



FAST-TRACK PANEL PRESENTATION

Beachlands South



Agenda

- Overview
- Beachlands South Limited Partnership
- Plan Change 88 History
- Consultation process
- Issues resolved with Council
- Design
- Transport
- Civil engineering – water, wastewater, stormwater and earthworks
- Ecology – freshwater, terrestrial and marine
- Next steps

Beachlands South Limited Partnership

The Beachlands South Limited Partnership comprises:

- NZ Superfund (Guardians of New Zealand Superannuation)
- MIB Limited Partnership
 - Russell Property Group
 - Rob Bassett (Cherokee Group)
- Ngāi Tai Hāpai Development
 - Ngāi Tai ki Tāmaki
 - Hapai Development

External parties who have helped shape the development:

- Auckland Council and its CCOs
- Local community
 - Open days
 - 3,900 signatures on a petition supporting the school
- Ministry of Education
- NIFF
- Iwi
- WRRRA



A Masterplanned community

2,000

homes in a comprehensive urban extension
to Beachlands

THE PROPOSAL DELIVERS

- Village centre and community facilities
- Commercial and employment areas
- Primary and Secondary school sites
- Walking and cycling networks
- Significant public open space
- Approximately 75 ha of ecological restoration

Our objective has always been a complete community.

Infrastructure is part of the project

The application expressly incorporates the transport, water supply and wastewater infrastructure needed to support the development, with interim and long-term staging resolved.

WORK ALREADY WELL ADVANCED

Wastewater
servicing

Water supply
options

Staging and
sequencing

Network
ownership

Transport
upgrades

Watercare letter of support obtained for the wastewater strategy. Technical discussions continue with Auckland Council on wastewater, transport, groundwater and ecology.

Infrastructure — we are funding and solving it.

03 · ENVIRONMENT

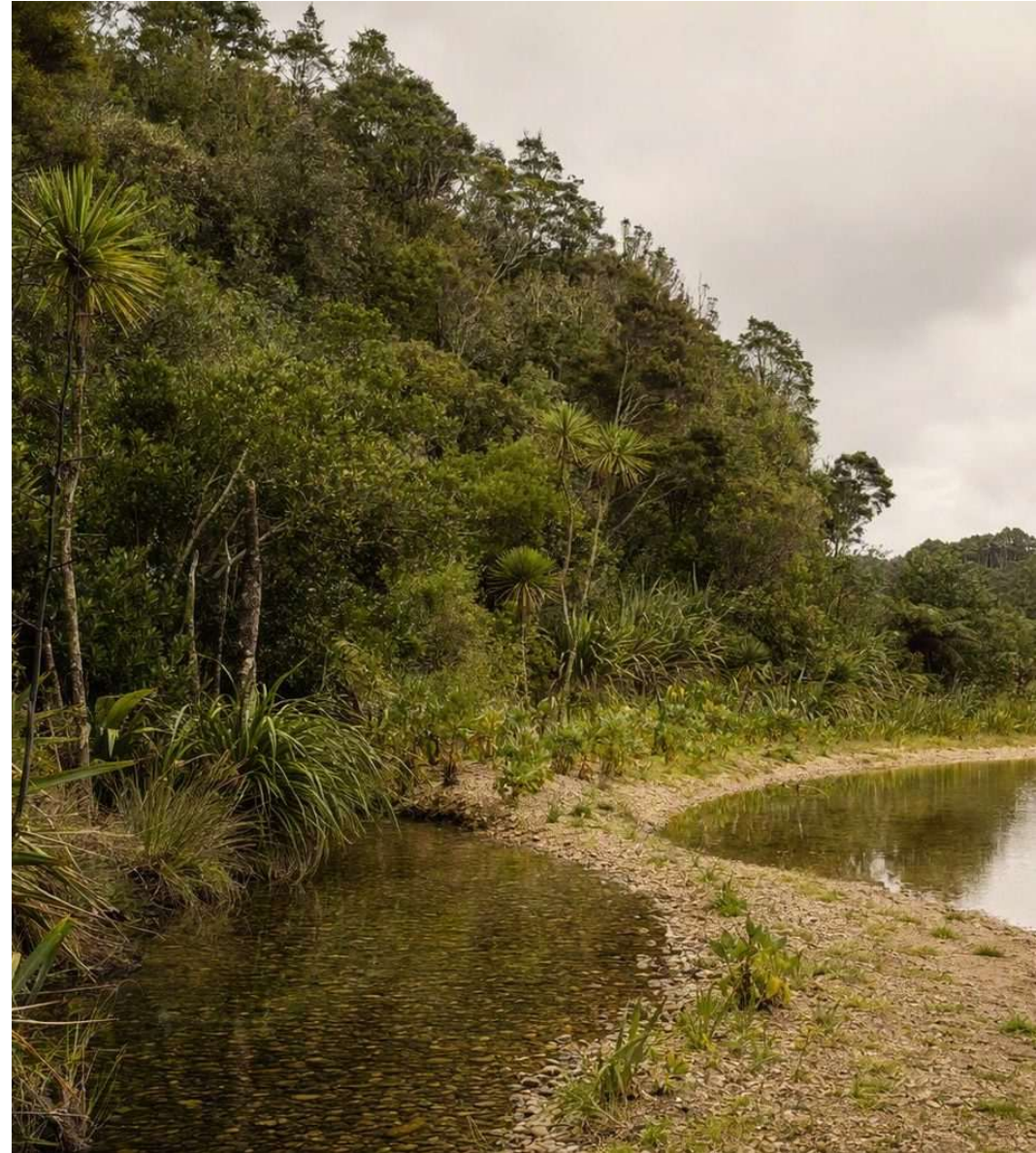
**Designed in, not
bolted on**

75 ha

of protected ecological restoration

- Extensive native planting programmes
- Water-sensitive design measures
- Long-term protection mechanisms

**We target a net ecological improvement
over time.**



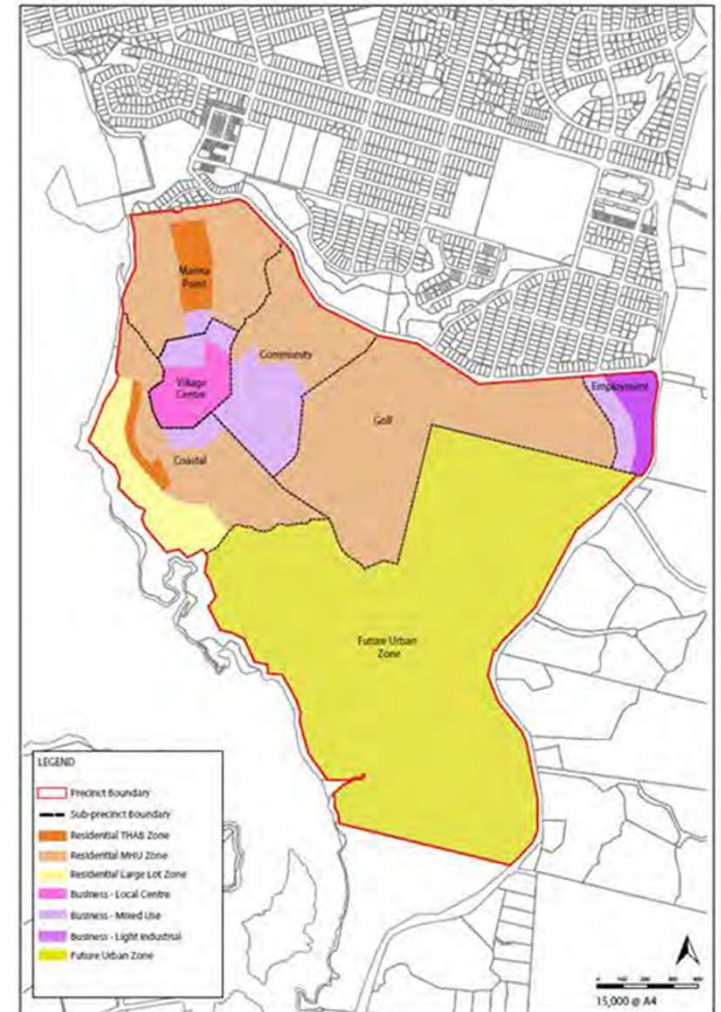
Overview

- Development of live-zoned land at Beachlands into a comprehensively planned, public transport focused community.
- The masterplanned development comprises:
 - Up to approximately 2,000 dwellings, 27,000 m² of commercial floorspace and 30,000 m² of light industrial floorspace
 - Primary and secondary schools
 - An Environmental Protection Area Network (EPAN) of approximately 75 hectares
 - Open space: a suburban park, neighbourhood parks, the Fairway Reserve, golf course, esplanade reserve and riparian margins
 - A high-quality public coastal pathway
 - Staged road upgrades, including walking and cycling facilities on Jack Lachlan Drive, the Whitford roundabout upgrade and a series of intersection upgrades
 - Full servicing infrastructure: wastewater, water supply, stormwater, telecommunications and power



Plan Change 88 – History

- Lodged April 2022 and publicly notified January 2023.
- Granted by an independent panel of hearing commissioners on 2 April 2024 and made operative in the Auckland Unitary Plan on 21 January 2025.
- Transport was the key issue.
- Appeals by Auckland Council and Auckland Transport were settled through negotiation.
- PC88 rezoned approximately 307 hectares south of Beachlands township to residential, business and open space zones, with a new precinct and the SMAF 1 control.



Consultation Process

- BSLP has consulted key stakeholders throughout:
 - Auckland Council (weekly since February 2026),
 - Auckland Transport,
 - Watercare,
 - Healthy Waters,
 - Franklin Local Board,
 - Harbourmaster,
 - Relevant iwi authorities and MACA applicants,
 - Ministry of Education,
 - Department of Conservation, and
 - Heritage New Zealand Pouhere Taonga.
- Ngāi Tai ki Tāmaki have a strong historical connection to the area, have been engaged since the project's inception, and are a development partner.
- Ngāi Tai ki Tāmaki have provided a letter of support for the proposed wastewater coastal discharge pipe and outlet structure.

Issues Narrowed or Resolved with Council

- Extensive consultation with Auckland Council and its CCOs has narrowed or resolved:
 - Ecology – terrestrial, freshwater and marine
 - Transport – development staging non-compliance and design
 - Infrastructure servicing, including the wastewater and water supply strategy
 - Stormwater management, including flood hazard risk
 - Landscape and visual

Beachlands South Masterplan

The vision for Beachlands South – a place defined by a symbiotic relationship with the natural environment.

Seamlessly extending the existing town of Beachlands, it draws on the rural coastal character of the area.

Innovative, regenerative, sustainable and resilient – built to thrive for generations to come.



Marina Point

Compact, higher density living in nature with stunning views of Hauraki Gulf and islands with easy access to public transport. Offering a wide variety of lifestyle choices and affordability with better work-life balance.



Village Centre

An attractive and thriving mixed use local hub for the Beachlands South community with views over the Hauraki Gulf and Rangitoto Island.



Village Centre – Main Street

Includes shops, cafes, restaurants, workspaces and a small supermarket focused around a main street and high-quality public open spaces.



Coastal

Located along the coastal escarpment with significant landscape features



Community

Focal point for civic and community activities



Golf

Contains the remaining golf course with housing introduced overlooking the course

- 1 9-hole golf course
- 2 Schools



Employment

Intended to provide a local employment source

- 1 Terrace housing
- 2 Live/work units
- 3 Storage/warehouse units
- 4 Light industrial units



Open Space

The open space network is a cornerstone of the vision.

It is structured to:

- protect and enhance ecological systems and culturally significant landscapes
- open up safe, legible public access to the coastal edge
- provide accessible, inclusive and well-distributed recreation and play spaces
- connect neighbourhoods and centres through a green and blue network that supports active travel

All open space will be privately owned and maintained by BSLP, except the stormwater reserves and ponds, which vest in Council.

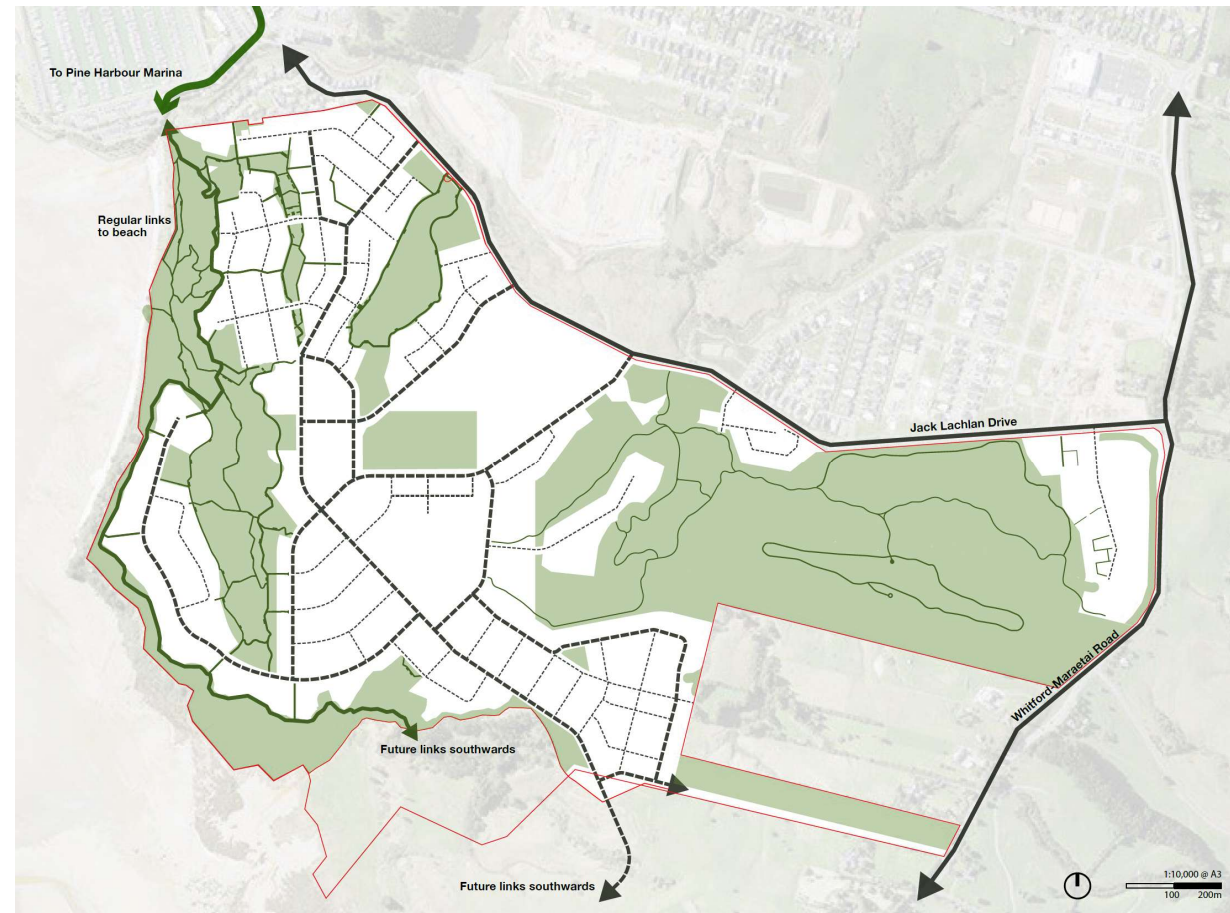
Council and BSLP are discussing possible acquisition of some private open space; the conditions allow either public or private ownership.



Connections

A connected, legible active-travel network – walkways, shared paths and cycleways linking parks and natural areas.

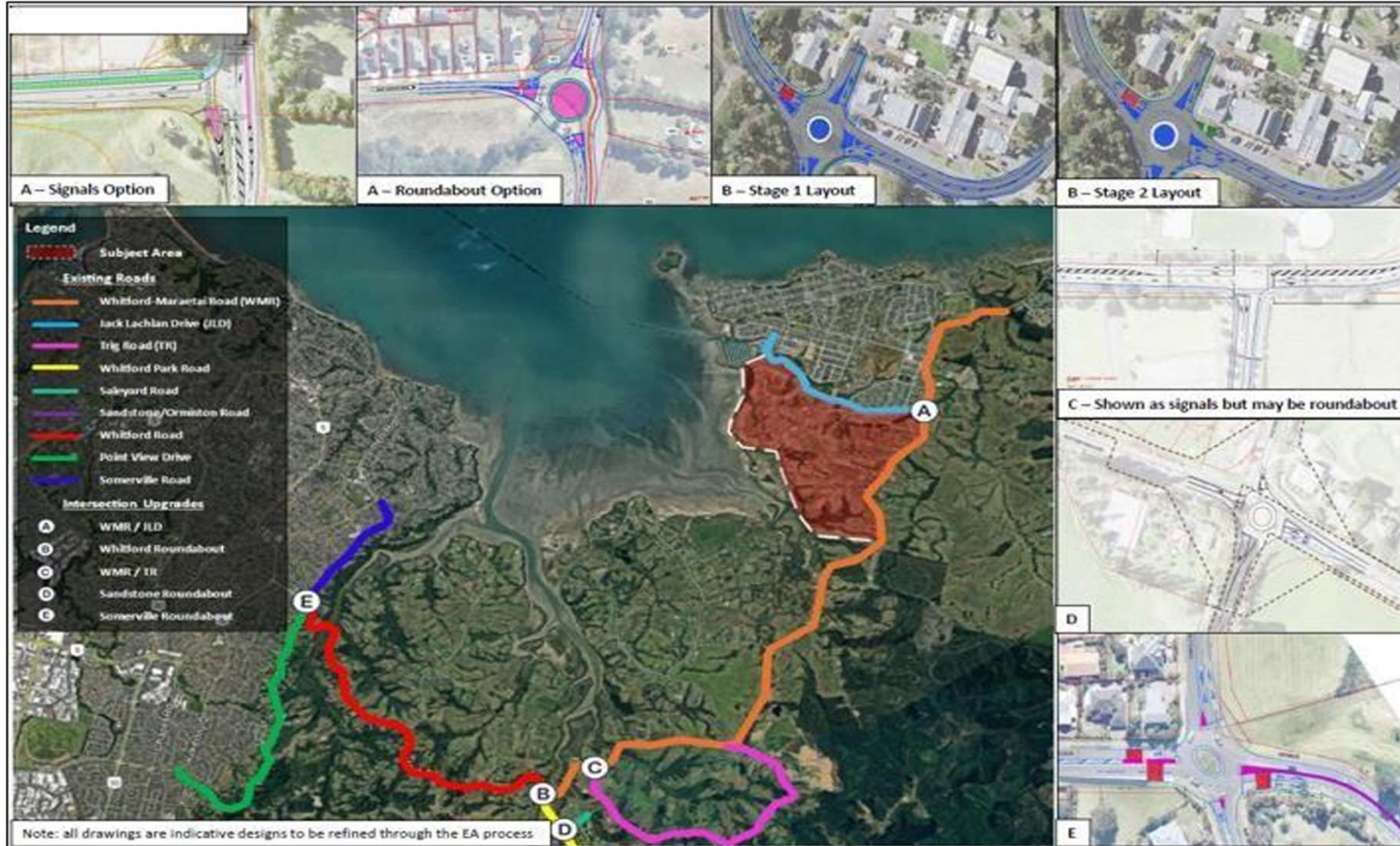
Wherever feasible, primary routes give a car-free experience, running through green corridors and open space rather than along streets.



LEGEND:

- Coastal Path (Width - 3m. Refer to I458.6.15. Coastal Walkway)
- Active Travel Network
- Primary Roads + Connections
- Secondary Roads + Connections
- Existing Primary Roads

Road Upgrade Locations



Road Upgrade Thresholds (Table I458.6.3.1)

Column 1 Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2,		Column 2 Transport infrastructure required to enable development and/or subdivision in column 1
(a)	Up to a maximum of 500 dwellings and/or residential lots	Upgrade of Jack Lachlan Drive to provide two-way cycling facilities along the full length of one side of the road; and a footpath on the northern side of the road as shown in Appendix 2; and Site (A) on Precinct Plan 6: Upgrade of Whitford-Maraetai Road / Jack Lachlan Drive intersection as shown in Appendix 2 and Site (B) on Precinct Plan 6: Upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional traffic lane on the Whitford Road (western) approach and traffic signal metering of the same approach with queue detectors on the Whitford-Maraetai Road (eastern) approach as shown in Appendix 2 **; and Site (E) on Precinct Plan 6: Upgrade of Somerville Road / Whitford Road / Point View Drive roundabout to

		provide a double north-west bound through-lane for additional capacity as shown in Appendix 2.
(b)	A provision of: i. More than 500 and up to 850 dwellings or residential lots	Upgrades in (a) above; and Site (D) on Precinct Plan 6: Provision of an additional left-turn approach lane on the northbound approach to the Whitford Park Road / Saleyard Road / Sandstone Road roundabout as shown in Appendix 2*.
(c)	A provision of: i. More than 850 and up to 1,200 dwellings or residential lots	Upgrades in (a) – (b) above; and Site (C) on Precinct Plan 6: Upgrade to Trig Road (south) / Whitford-Maraetai Road intersection as shown in Appendix 2.*
(d)	A provision of: i. More than 1,200 and up to 1,900 dwellings or residential lots	Upgrades in (a) – (c) above; and Site (B) on Precinct Plan 6: Further upgrade of Whitford Park Road / Whitford Road / Whitford-Maraetai Road roundabout to provide an additional lane on the Whitford-Maraetai Road (eastern) approach, and the removal of the traffic signal metering equipment as shown in Appendix 2. *
(e)	A provision of: i. More than 1,900 and up to 2,700 dwellings or residential lots	Upgrades in (a) – (d) above; and Site (F) on Precinct Plan 6: Whitford Bypass providing a two- way single lane each way between the Trig Road (south) / Whitford- Maraetai Road intersection and the Saleyard Road / Whitford Park Road / Sandstone Road intersection, including upgrades to the intersections at both ends.

Ferry Capacity Thresholds (Table I458.6.3.2)

- AT's marina reconfiguration is underway to take larger 24 m vessels.
- AT has purchased two 168-passenger vessels, operational by December 2027.
- The fleet becomes two 99-passenger and two 168-passenger vessels – capacity of 969 passengers.
- This meets the thresholds in Table I458.6.3.2(a) to (d), which require at least 950 passengers in the 6:20–8:20am peak.

Column 1 Development and/or subdivision enabled within the area identified on Precinct Plan 6 by transport infrastructure in column 2		Column 2 Transport infrastructure required to enable development and/or subdivision in column 1
(a)	A provision of more than 250 up to 500 dwellings or residential lots	Provision for a total capacity of at least 600 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(b)	A provision of more than 500 up to 850 dwellings or residential lots	Provision for a total capacity of at least 700 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(c)	A provision of more than 850 up to 1500 dwellings or residential lots	Provision for a total capacity of at least 825 ferry passengers from Pine Harbour during the two-hour peak period between 0620-0820 on weekdays; and
(d)	A provision of more than 1500 up to 1900 dwellings or residential lots	Provision for a total capacity of at least 950 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays.
(e)	A provision of more than 1900 and up to 2700 dwellings or residential lots	Provision for a total capacity of at least 1150 ferry passengers from Pine Harbour during the two-hour peak period between 0620 – 0820 on weekdays

Proposed Development Staging

Table 8-2: Development Staging by Activity (Green Depicts Initial Operation)

Parameters	Residential - Standalone (dwellings)	Residential - Medium Density (dwellings)	Residential - High Density (dwellings)	Retail - Cafes/F&B (sqm)	Retail - smaller scale shops (sqm)	Retail - supermarket (sqm)	Commercial (sqm)	Hotel (rooms)	Educational (pupils)	Light Industrial (sqm)	Recreational (golf course holes)	Total Resi
Years												
2028	0	0	0	0	0	0	0	0	0	0	9	0
2029	0	0	0	0	0	0	0	0	0	0	9	0
2030	7	61	0	0	0	0	0	0	0	0	9	68
2031	7	148	0	0	0	0	0	0	158	0	9	155
2032	7	275	0	0	0	0	0	0	189	10000	9	282
2033	24	372	289	0	0	0	0	0	287	20000	9	685
2034	35	428	498	1271	2060	2872	4847	0	1330	29099	9	961
2035	73	459	594	1271	2060	2872	4847	0	1456	29099	9	1126
2036	83	638	709	1271	2060	2872	4847	0	1690	29099	9	1430
2037	94	738	709	1271	2060	2872	4847	0	1775	29099	9	1541
2038	109	833	761	1271	2060	2872	4847	0	1899	29099	9	1703
2039	109	910	811	1271	2060	2872	4847	0	1996	29099	9	1830
2040	114	976	869	1271	2060	2872	4847	0	2095	29099	9	1959
2041	114	976	875	1271	2060	2872	4847	150	2100	29099	9	1965

Transport – Development Staging Non-Compliances

- The first 68 dwellings in Stage 1 are proposed to be occupied before some Row (a) upgrades are complete:
 - Jack Lachlan Drive – partial upgrade only; the remainder before Stage 2.
 - JLD / WMR roundabout (Site A) – before any development, including Stage 1.
 - Whitford roundabout (Site B) and Sommerville roundabout (Site E) – before Stage 2 is occupied.
- This lets the first housing stage proceed while external upgrades are built. Those 68 dwellings generate only 16 vehicles per hour on the critical southbound AM peak, and connections to Pine Harbour will be in place before occupation.
 - Row (c) WMR / Trig Road upgrade (Site C) – assessed as no longer required.
 - Row (e) Whitford Bypass above 1,900 dwellings – no longer required; the critical AM southbound WMR flow stays below the 1,600 vph threshold under the new development mix.
 - Ferry upgrades above 1,900 households – unlikely to be required; to be assessed at the time.

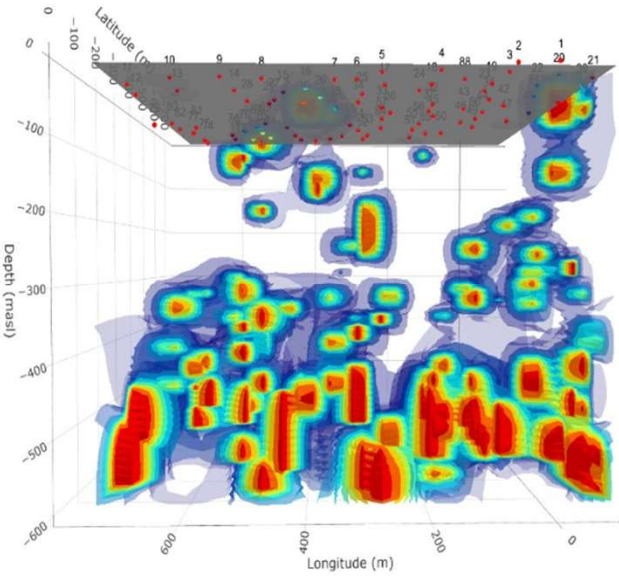
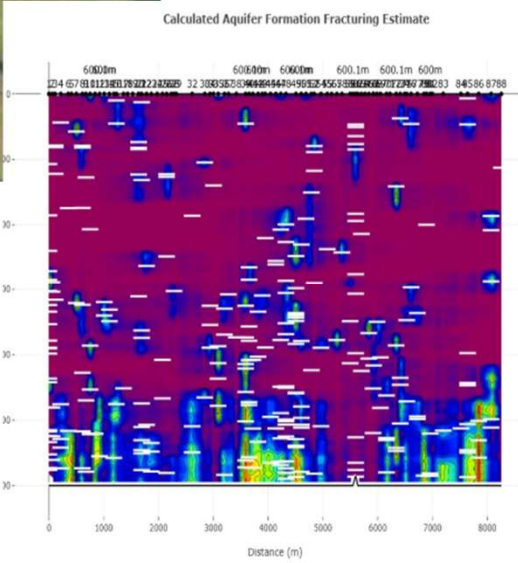
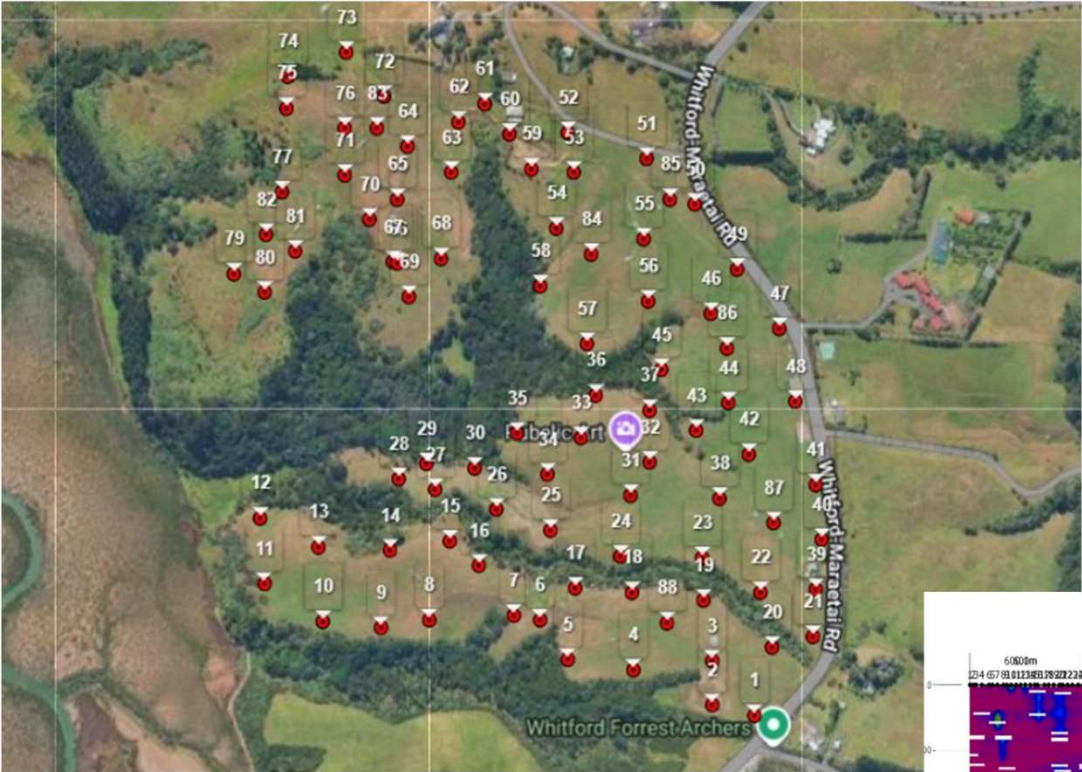
Transport – Key Design Issues

- Jack Lachlan Drive, western end (boat sheds) – shared path treatment due to space constraints.
- JLD, mid to western end – no northern footpath due to topography.
 - AT agrees in principle to both, subject to design detail.
- Minor collector road width non-compliance through the Village Centre, driven by the compact street form.
- Minor vehicle crossing width and loading non-compliances, acceptable given the intended uses.
- Some driveway visibility constraints, to be addressed in conditions.



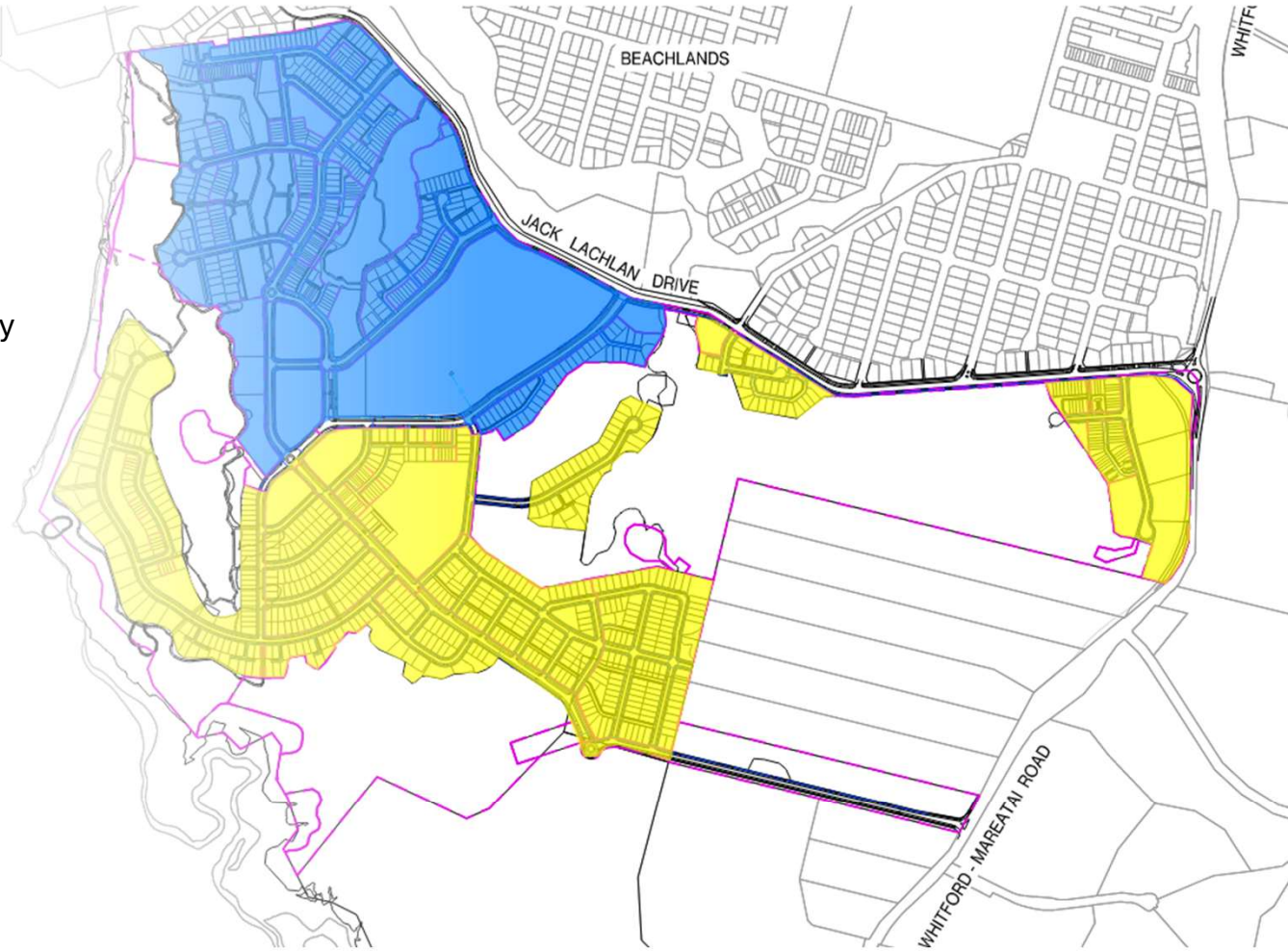
Civil Engineering – Water Supply

- Total water demand is estimated at approximately 1,136 m³/day across all proposed activities.
- Water will be drawn from three sources:
 - 1. Pine Harbour Living Limited**
 - a supply agreement provides approximately 765 m³/day.
 - 2. Existing Formosa bore**
 - authorised by permit WAT60276020 (to be reconseented through this application), providing approximately 115 m³/day.
 - 3. Proposed '620 Bore'**
 - on partnership-owned land at 620 Whitford Maratai Road, with a take of up to 371 m³/day.
- Aquifer mapping has determined the optimum bore location.
- Auckland Council's groundwater specialist confirms availability of 176,137 m³/yr against a 620 Bore take of approximately 135,000 m³/yr.



Water Reticulation Network

- Pine Harbour Living Limited will supply **Blue** hatched area.
- Existing Formosa bore and 620 bore will supply **yellow** hatched area.



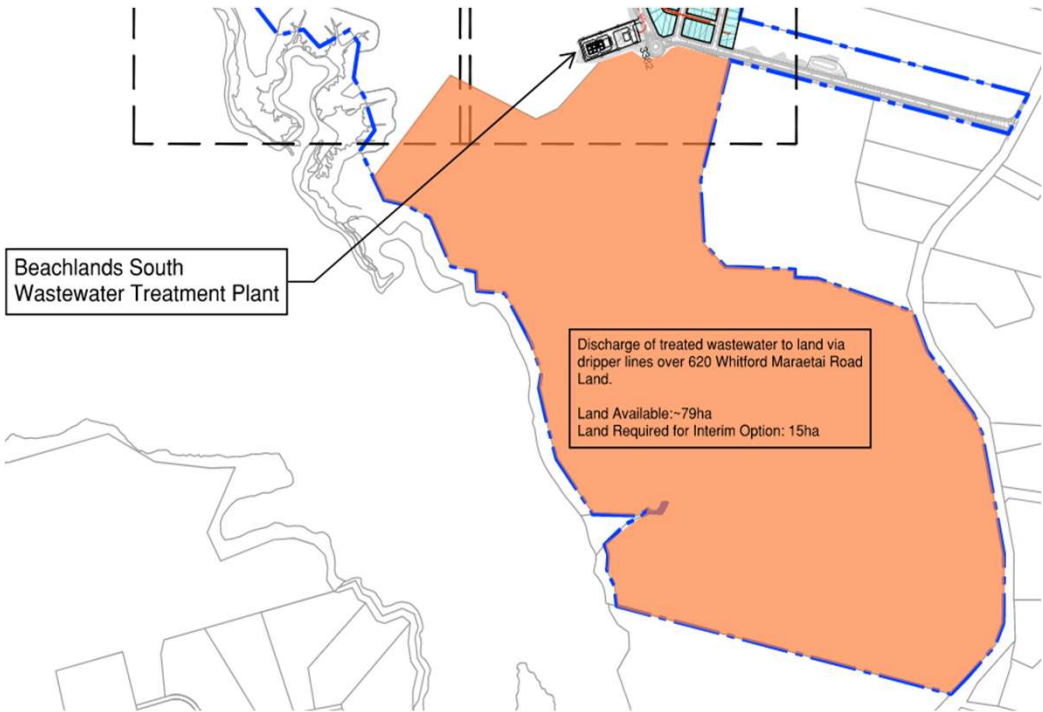
Civil Engineering – Wastewater (Stage 1)

- A staged, centralised wastewater strategy is proposed.
- Wastewater is collected by a communal gravity sewer and pumped to a centralised treatment plant.

Stage 1 – interim options, giving capacity for approximately 400–500 dwellings, two schools and the first stage of commercial development:

- BSLP interim option – Combing Works (CW) treatment, combining primary, secondary and tertiary treatment in a single enclosed unit to produce high-quality effluent, discharged to land by dripper irrigation.
- Watercare interim option – flows pumped from the internal network to a central pump station, then untreated wastewater pumped to the Watercare plant via a dedicated rising main of about 4 km.

Beachlands South Interim Option



Watercare Interim Option



Civil Engineering – Wastewater (Stage 2)

Permanent options, triggered when 70–80% of interim capacity is used (estimated 2031–2032), expanding to an ultimate capacity of 1,383 m³/day.

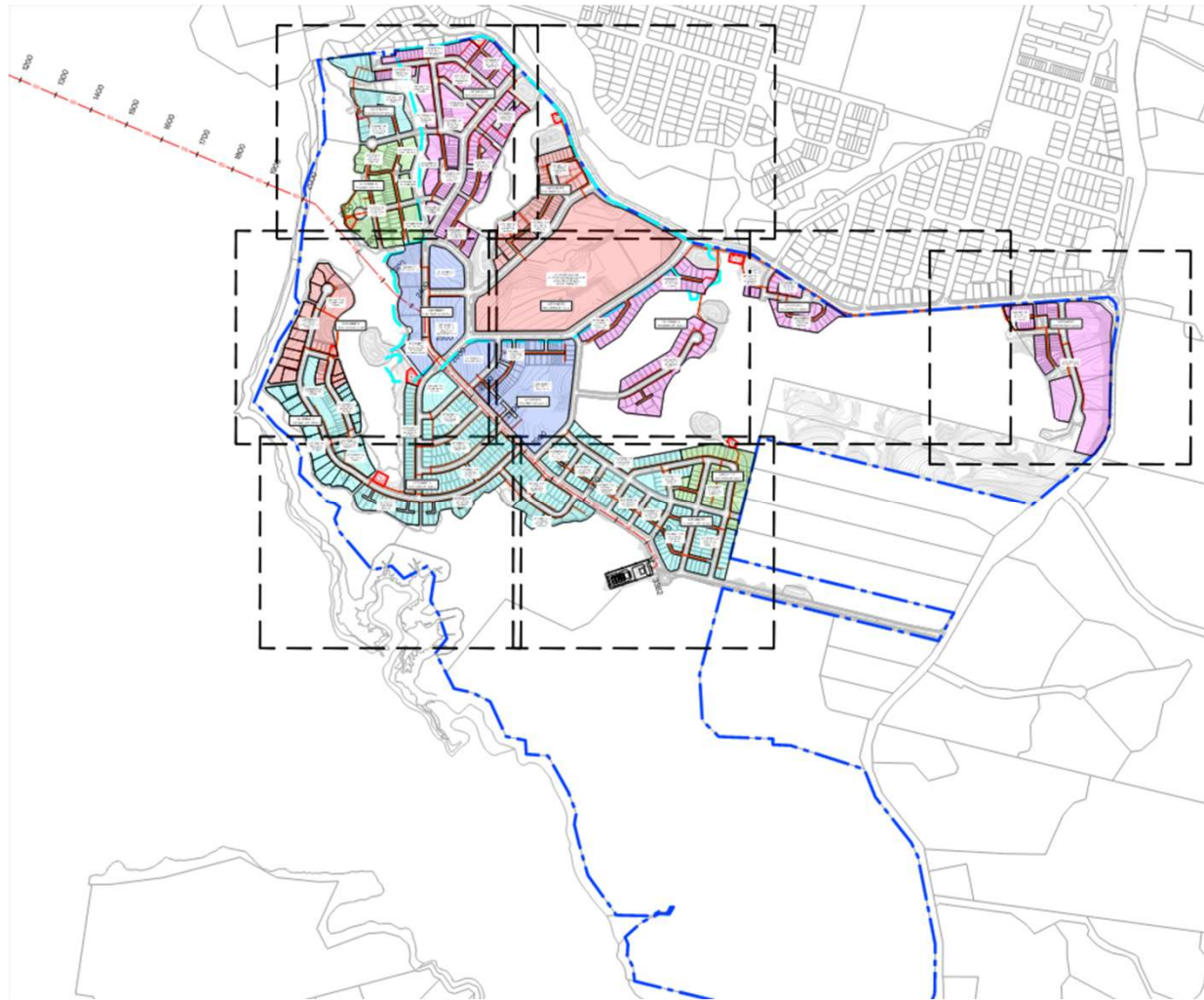
BSLP permanent option

- expand the Combing Works system with additional treatment modules.
- Install a coastal outfall pipe below the seabed using trenchless methods, drilling approximately 1.7 km from the launch site to the outfall.
- The expertise exists in New Zealand – comparable to the Army Bay outfall.

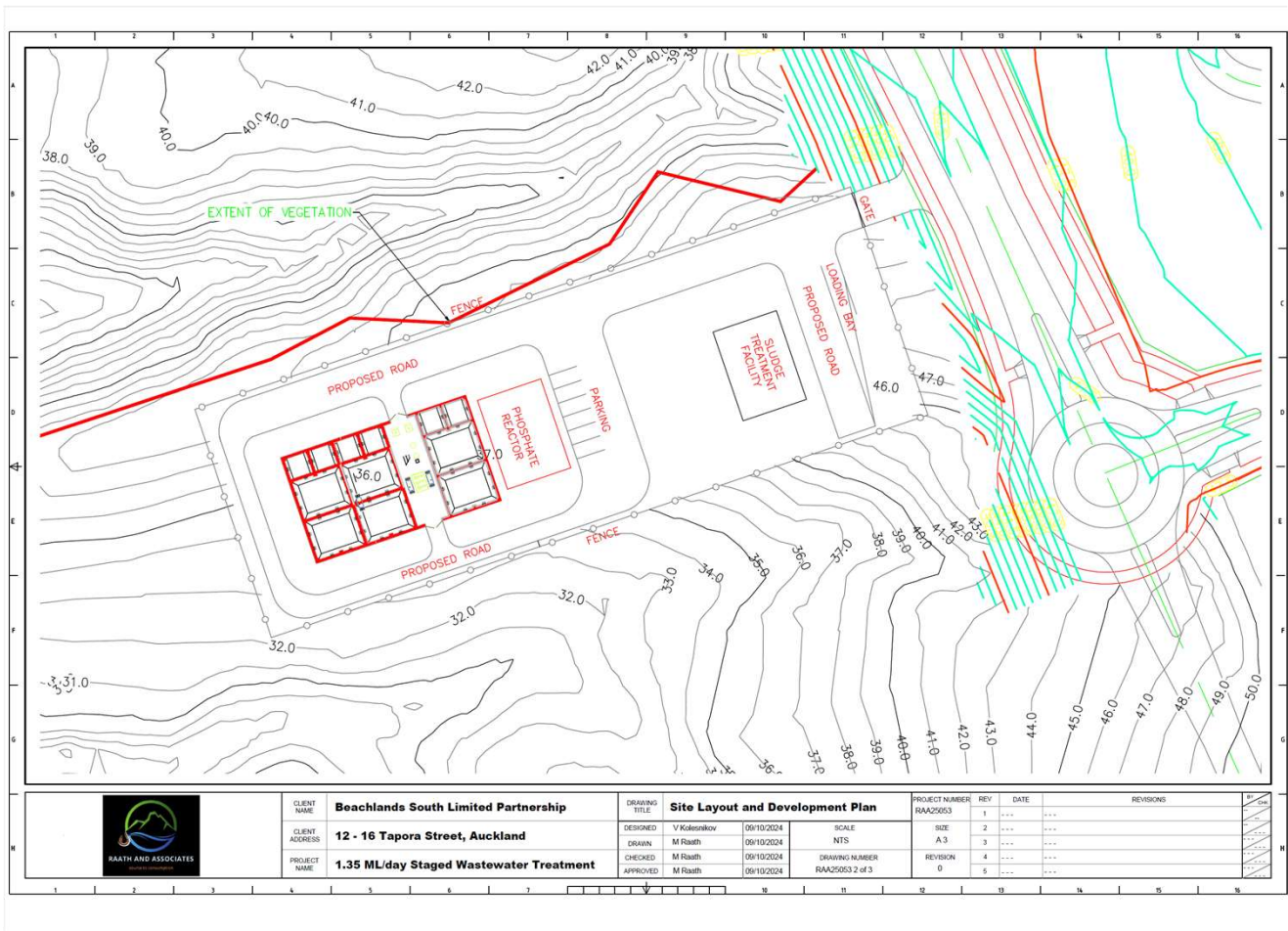
Watercare permanent option

- Watercare continues upgrading the Beachlands plant to take full Beachlands South flows, with untreated wastewater pumped for treatment and discharge.
- Connection into the Watercare network will be reassessed before the marine outfall is built.

Wastewater Treatment Reticulation Network



Wastewater Treatment Plant



Wastewater Coastal Outfall Discharge



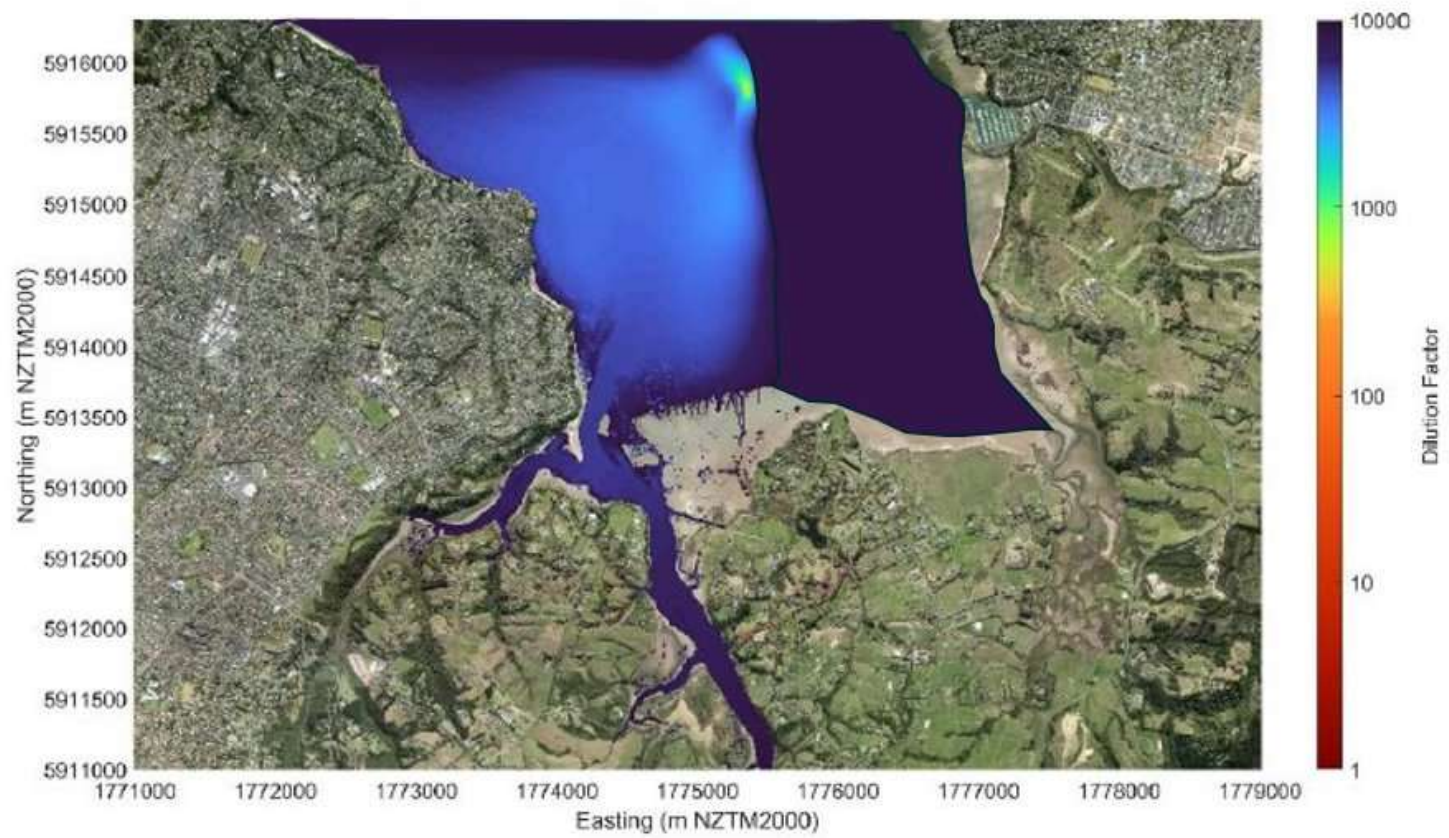


Figure 6.1: 50th percentile dilution factor map.

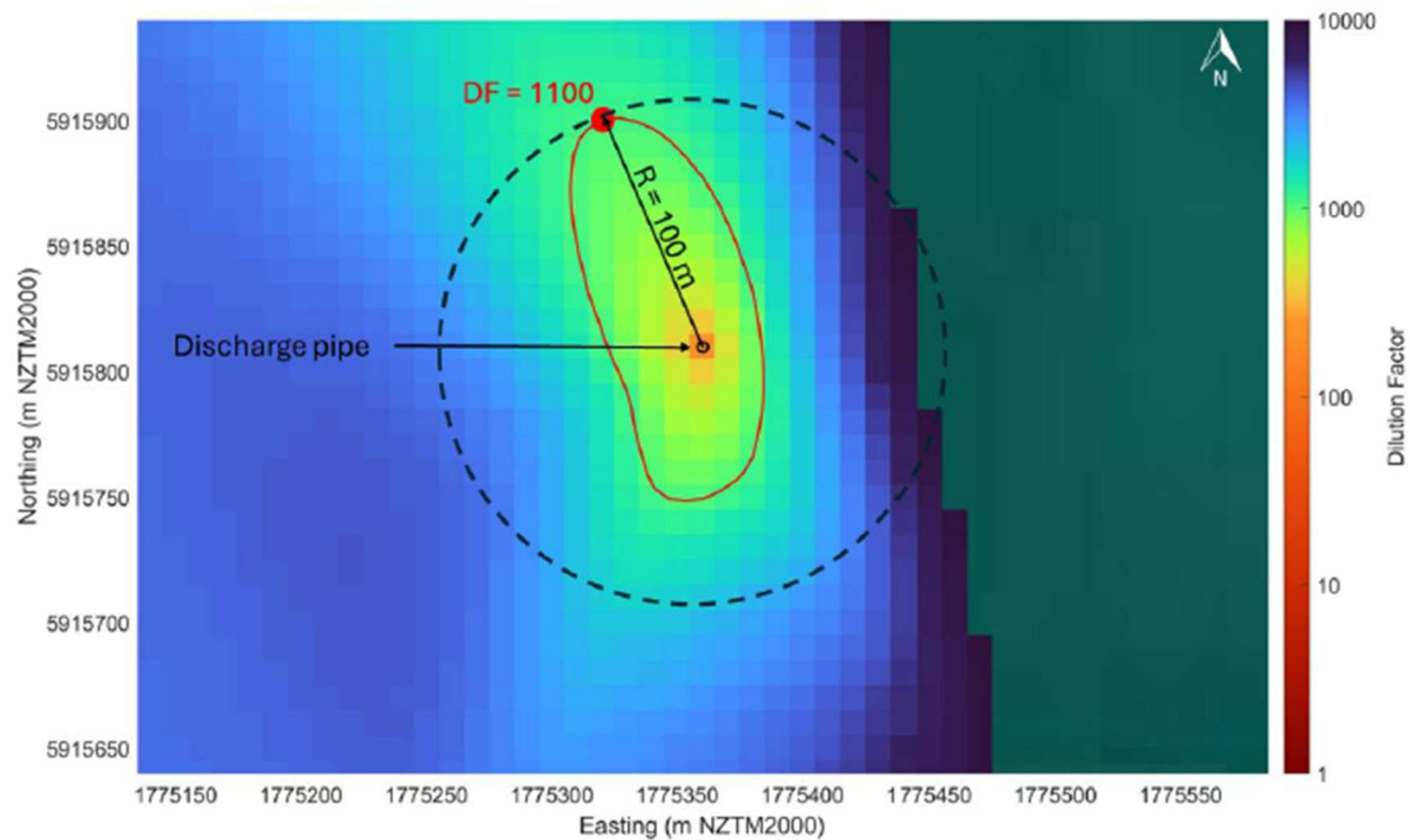
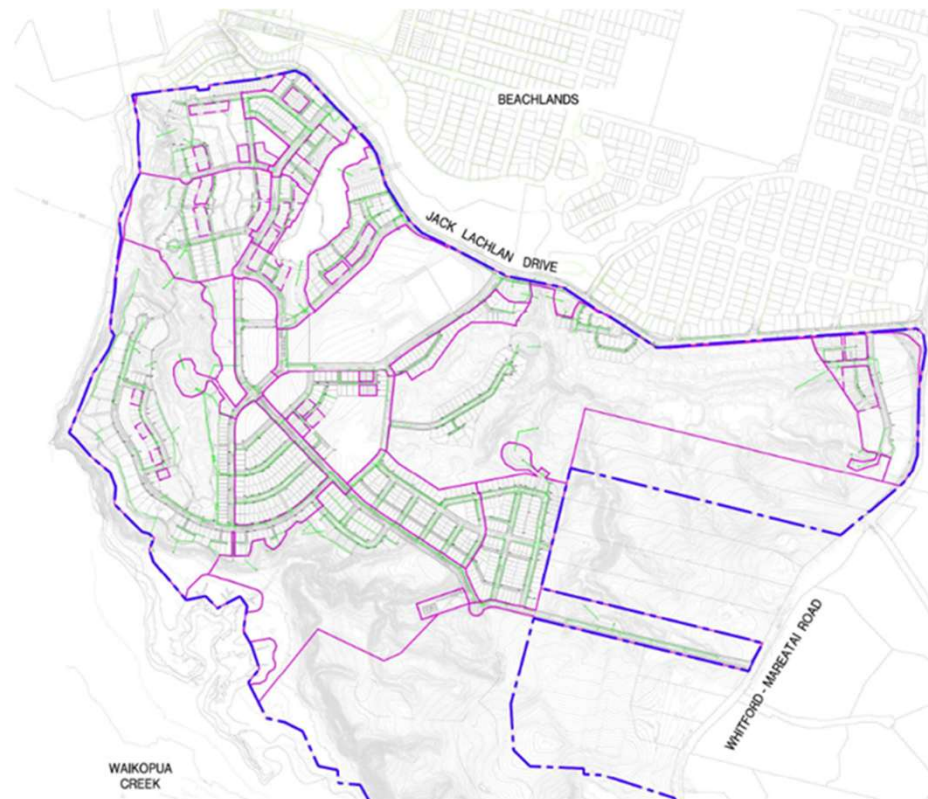


Figure 6.2: 50th percentile dilution factor map, showing minimum 1100 dilution factor at 100 m from the discharge pipe.

Civil Engineering – Stormwater

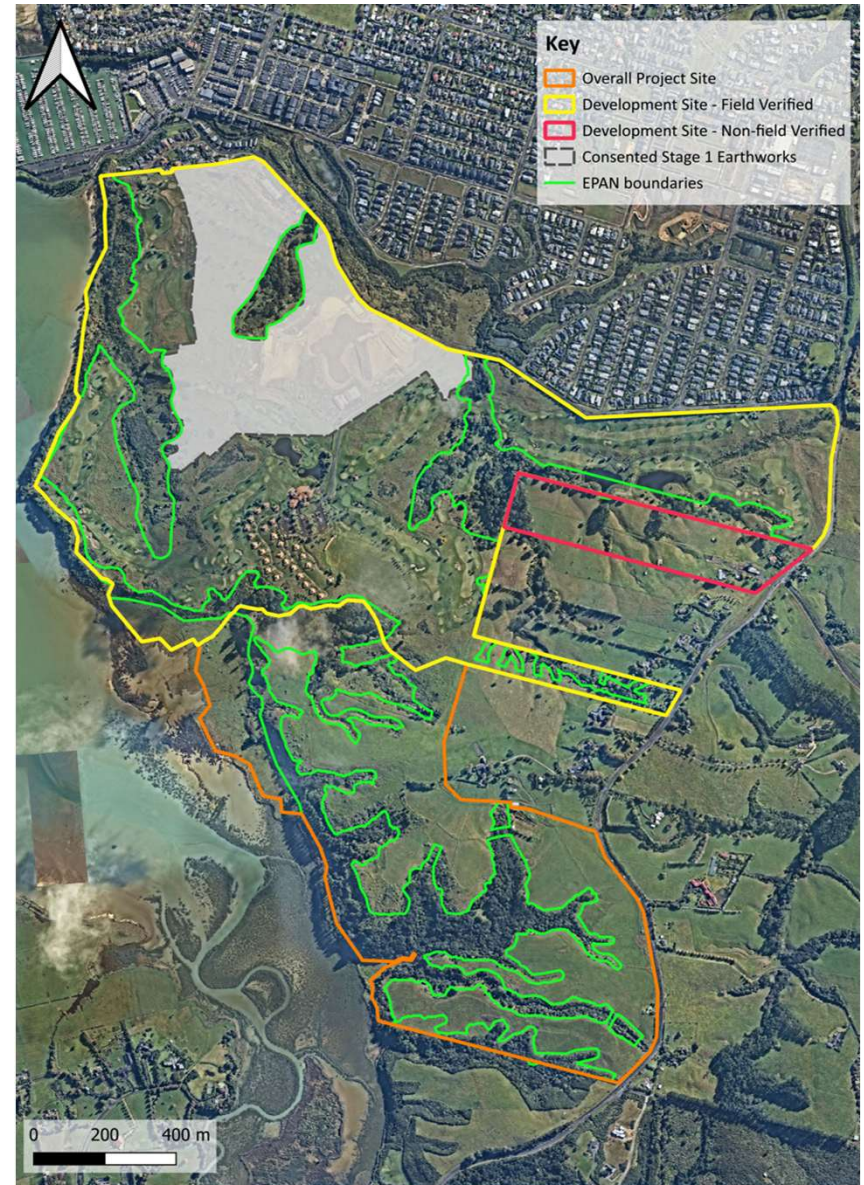
- Water sensitive design and integrated stormwater management, with water quality treatment to GD01 standards.
- The Stormwater Management Plan (SMP) provides for:
 - a new primary network capturing runoff from roads and public space
 - communal devices to attenuate peak flows before discharge to the stream network, providing the primary treatment for impervious surfaces and hydrological mitigation
 - water quality treatment in accordance with AUP standards
 - hydrological mitigation for all new impervious area, meeting the retention and detention requirements of the SMAF 1 control
- Flood modelling has been completed for storms up to the 1% AEP storm event to assess pre vs post development flooding both within and downstream of the site.

Stormwater Reticulation



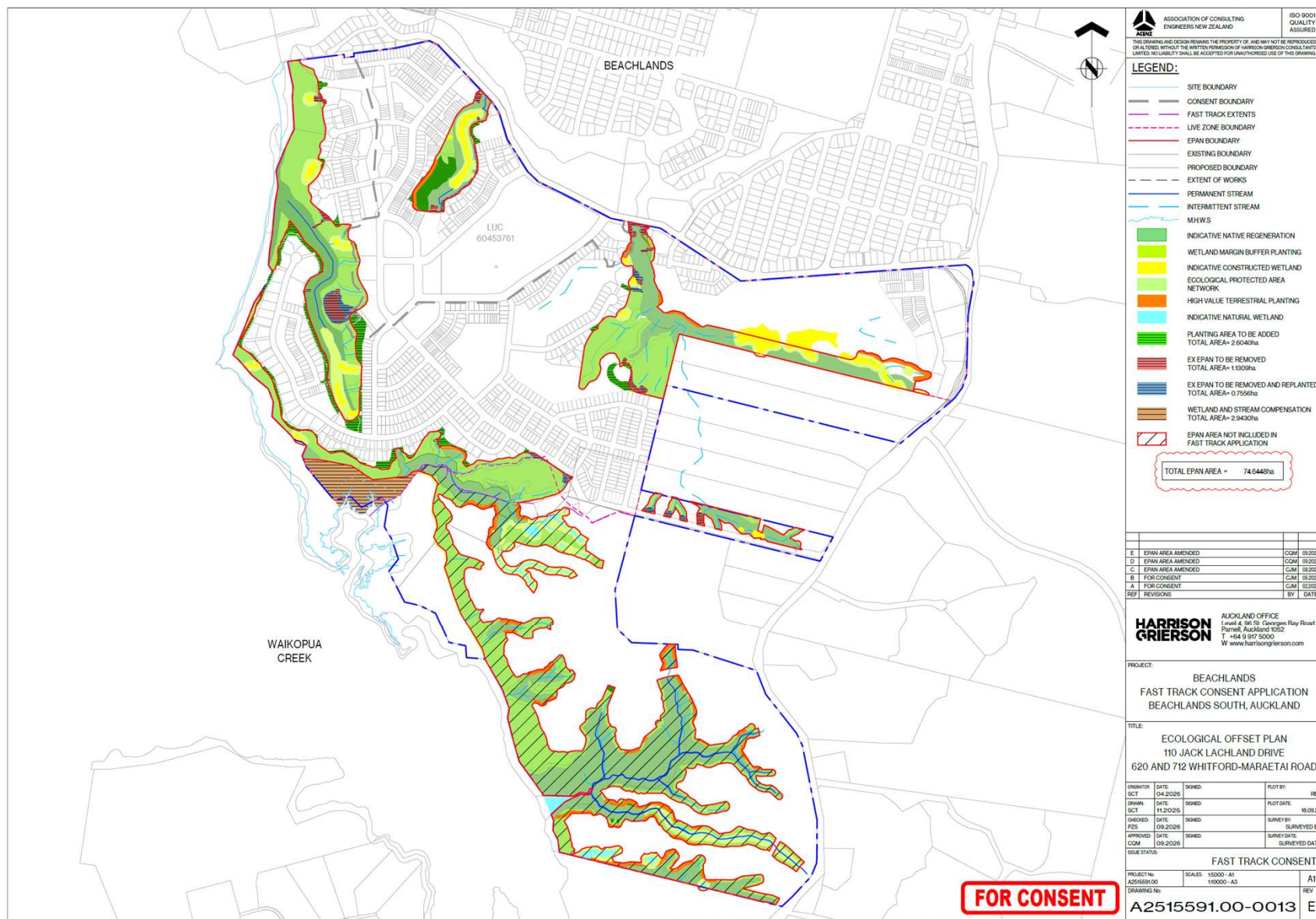
Ecology – Freshwater and Terrestrial

- The 2022 T&T EclA informed the plan change.
- The 2026 EclA accompanied the Fast Track application, based on updated 2025–2026 surveys and the current design.
- It covers vegetation, birds, lizards, bats, streams, wetlands and fish.
- It quantifies EPAN loss, freshwater loss and the offsetting and compensation packages.
- Final Biodiversity Management Plan and Fauna Management Plan.
- Existing values are generally low to moderate after historical modification; higher values sit in kānuka vegetation, gullies, connected streams and the coastal fringe wetland.

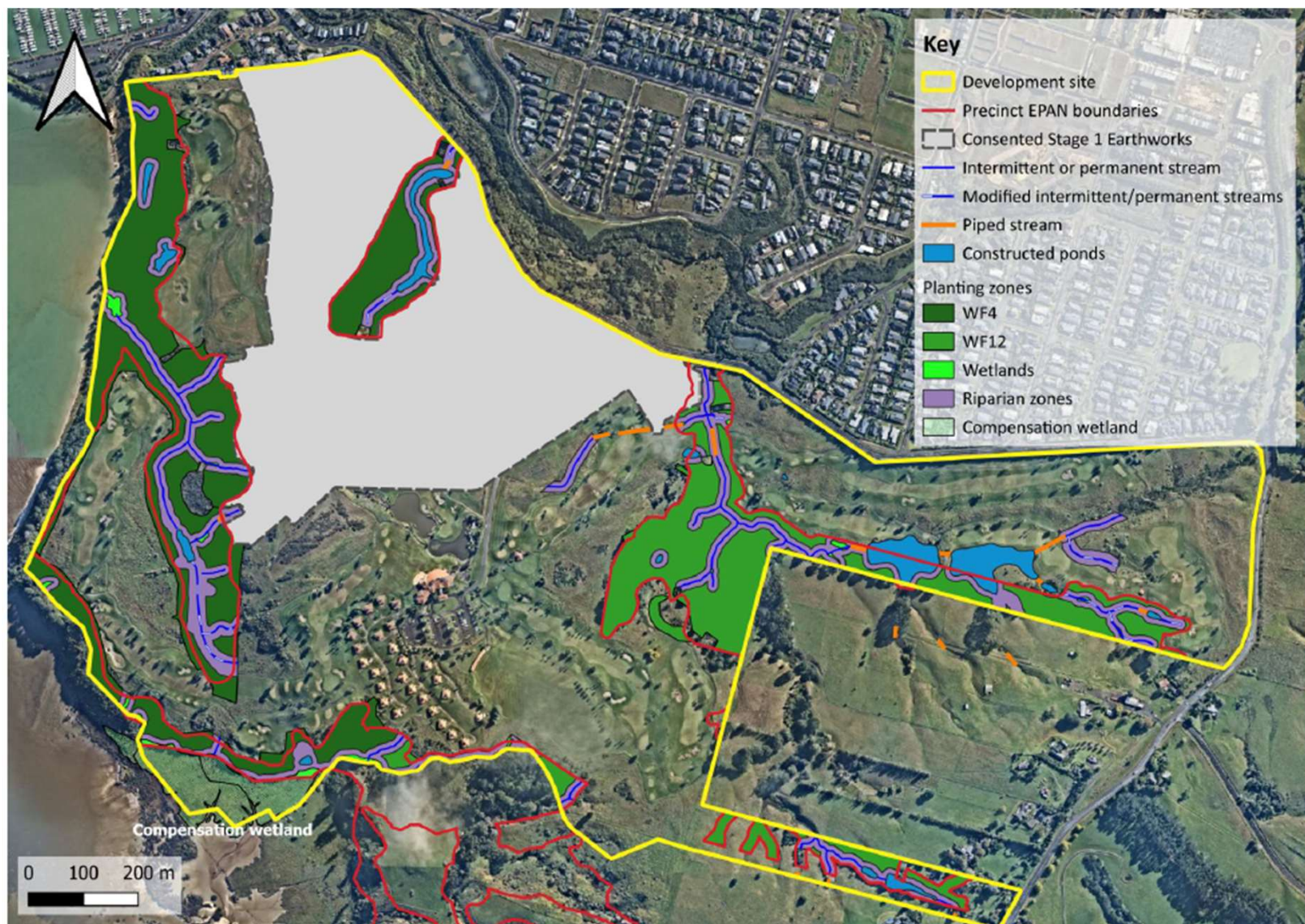


Effects Management and EPAN Loss

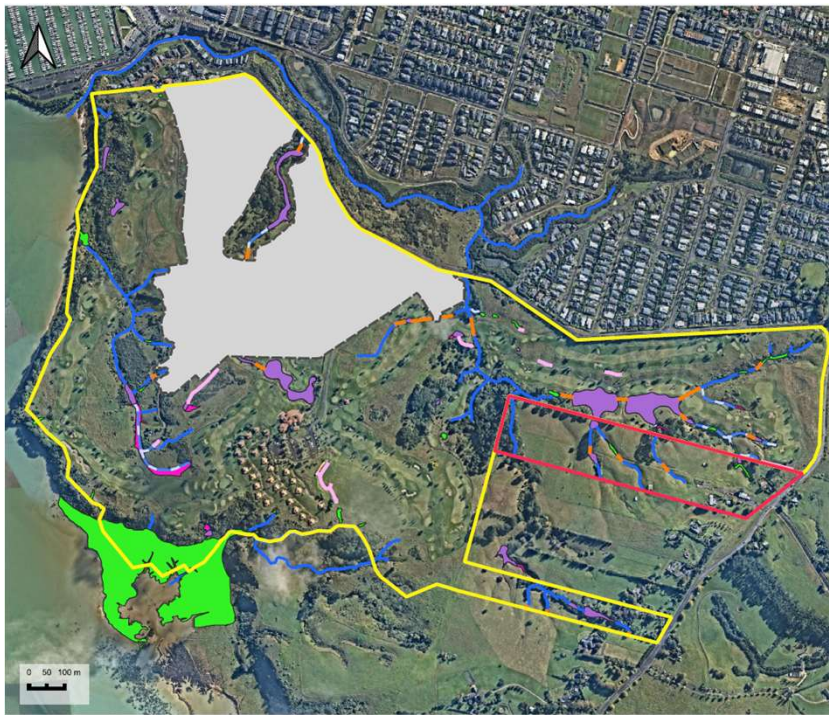
- Design and effects management retain the core ecological network and avoid higher-value features where practicable.
 - Core EPAN, gullies and freshwater corridors retained and enhanced.
 - Staged development, erosion and sediment control, and stormwater treatment.
 - Fish salvage, and bird, lizard and bat protocols.
 - 2.60 ha of additional EPAN restoration, plus 0.81 ha of riparian restoration outside EPAN.
 - BMP/FMP: planting, weed and pest control, monitoring and adaptive management.
- EPAN disturbance totals 1.99 ha (1.23 ha permanent, 0.76 ha temporary), largely low-value exotic vegetation; only 0.08 ha is kānuka.



REFER TO APPROVED MASTER DRAWINGS FOR ORIGINAL SIGNATURES. FILE: ATTE C:\AUTOCAD\ACCDRAW\ACCDRAW\HARRISON GRIERSON US BEACHLANDS SOUTH EAST TRACK CONSENT PROJECT FILES\01 DESIGN\02 CIVIL\04 SHEETS\A2515531.00-0213 ECOLOGY OFFSET PLAN.DWG



Freshwater features and reclamation areas



Aquatic Compensation

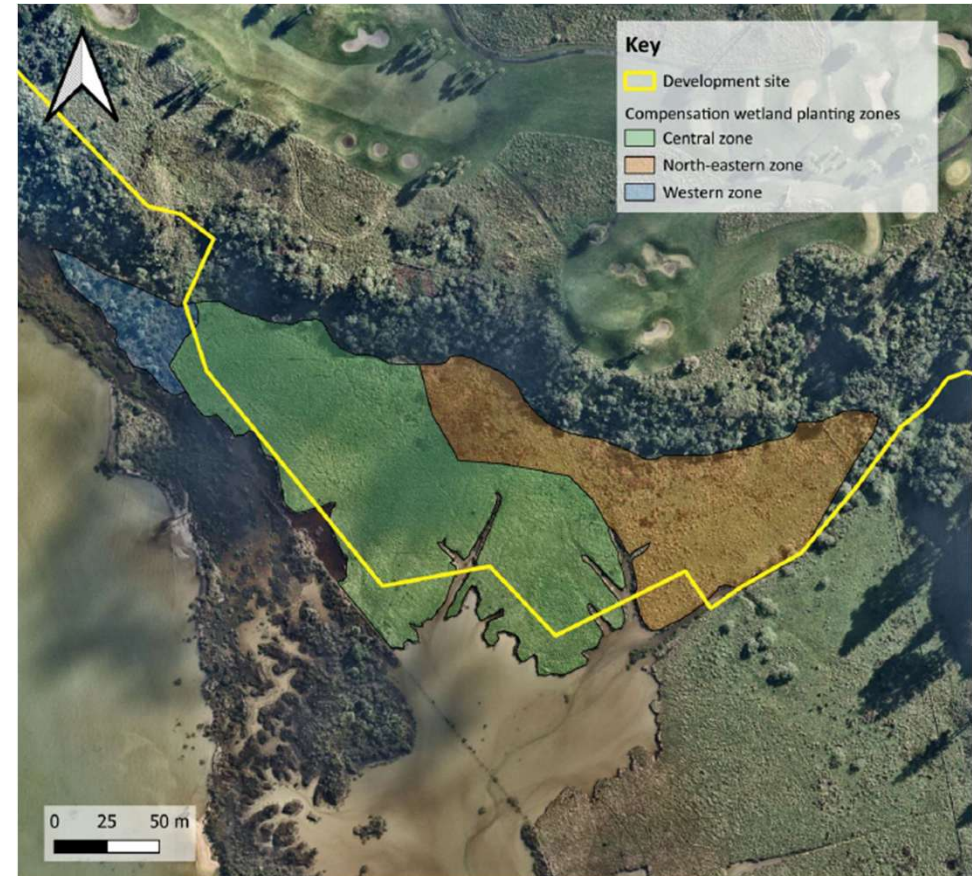
Purpose – to address residual loss of intermittent and modified natural streams and natural inland wetlands, with a package expected to outweigh the adverse effects.

Affected freshwater:

- 646 m of stream / 330.3 m² streambed.
- 2,337.9 m² direct wetland loss.
- 568.94 m² conservative hydrological loss.
- 2,906.84 m² total accounted wetland loss.
- 3,237.14 m² (0.32 ha) total freshwater habitat loss.

Like-for-like offsetting was not practicable – limited additional stream enhancement opportunity, and material uncertainty in creating equivalent habitat.

Instead, 2.943 ha of coastal fringe wetland is restored within the site and the wider Waikōpua Creek catchment. Quantums were tested using WEV/SEV and a Biodiversity Compensation Model.



Overall ecological outcome: net positive

Total <u>EPAN</u> planting	Additional riparian planting	Freshwater compensation	Total restoration area
• 36.02 ha	• 0.81 ha	• 2.943 ha • 49.6% above the aquatic impact score	• 39.77 ha
• Long-term protection, monitoring and adaptive management			

Ecology – Marine

The 2022 EclA, prepared for the private plan change and hearing evidence, covered:

- intertidal habitat and fauna values affected by the change in land use
- effects from construction earthworks, ongoing stormwater and increased CMA disturbance on sensitive habitats and coastal birds – the wastewater option was not detailed at that stage
- residual effects on coastal birds and habitat, addressed through the Coastal Bird Management Plan required by the AUP precinct provisions

The 2026 EclA, prepared for the Fast Track application, covered:

- subtidal habitat and fauna values (intertidal not repeated from 2022), and a summary of the effects assessed at plan change stage
- effects of building the CW wastewater treatment plant on site and discharging treated wastewater to the CMA through a subtidal diffuser
- the draft Coastal Bird Management Plan

Marine Ecology – Effects Management

- Extensive work has identified methods to avoid effects on marine ecology from the development and the wastewater discharge, including multiple modelling scenarios for a treated discharge in the Whitford Embayment.
- Coastal walkway aligned to avoid sensitive coastal areas.
- Precinct provision management plans, and current industry standards for erosion and sediment control and stormwater treatment.
- CW treatment plant with high contaminant removal efficiency.
- A Marine Monitoring Plan covering benthic ecology, sediment and water quality near the outfall, and seagrass extent and quality – an adaptive approach that can add EOC monitoring as national guidance develops.
- Underwater noise managed with standard mitigation measures.
- Residual effects are addressed in the Coastal Bird Management Plan (next slide).



Based on effects management, EclA determined that effects to marine ecology values could be managed to be low or very low, with exception of:

- Moderate level of effect on firm muddy sand flats and shellbank habitats

And

- Moderate level of effect on coastal avifauna

Coastal Bird Management Plan

Purpose - to describe the management and monitoring practices that will be implemented to compensate for residual effects to coastal habitats and avifauna to achieve positive effects that outweigh adverse effects to indigenous biodiversity.

Designed to dovetail with the Biodiversity Management Plan (BMP).

Includes three measures:

- Shellbank enhancement
- Mangrove removal and maintenance
- Pest control.

Together these increase the extent and quality of open shellbank habitat, improve line of sight, and make the shellbanks better for roosting and nesting birds.

Quantums guided by a Biodiversity Compensation Model (BCM).

Summary: expect biodiversity compensation to achieve positive effects to indigenous biodiversity.



Next Steps

- Final application package to the Panel by 25 September 2026. Outstanding items are minor updates to marine ecology, transport and coastal water quality, and refinement of conditions.
- Continued engagement with Auckland Council on key issues and proposed conditions.
- Engagement with DOC on the Wildlife Permit sought.
- Ongoing engagement with Heritage New Zealand.
- Ongoing consultation with the community.