.3.1 Part 2 of the RMA

This section of the application is provided in accordance with clauses 5(1)(g) and 17 of Schedule 5 of the FTAA.

Part 2 contains the purpose and principles of the RMA. Section 5 sets out the purpose of the RMA and requires a broad judgement as to whether a proposal would promote the sustainable management of natural and physical resources. This exercise of this judgement is informed by the principles in sections 6 to 8 and considered in light of the particular circumstances of each application.

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment. It is considered that the proposed development is complementary to these objectives. The overall Project involves high-quality masterplanned community in a way that it will not unreasonably disrupt the amenity of the surrounding area and at the same time contribute to the city's economic development and housing needs thereby providing for community wellbeing. The location of the proposed activities within close proximity to public transport infrastructure will assist in achieving the city's broader goals of better integrating transport and land-use planning. The Project contributes to ensuring that the potential of natural and physical resources to meet the needs of future generations are provided for, and includes measures to safeguard the life-supporting capacity of air, water, soil, and ecosystems and avoid, remedy and mitigate adverse effects.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the protection of outstanding natural features and landscapes and historic heritage from inappropriate subdivision, use and development. It is considered that the Proposal does not give rise to any issues with respect to matters of national importance for the following reasons:

- The Project preserves the natural character of the coastal environment adjacent to the site. While the proposal involves the occupation and use of the CMA including structures and associated discharges, measures are implemented to ensure effects are appropriately avoided as far as practicable, minimised and appropriately compensated for including implementation of the ESCP, compliance with Standard I458.6.11 Earthworks in the precinct provisions, provision of stormwater treatment on site, adoption of treatment train approach associated with the proposed wastewater system and implementation of measures to manage coastal bird disturbance effects.
- The Project preserves the natural character of the natural inland wetlands and permanent and intermittent streams within Site. Although some wetlands and streams are impacted by the Project, effects are addressed through avoidance, minimisation and a compensation package

comprising restoration and enhancement of approximately 2.943 ha of degraded wetland habitat within the Site. Overall, the proposal is expected to result in positive long-term ecological outcomes and improve freshwater ecosystem function and condition.

- The Project results in some very small-scale indigenous vegetation and habitat loss; however, extensive restoration, enhancement and long-term protection measures are proposed. The EPAN enhancement programme results in a significant net increase in land subject to ecological restoration and management.
- The Project involves a coastal walkway along the coastal edge which will enhance public access to the coast and the coastal marine area.
- Ngāi Tai ki Tāmaki is a development partner of the Project, forming part of the partnership in BSLP. The recommendations in the CVA provided by Ngāi Tai ki Tāmaki have also been adopted and forms part of proposed consent conditions where appropriate to ensure that cultural values are appropriately provided for, honoured and respected within the Project. In addition, no works are proposed within the pā site identified on Precinct Plan 4
- The Project has been designed to manage significant risks from natural hazards ensuring that coastal, flooding and geotechnical hazards will not impact on the safety of the final development.

Section 7 of the RMA identifies a number of “other matters” to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment. The Project is considered to be consistent with the matters in section 7 as the development of a new masterplanned community in this location is an efficient use of land, and, as set out in this AEE, it is considered that the proposed development is such that amenity values of the surrounding area and the quality of the environment will be enhanced. Regard is given to the effects of climate change through the location of development in a highly accessible location and assessment of natural hazards.

Overall, as the effects of the proposal are considered to be consistent with all of the above sections of the RMA, and the proposal generally accords with the relevant AUP(OP) objectives, policies, and assessment criteria, it is considered that the Project is consistent with the general resource management principles set out in Part 2 of the RMA.

15.3.2 Part 3 of the RMA

Part 3 of the RMA relates to the duties and restrictions under the RMA. It is considered that the proposal meets Part 3 of the RMA because:

- The approvals sought are all approvals required under Sections 9, 11, 12, 13, 14 and 15 of the RMA;
- Construction noise and vibration effects have been assessed in **Appendix 18** which identifies that the construction noise limits can be met at the majority of the adjoining properties for most of the construction period. Where temporary exceedances may occur at specific neighbouring properties, these will be managed by the CNVMP. With respect to underwater noise, mitigation and management measures are proposed to ensure that any adverse noise effects arising from the construction of the wastewater outfall on marine mammals and penguins will be temporary and appropriately avoided, remedied or mitigated. The draft

CNVMP provided demonstrates that there are a range of specific methods available for managing noise and vibration on that property and the surrounding environment, and underwater noise. As a result, Section 16 of the RMA has been complied with; and

- As has been set out in the earlier sections of this AEE, the development has been designed to minimise effects on the natural environment, and any effects that remain are proposed to be managed through a comprehensive suite of conditions. As a result, Section 17 of the RMA has been complied with.

15.3.3 Part 6 of the RMA

Part 6 of the RMA relates to resource consents. It sets out how decisions on applications for resource consents are considered if applied for under the RMA. The relevant sections in Part 6 are addressed below:

- The primary decision-making section applying to resource consents is Section 104 of the RMA. A comprehensive assessment against the relevant factors of Section 104 has been undertaken above. In short, it concludes that the resource consent approvals sought are consistent with all of the planning instruments to which regard must be had and the effects on the environment have been assessed, alongside the design features and measures proposed by the BSLP to avoid, remedy, mitigate, and compensate those effects; and
- Under Section 104(6A) of the RMA, a consent authority may decline an application for resource consent if the applicant has a record of significant non-compliance with a requirement of this Act. The applicant, BSLP has not been the subject to significant non-compliance.
- Under Section 105 RMA when deciding an application for a discharge permit the decision maker must have regard to the nature of the discharge and the sensitivity of the receiving environment to adverse effects; the applicant's reasons for the proposed choice; and any possible alternative methods of discharge, including discharge into any other receiving environment:
 - With regards to the discharge of contaminants from the disturbance of contaminated land, the discharge is required in order to remediate the land so it is safe for the intended commercial and residential land uses and there are no possible alternative methods of discharge;
 - With regard to stormwater discharges, the discharges to the stream and eventually to the CMA will be acceptable due to the proposed treatment approach outlined in the SMP. Furthermore, they mimic the existing catchment as far as practicable, ensuring hydrological function is maintained;
 - With regard to the on-site wastewater discharge to the CMA, this only occurs as there is no available option to connect to the public network. The wastewater will be treated to a high quality; and
 - With regard to the air discharge, it is considered the discharges will be acceptable for the reasons outlined within the Air Discharge Assessment. There are no alternative methods available, given that the on-site wastewater treatment plant will be constructed to meet the infrastructure needs of the proposed development.
- Under section 106 and 106A of the Act, a consent authority may refuse to grant a subdivision or land use consent, or may grant the consent subject to conditions, if it considers that there is

a significant risk from natural hazards. The Geotechnical Assessment by T+T attached as **Appendix 15** confirms that the proposed development is suitable for the site provided the geotechnical recommendations outlined within the report are adopted. The Flood and Coastal Hazard Risk Assessment by T+T and HG attached as **Appendices 9 and 14** confirms that the development can be carried out in such a way that appropriately avoids and mitigates any flood, coastal inundation risks. Based on the above, it is considered that there is no reason to refuse to grant land use consent under Section 106A of the RMA.

- Section 107 specifies circumstances when a discharge consent cannot be granted. The Project is not anticipated to give rise to any of the matters listed. As detailed throughout this AEE, best practice erosion and sediment control will be in place to ensure discharge and stormwater runoff from the Project will not adversely affect freshwater environments. The Project will also work under a final Erosion and Sediment Control Management Plan to ensure dust emissions are minimised. The wastewater will also be treated to a high quality.

15.3.4 Part 8 of the RMA

Part 8 of the RMA relates to designations and heritage orders. No heritage orders or designations apply to the site or are proposed.

15.3.5 Part 9 of the RMA

Part 9 of the RMA relates to water conservation orders, freshwater farm plans and use of nitrogenous fertiliser. These matters are not relevant to any of the RMA approvals sought.

15.3.6 Part 10 of the RMA

Part 10 of the RMA relates to subdivision and reclamations. All of the provisions addressed below are relevant to the resource consent subdivision approvals sought:

- Specific conditions have been proposed in relation to the subdivision consent approval that is sought. These conditions align with Section 220 of the RMA; and
- All boundaries and allotments are shown on the scheme plans.

15.3.7 Other Relevant Legislation

There is no other primary legislation relevant to the RMA approvals being sought in this application under the RMA. This requirement in clause 17(1)(c) also captures secondary legislation. All the secondary legislation relevant to the application has already been addressed comprehensively in this AEE.

15.3.8 Conclusion

Based on the analysis above, it is considered that the application is consistent with the parts of the RMA relevant to decision making under the FTAA, and the documents to which they refer.

15.4 Other legislation that directs decision making under the RMA

There is no other legislation relevant to the consideration of the Project under the RMA

15.5 Decision Whether to Grant the Approvals Sought in the Application

15.5.1 Resource Consent Approvals

None of the situations that require the Panel to decline an application apply to this application.

- The application does not seek approval for an ineligible activity as defined in Section 5 of the FTAA;
- The detailed assessment of the Treaty settlements that apply to the site provided in Section 11 confirms that granting the approvals sought would be consistent with obligations arising under existing Treaty settlements, and so not breach Section 7 of the FTAA.
- Clause 17(5) Schedule 5 does not apply to the resource consent approvals sought because they do not include an application for a coastal permit for aquaculture activities; and
- The adverse impacts of the Proposal are not sufficiently significant to be out of proportion to the Project's regional or national benefits.

Assessment of the application against Sections 81 and 85 of the Act supports a decision to grant the approvals sought in the application.

The Project provides several benefits of regional significance, which are assessed in Sections 8.1 and 15.2 above.

The potential adverse impacts of the Project have been appropriately avoided, remedied or mitigated through the design of the Project and the mitigation measures secured through conditions of consent, and the Project is generally in accordance with the relevant planning documents.

The relevant test for when the Panel may decline an approval under section 85 of the FTAA is whether the adverse impacts of the Project are sufficiently significant to be out of proportion to the project's regional or national benefits, noting that a panel cannot form the view that an adverse impact meets this threshold solely on the basis that the adverse impact is contrary to a relevant planning or policy document.

In our view, the adverse impacts arising from the Project are not sufficiently significant to be out of proportion to the Project's regional benefits.

PART C – ARCHAEOLOGICAL AUTHORITY (UNDER SECTION 42(4)(I))

16.0 APPROVAL FRAMEWORK

16.1 Overview

An archaeological authority that would otherwise be sought under the Heritage New Zealand Pouhere Taonga Act 2014 is sought under Section 42(4)(i) of the FTAA.

The Proposal seeks archaeological authority under the HNZPTA.

The Archaeological Assessment identified 28 archaeological sites within 250m of the Development area, the majority of which are outside the main earthworks footprint. There are eleven recorded sites (R11/343, R11/344, R11/345, R11/1438, R11/1439, R11/1440, R11/1617, R11/1618, R11/1621, R11/1622, and R11/1623) that are either located within, or extend into, areas of proposed ground disturbance associated with bulk earthworks or EPAN works involving vegetation clearance, replanting and the construction of walkways and associated infrastructure.

An archaeological assessment addressing the required information for an approval described in section 43(3)(i) (archaeological authority) clause 2(1) has been prepared by Clough & Associates in accordance with clause 2(1) of Schedule 8 of the Act (refer **Appendix 17**). This section of the application provides a summary of the information set out within **Appendix 17**.

The application also seeks the approval of a person nominated to undertake the activity under the Archaeological Authority. In this case, the Project Archaeologist is proposed to be Glen Farley of Clough & Associates.

For completeness, it is confirmed that the application complies with section 46(2)(a), (b), and (d) of the FTAA.

16.2 Description of land

Clause 2(1)(a) of Schedule 8 of the FTAA requires the application to specify a legal description of the land or, if one is not available, a description that is sufficient to identify the land to which the application relates.

An Archaeological Assessment has been prepared by Clough & Associates, included in **Appendix 17**. The AA sufficiently describes the Site, in addition to the site description outlined in Section 5.1 of this application.

16.3 Owner of relevant land and proof of consent

Clause 2(1)(b) and 2(1)(c) of Schedule 8 of the FTAA requires the application to specify the name of the owner of the relevant land, if the applicant is not the owner of the land; and proof of consent, if the owner has consented to the proposed activity.

The owner of the majority of the relevant land is the applicant as set out in Section 5.4 above. 758 Whitford-Maraetai Road is owned by Nigel Coyle Hannan and 770 Whitford-Maraetai Road is owned by Colleen Flora McNab and Ian Fraser McNab.

Consent will be obtained from those owners prior to any works commencing on 758 and 770 Whitford-Maraetai Road.

16.4 Description of each archaeological site

Clause 2(1)(e) of Schedule 8 of the FTAA requires a description of each archaeological site to which the application relates and the location of each site.

The Site is subject to the following recorded archaeological sites within 250m of the development area:

- R11/343 – Pit, terrace, midden
- R11/344 – Midden
- R11/345 – Midden
- R11/1438 – Terrace, midden
- R11/1439 – Midden, terrace
- R11/1440 – Pits, midden
- R11/1441 – Midden, terrace
- R11/1442 – Pits, terrace
- R11/1443 – Terrace
- R11/1444 – Pit
- R11/1445 – Midden
- R11/1617 – Midden
- R11/1618 – Terrace, midden
- R11/1619 – Pa
- R11/1621 – Midden
- R11/1622 – Midden
- R11/1623 – Midden
- R11/2521 – Pits
- R11/2522 – Pit, terrace
- R11/2523 – Midden
- R11/2524 – Midden
- R11/2525 – Pit, terrace
- R11/2526 – Midden
- R11/2527 – Midden
- R11/2528 – Midden
- R11/2529 – Midden
- R11/2530 – Midden
- R11/3602 – Midden

Further details are provided in the Archaeological Assessment prepared by Clough & Associates.



Figure 34. Plan showing recorded archaeological sites within a buffer of the Development area.

These archaeological sites are described in the Archaeology Assessment (**Appendix 17**) prepared by Clough & Associates.

16.5 Description of the activity and how the proposed activity will modify or destroy each archaeological site

This section is provided in accordance with clauses 2(1)(f) and 2(1)(g) of Schedule 8 of the FTAA.

The proposal includes undertaking vegetation removal and bulk earthworks to establish the landform necessary to prepare the site for future development. To minimise the earthworks volume to the extent practicable the majority of earthworks will involve topsoil stripping following by cut to fill activities generally involving between 5m to 9m of excavation or fill.

The Archaeological Assessment identified 28 archaeological sites within 250 m of the Development area, the majority of which are outside the main earthworks footprint.

There are eleven recorded sites (R11/343, R11/344, R11/345, R11/1438, R11/1439, R11/1440, R11/1617, R11/1618, R11/1621, R11/1622, and R11/1623) that are either located within, or extend into, areas of proposed ground disturbance associated with bulk earthworks or EPAN works.

Within the main Development earthworks footprint, these sites may be subject to modification or destruction through bulk excavation and cut-and-fill activities, where archaeological deposits are

present. In areas where no intact archaeological deposits were identified during survey, the potential effect is limited to the possibility of encountering isolated or residual archaeological material.

Within the EPAN, potential effects are limited to localised and shallow ground disturbance associated with vegetation clearance, planting, and the installation of walking tracks and associated infrastructure. These works may result in minor modification of subsurface archaeological deposits, including midden material, where present.

There remains the potential for previously unrecorded archaeological material to be encountered during earthworks in areas that have not been subject to detailed archaeological investigation. Such material is most likely to include midden, oven stones, and associated occupation debris.

16.6 Assessment of the archaeological, Māori, and other relevant values

This section is provided in accordance with subclauses 2(1)(h)(i) and 2(1)(h)(ii) of Schedule 8 of the FTAA, and those matters contained in Clause 4 of Schedule 8.

16.7 Archaeological Values

Detailed assessment of the archaeological values are presented in the Archaeological Assessment. The archaeological sites within the Development Area represent evidence of past Māori occupation and use of the coastal landscape. Site types include midden deposits, pits, terraces, and burial-related features. Overall, in relation to the archaeological sites, Clough & Associates conclude the following:

“Overall, the sites are assessed as having limited to moderate archaeological value at a site-specific level, with variation across the group. While a number of sites have been modified or not reidentified, others retain intact subsurface deposits with moderate information potential. When considered collectively as a landscape, the archaeological values are assessed as moderate to high, reflecting both the presence of surviving deposits and the degree of historic modification across the broader area.”

These sites have archaeological value for their potential to provide information on settlement patterns, resource use, and cultural activity in the wider Tāmaki region. They also hold cultural significance for mana whenua as tangible evidence of ancestral occupation and association with the landscape.

R11/343 is considered to have a low-limited archaeological value. Sites R11/344, R11/345, R11/1438, R11/1439, R11/1440, R11/1617, R11/1618, R11/1621, R11/1622, and R11/1623 are considered to have limited archaeological value.

16.8 Mana Whenua Values

The AA by Clough & Associates does not include an assessment of effects on Māori cultural values. However, it acknowledges that such assessments should only be made by the tangata whenua. Māori cultural concerns may encompass a wider range of values than those associated with archaeological sites. The historical association of the general area with the tangata whenua is evident from the recorded sites, traditional histories and known Māori place names.

Consultation has been undertaken with the relevant iwi authorities who have historic and territorial rights in Tāmaki Makaurau, Auckland. A summary of the consultation is included in the

Overview Report and **Appendix 22**. No concerns have been raised regarding the archaeological values of the site.

The Applicant is committed to working with the iwi authorities constructively and will continue to meet with its representatives to discuss the lodged application and recommended conditions.

16.9 Consultation

Clause 2(1)(i)(i) of Schedule 8 of the FTAA requires proof and details of all consultation, including with hapū or iwi, the owner of the relevant land (if the applicant is not the owner), or any other person likely to be affected

As set within the Consultation Summary Report (refer **Appendix 22**), consultation has been undertaken with all relevant parties. Including:

- Relevant iwi and hapū;
- Heritage New Zealand Pouhere Taonga;
- Adjacent persons;
- Auckland Council; and
- The Environmental Protection Authority.

16.10 The Fast-track Approvals Act Decision Making Framework

In considering whether to grant the approvals sought in this application, the Panel must meet the requirements of Section 81, which includes applying the specific decision-making clauses in Schedule 8. These are each discussed in turn below.

An Archaeological Authority granted under the FTAA has the same force and effect as an Authority granted under the HNZPTA and, for purposes of the HNZPTA, must be treated as if it were an authority under that Act (Schedule 8 Section 9 (a) and (b)).

16.10.1 Approvals relating to Heritage New Zealand Pouhere Taonga Act 2014 – Schedule 8

Clause 2 of Schedule 8 of the Act relates to information that is required for an application for an archaeological authority. This information has been provided within the memorandum prepared by Clough & Associates included as **Appendix 17** and throughout this AEE.

Clause 4 of Schedule 8 outlines that for the purpose of the Panel's decision under Section 81, the Panel must take into account:

- (a) The purpose of the FTAA;
- (b) the matters set out in section 59(1)(a) of the HNZPTA;
- (c) the matters set out in section 47(1)(a)(ii) and (5) of the HNZPTA; and
- (d) a relevant statement of general policy confirmed or adopted under the HNZPTA.

The Panel must give the greatest weight to the purpose of the FTAA.

Clause 5 of Schedule 8 relates to imposition of conditions for an archaeological authorities.

16.10.2 Declining an Approval under Section 85

The Panel must decline an approval if one or more of the situations in Section 85(1) of the FTAA occur. The situations relevant to all types of approvals that can be sought under the FTAA are:

- The approval is for an ineligible activity; and
- The Panel considers that granting the approval would breach obligations relating to treaty settlements and recognised customary rights.

A Panel may also decline an approval if the Panel forms the view that:

- The activity or activities for which the approval is sought would have one or more adverse impacts; and
- Those adverse impacts are sufficiently significant to be out of proportion to the Project's regional or national benefits that the Panel has considered, even after taking into account any conditions that the Panel may set in relation to those adverse impacts, and any conditions or modifications that the applicant may agree to or propose to avoid, remedy, mitigate, offset, or compensate for those adverse impacts.

In subsections (3) and (4), adverse impact means any matter considered by the Panel under section 81(2) that weighs against granting the approval.

16.11 Assessment of the Proposal Against the Fast-track Approvals Act Decision-making Framework

16.11.1 Information Considered

This AEE, and Part C in particular, has been prepared considering the information referred to in s81(2)(a) of the FTAA to the extent it is currently available. Specifically:

- All of the technical reports supporting the application;
- Information from HNZPT relating to the schedule application in response to engagement undertaken as the substantive application was prepared; and
- Feedback received from engagement.

16.12 Situations Where the Panel Must Decline an Approval

None of the situations where the Panel must decline an approval apply to the application.

- The application does not seek approval for an ineligible activity as defined in Section 5 of the FTAA; and
- The detailed assessment of the Treaty settlements that apply to the site provided in Section 11 confirms that granting the approvals sought would be consistent with obligations arising under existing Treaty settlements, and so not breach Section 7 of the FTAA.

16.13 The Purpose of the Fast-Track Approvals Act

Assessment of the proposal against the purpose of the FTAA is undertaken first because it is relevant to all of the approvals sought in this application, and is to be given the most weight by the Panel in its decision on all approvals.

The purpose of the FTAA is (Section 3 of the FTAA):

“The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits”

For the reasons set out in Sections 8.2 and 15.2 above, the Proposal, and the specific approvals sought to enable its development, is considered to meet the purpose of the Act.

16.14 Archaeological authority Sought under the HNZPT Act

This section has been provided in accordance with subclauses 4(1) and 4(2) of Schedule 8.

The Proposal is considered to accord with the purpose and principles of the HNZPTA as follows.

16.15 Section 59(1)(a)

The proposed activity is necessary to facilitate development of the site and has been designed to avoid or minimise, where practicable, areas where archaeological material is likely to be present. Alternative design options and staging of earthworks have been considered to reduce adverse effects on known and potential archaeological values.

Those sites assessed as having higher archaeological integrity and value have been avoided where practicable and are not subject to proposed ground disturbance.

16.16 Section 47(1)(a)(ii) and (5): Effects

An assessment of effects has been undertaken in section 8.14 of this AEE. In summary, the potential adverse effects on archaeological values are considered to be avoided as far as practicable and minimised through the implementation of the AMP and AVMP and overall acceptable given the nature of the recorded archaeological site and archaeological monitoring and recording proposed.

16.17 Relevant Statements of General Policy Confirmed or Adopted

The statement identified as relevant to the Project is ‘The Administration of the Archaeological Provisions’. It is considered that the Archaeological Assessment provided by Clough Associates has provided information and assessment which accords with the general policy, and that appropriate consultation with relevant iwi authorities and HNZPT has been undertaken. Given this, it is considered that the proposal is in accordance with this statement of general policy.

16.18 Decision Whether to Grant the Approvals Sought in the Application

As set out in Section 16.12 above, none of the situations that require the Panel to decline an application apply to this application.

Assessment of the application against Sections 81 and 85 of the FTAA supports a decision to grant the approvals sought in the application.

The Project provides several benefits of regional significance and are assessed in Section 8.1 and 15.2 above.

The potential adverse effects on archaeological values are considered to be avoided as far as practicable and minimised through the implementation of the AMP and AVMP and overall acceptable given the nature of the recorded archaeological site and archaeological monitoring and recording proposed.

The relevant test for declining an approval in section 85 of the FTAA is whether the adverse impacts of the proposal are sufficiently significant to be out of proportion to the project's regional or national benefits, noting that a panel cannot form the view that an adverse impact meets this threshold solely on the basis that the adverse impact is contrary to a relevant planning or policy document.

In our view, the adverse impacts arising from the Project in particular the proposed modifications and destructions of archaeological sites are far outweighed by the extensive significant regional benefits that will be generated by the Project.

16.19 Proposed Conditions

This section of the application is provided in accordance with clause 5 of Schedule 8 of the FTAA. These clauses provide that a panel may set any conditions on archaeological authorities that the panel considers necessary to manage the effects of the activity on historical and cultural heritage. The proposed conditions of consent relating to the archaeological authority sought are set out in **Appendix C**.

PART D – WILDLIFE APPROVALS (UNDER SECTION 42(4)(H))

17.0 APPROVAL FRAMEWORK

17.1 Overview

A wildlife approval that would otherwise be sought under the WA is sought under Section 42(4)(h) of the FTAA.

This Wildlife Approval application is for the capture, handling, temporary holding and relocation of indigenous lizards that may be present within suitable habitat affected by the proposed works. It also seeks approval for any incidental injury or mortality of indigenous lizards that may occur despite implementation of authorised lizard salvage, destructive searches, vegetation clearance controls and associated habitat removal procedures undertaken in accordance with the Fauna Management Plan (FMP). For the avoidance of doubt, this wildlife approval application does not apply to indigenous birds and bats.

A memorandum addressing the required information for an approval described in section 43(3)(h) (wildlife approval) clause 2(1) has been prepared by Viridis in accordance with clause 2(1) of Schedule 7 of the Act (refer **Appendix 12**). For completeness, this section of the application provides a summary of the information set out within **Appendix 12**.

For completeness it is noted that there are no fisheries approval requirements sought under Section 42(4)(j) of the FTAA. This will be applied for separately if required.

17.2 Proposed Activity

Clause 2(1)(a) of Schedule 7 of the FTAA requires the application to specify the purpose of the proposed activity relating to the wildlife approval.

The purpose of the wildlife-related activity is to minimise injury and mortality to indigenous lizards by salvaging and relocating any individuals present within suitable habitat before and during vegetation clearance, earthworks and associated habitat removal.

17.3 Proposed Wildlife Actions

Clause 2(1)(b) of Schedule 7 of the FTAA requires the applicant to identify the actions they wish to carry out involving protected wildlife and where they will be carried out.

BSLP seeks approval to capture, handle, temporarily hold and relocate indigenous lizards, and to provide for incidental injury or mortality that may occur during authorised lizard salvage and habitat clearance. Actions will occur within suitable lizard habitat affected by the proposed works, with relocated lizards released into suitable EPAN release areas within or adjacent to the project area.

Activities will occur on land associated with the project area and not on public conservation land.

17.4 Assessment of the activity against the purpose of the Wildlife Act 1953

Clause 2(1)(c) of Schedule 7 of the FTAA requires an assessment of the activity and its impacts against the Purpose of the WA.

The overarching purpose of the WA is to protect animals classed as wildlife, and control how people interact with wildlife. Wildlife that is to be protected under the WA includes native lizards, native birds and long tailed bats (*Chalinolobus tuberculatus*).

The proposed activities include the removal of vegetation and earthworks in the project area that provides (or may provide) habitat to indigenous lizards.

The proposed activity is consistent with that purpose because it provides a controlled and ecologist-led process to minimise injury and mortality to indigenous lizards that may otherwise be affected by vegetation clearance and earthworks. The FMP requires lizard salvage, humane handling, release to suitable habitat, completion reporting and additional response measures if unexpected captures, injury or mortality occur.

17.5 Protected wildlife species in the area

Clause 2(1)(d) of Schedule 7 of the FTAA requires a list of the protected wildlife species known or predicted to be in the area and, where possible, the numbers of wildlife present and numbers likely to be impacted.

No indigenous lizards were detected during targeted surveys or Stage 1 salvage works. However, low numbers of indigenous lizards may be present in suitable habitat. Species potentially present include copper skink (*Oligosoma aeneum*), ornate skink (*Oligosoma ornatum*) and forest gecko (*Mokopirirakau granulatus*). Numbers likely to be present and affected are expected to be low.

17.6 Impacts on threatened, data deficient, and at-risk wildlife species

Clause 2(1)(e) of Schedule 7 of the FTAA requires that the impacts on threatened, data deficient, and at-risk wildlife species are outlined.

Copper skink, ornate skink and forest gecko are classified as At Risk. If present within affected habitat, potential effects include injury or mortality during vegetation clearance and earthworks, temporary habitat loss, disturbance and displacement. Following implementation of the FMP, residual effects on lizards are expected to be very low for the reasons set out in the EcIA.

17.7 Best practice standards

Clause 2(1)(f) of Schedule 7 of the FTAA requires a statement of how the methods proposed to be used to conduct the actions involving protected wildlife will ensure that best practice standards are met.

Lizard management will be implemented by a suitably qualified project herpetologist. Methods include works-area demarcation, seasonal timing, artificial cover objects, pitfall and/or funnel trapping, active searches, destructive or machine-assisted searches, humane temporary containment, release-site assessment, completion reporting and post-release monitoring if required. The FMP references relevant DOC lizard salvage and transfer guidance.

17.8 Methods to manage Wildlife and animal ethics processes

Clause 2(1)(g) of Schedule 7 of the FTAA requires a description of the methods to be used to safely, efficiently, and humanely catch, hold, or kill the animals and identify relevant animal ethics processes.

Lizards will be captured using accepted lizard salvage methods, including trapping, active searches and machine-assisted searches under the direction of the project herpetologist. Captured lizards will be temporarily contained in clean, ventilated containers for the period necessary to complete search or trap inspections, then released at confirmed release locations. Injured lizards will be taken to a suitably qualified veterinarian. Euthanasia of an injured lizard will only occur where directed by DOC or a suitably qualified veterinarian, as appropriate.

17.9 Location of the activity

In accordance with Clause 2(1)(h) of Schedule 7 of the FTAA, the potential lizard habitat and release areas on Site as shown in **Figure 35** below.



Figure 35: Potential lizard habitat proposed for removal within the Site and proposed lizard release sites

The lizard salvage activity will be carried out within suitable lizard habitat proposed for vegetation clearance or earthworks. Proposed release areas comprise EPAN areas within or adjacent to the project area. Final release locations will be confirmed by the project herpetologist, recorded by GPS and included in the completion report.

17.10 Holding and relocation of wildlife

In accordance with Clause 2(1)(i) of Schedule 7 of the FTAA, it is confirmed that authorisation is sought to temporarily hold and relocate indigenous lizards. Temporary holding will be limited to the period required for active searches or trap inspections and transport to the confirmed release site.

17.11 Assessment of effects

Clause 2(1)(j) of Schedule 7 of the FTAA requires a list of all actual and potential wildlife effects (adverse or positive) of the proposed activity, including effects on the target species, other indigenous species, and the ecosystems at the site.

Potential adverse effects on lizards include injury or mortality during vegetation clearance and earthworks, temporary habitat loss and disturbance. Positive effects include relocation of any salvaged lizards to suitable habitat and long-term habitat improvement through EPAN restoration, planting, weed control and pest mammal control. Potential effects on birds and bats are managed through the FMP using avoidance and accidental discovery procedures; Wildlife Approval is not sought for birds or bats.

17.12 Avoid, minimise, offsetting, and compensation of effects

Clause 2(1)(k) of Schedule 7 of the FTAA requires the application to state the methods used to avoid and minimise identified effects, and any offsetting or compensation proposed to address unmitigated adverse effects.

Effects on lizards will be managed through pre-clearance planning, works-area demarcation, lizard salvage, ecologist-directed clearance of suitable habitat, relocation to suitable EPAN habitat, completion reporting and post-release monitoring if required. Release habitats will be supported by EPAN restoration, indigenous planting, weed control, pest mammal control and long-term management under the BMP. No separate lizard offset or compensation is proposed because residual effects on lizards are expected to be very low following FMP implementation.

17.13 Offences and criminal charges under the Wildlife Act 1953

In accordance with Clause 2(1)(l) and Clause 2(1)(m) of Schedule 7 of the FTAA, it is confirmed that BSLP or any company director, trustee, partner, or anyone else involved with the application has not been convicted of any offence under the WA and do not have any current criminal charges under the WA pending before a court.

17.14 Consultation

Clause 2(1)(n) of Schedule 7 of the FTAA requires proof and details of all consultation, including with hapū or iwi, on the application specific to wildlife impacts.

As set out within the Consultation Summary Report (refer **Appendix 22**), consultation has been undertaken with all relevant parties. Including:

- The Department of Conservation;
- Relevant iwi and hapū;
- Auckland Council; and
- The Environmental Protection Authority.

17.15 Expert views, advice, and opinions

In accordance with Clause 2(1)(o) of Schedule 7 of the FTAA, ecological advice has been obtained from Viridis.

17.16 The Fast-track Approvals Act Decision Making Framework

In considering whether to grant the approvals sought in this application, the Panel must meet the requirements of Section 81, which includes applying the specific decision-making clauses in Schedule 7. These are each discussed in turn below.

17.16.1 Approvals Relating to Wildlife Act 1953 – Schedule 7

Clause 2 of Schedule 7 of the Act relates to information that is required for an application for a wildlife approval. This information has been provided within the EclA and throughout this AEE, in particular in section 17.1 to 17.15 above.

Clause 5 of Schedule 7 outlines that for the purpose of the Panel's decision under Section 81, the Panel must take into account:

- The purpose of the FTAA;
- The purpose of the WA and the effects of the project on the protected wildlife that is to be covered by the approval; and
- Information and requirements relating to the protected wildlife that is to be covered by the approval (including, as the case may be, in the New Zealand Threat Classification System or any relevant international conservation agreement).

The Panel must give the greatest weight to the purpose of the Fast-track Approvals Act.

Clause 6 of Schedule 7 relates to imposition of conditions for a wildlife approval.

17.16.2 Declining an Approval under Section 85

The Panel must decline an approval if one or more of the situations in Section 85(1) of the FTAA occur. The situations relevant to all types of approvals that can be sought under the FTAA are:

- The approval is for an ineligible activity; and
- The Panel considers that granting the approval would breach obligations relating to treaty settlements and recognised customary rights.

A Panel may also decline an approval if the Panel forms the view that:

- The activity or activities for which the approval is sought would have one or more adverse impacts; and
- Those adverse impacts are sufficiently significant to be out of proportion to the project's regional or national benefits that the Panel has considered, even after taking into account any conditions that the Panel may set in relation to those adverse impacts, and any conditions or modifications that the applicant may agree to or propose to avoid, remedy, mitigate, offset, or compensate for those adverse impacts.

In subsections (3) and (4), adverse impact means any matter considered by the Panel under section 81(2) that weighs against granting the approval.

17.17 Assessment of the Proposal Against the Fast-track Approvals Act Decision-making Framework

17.17.1 Information Considered

This AEE, and Section 17.1 to 17.15 in particular, has been prepared considering the information referred to in s81(2)(a) of the FTAA to the extent it is currently available. Specifically:

- All of the technical reports supporting the application;
- Information from DoC relating to the schedule application in response to engagement undertaken as the substantive application was prepared; and
- Feedback received from engagement.

17.18 Situations Where the Panel Must Decline an Approval

None of the situations where the Panel must decline an approval apply to the application.

- The application does not seek approval for an ineligible activity as defined in Section 5 of the FTAA; and
- The detailed assessment of the Treaty settlements that apply to the site provided in Section 11 confirms that granting the approvals sought would be consistent with obligations arising under existing Treaty settlements, and so not breach Section 7 of the FTA

17.19 The Purpose of the Fast-track Approvals Act

Assessment of the proposal against the purpose of the FTAA is undertaken first because it is relevant to all of the approvals sought in this application, and is to be given the most weight by the Panel in its decision on all approvals.

The purpose of the FTAA is (Section 3 of the FTAA):

“The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits”

For the reasons set out in Section 8.1 and 15.2 above, the Project and the specific approvals sought to enable its development, is considered to meet the purpose of the Act.

17.20 Approvals Sought Under the Wildlife Act 1953

17.20.1 The purpose of the Wildlife Act 1953

This section of the application is provided in accordance with clause 5(b) of Schedule 7 of the WA.

An assessment against the purpose of the WA and the effects of the Project on the protected wildlife (indigenous lizards) that is to be covered by the approval were provided within section 17.1 to 17.15. Overall, it was found that the proposed activity achieves the purpose of the WA and the overall level of effect on at-risk lizards is assessed as very low following the proposed management actions.

17.20.2 Information and Requirements Relating to the Protected Wildlife that is to be Covered by the Approval

This section of the application is provided in accordance with clause 5(c) of Schedule 7 of the Act.

All information requirements required for the proposed wildlife approval have been provided within sections 17.1 to 17.15 above and within the comprehensive suite of ecological material provided by Viridis.

17.21 Decision Whether to Grant the Approvals Sought in the Application

As set out in Section 17.18 above, none of the situations that require the Panel to decline an application apply to this application.

Assessment of the application against Sections 81 and 85 of the Act supports a decision to grant the approvals sought in the application.

The Project provides several benefits of regional significance and are assessed in Section 8.1 and 15.2 above.

Effects on indigenous lizards will be managed through pre-clearance planning, works-area demarcation, lizard salvage, ecologist-directed clearance of suitable habitat, relocation to suitable EPAN habitat, completion reporting and post-release monitoring if required. Release habitats will be supported by the proposed EPAN restoration, indigenous planting, weed control, pest mammal control and long-term management under the BMP. No separate lizard offset or compensation is proposed because residual effects on lizards are expected to be very low following FMP implementation.

The relevant test for declining an approval in section 85 of the FTAA is whether the adverse impacts of the proposal are sufficiently significant to be out of proportion to the project's regional or national benefits, noting that a panel cannot form the view that an adverse impact meets this threshold solely on the basis that the adverse impact is contrary to a relevant planning or policy document.

In our view, the adverse impacts arising from the Project in particular as it relates to the proposed capture, handling, temporary holding and relocation of indigenous lizards including any incidental injury or mortality of indigenous lizards are far outweighed by the extensive significant benefits that will be generated by the Project.

17.22 Proposed Conditions

This section of the application is provided in accordance with clause 6 of Schedule 7 of the Act. These clauses provide that a panel may set any conditions on a wildlife approval that the panel considers necessary to manage the effects of the activity on protected wildlife. The proposed conditions of consent relating to the wildlife approval sought are included in **Appendix C**.

PART E – CONCLUSION

18.0 CONCLUSIONS

The Beachlands South Project provides for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focussed community to achieve a well-functioning urban environment comprising residential dwellings, community and commercial activities, visitor accommodation, education facilities, walking and cycling network and significant ecological restoration area at 110 Jack Lachlan Drive and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands.

Based on the above report, it is considered that:

- The Project meets the purpose of the FTAA and will result in significant regional benefits;
- The Project is considered to be consistent with Parts 2, 3, 6 and 8 to 10 of the RMA;
- Appropriate consultation and engagement has been undertaken with Auckland Council, Heritage New Zealand Pouhere Taonga, Department of Conservation, mana whenua and adjacent landowners;
- The Project is considered to be consistent with the Treaty settlements;
- Consideration of planning documents recognised by relevant iwi authorities and lodged with Auckland Council has been undertaken;
- Having considered the actual and potential effects of the Project, the Project will appropriately manage any adverse effects on the environment and subject to appropriate conditions of resource consent, potential adverse effects will be avoided, remedied or mitigated as far as practicable;
- The Project accords with relevant AUP(OP) objectives and policies;
- The Project meets the requirements of the NESCS and NESF;
- The Project accords with the NPS-UD, NZCPS, HGMPA, NPS-FM and NPS-IB;
- The Project will give effect to the outcomes of the Auckland Plan 2050, FDS, ERP and TERP;
- The Project is considered to be consistent with the purpose of the HNZPTA;
- The Project is considered to be consistent with the purpose of the WA; and
- The Project has provided all the relevant information and requirements in relation to the resource consents, archaeological authority and wildlife permit sought.

For the reasons set out in this AEE it is considered that the panel is required to grant the approvals sought, subject to appropriate conditions, in accordance with Sections 81 and 85 of the FTAA.