

Response ID ANON-URZ4-5FYH-H

Submitted to Fast-track approval applications
Submitted on 2024-05-03 16:19:04

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:
Beachlands South Limited Partnership

2 Contact person

Contact person name:
Vijay Lala

3 What is your job title

Job title:
Director - Unio

4 What is your contact email address?

Email:
s 9(2)(a)

5 What is your phone number?

Phone number:
s 9(2)(a)

6 What is your postal address?

Postal address:

PO Box 91562, Victoria Street, Auckland 1142, New Zealand

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

110 Jack Lachlan Drive, Beachlands 2018

Legal Description: Lot 2 DP 501271 held in RoT 748626

Area (application site): 159.54Ha

**** Note that there are other areas outside of the site that require infrastructure upgrades and an ecological protected area network ("EPAN") restoration.**

File upload:

Location Plan - Beachlands - reduced.pdf was uploaded

Upload file here:

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Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

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Who are the registered legal land owner(s)?

Please write your answer here:

The site is owned by Beachlands South Limited Partnership (BSLP). BSLP is a limited partnership between MIB Limited Partnership (comprised of parties associated with Russell Property Group), NZSF Beachlands Limited (a New Zealand Superannuation Fund entity) and Ngāi Tai Hāpai Development Limited Partnership (which includes Ngāi Tai ki Tāmaki and the six (6) iwi partners: Raukawa, Taranaki Iwi, Pare Hauraki (collective), Ngāti Tama (Te Taihū), Ngāruahine and Ngāti Maru (Taranaki)).

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

The applicant is Beachlands South Limited Partnership (BSLP) and/or its successors. BSLP is the registered legal land owner of 110 Jack Lachlan Drive.

Section 2: Project details

What is the project name?

Please write your answer here:

Beachlands South

What is the project summary?

Please write your answer here:

The project will give effect to the live zoning of 160ha of land in Beachlands South, East Auckland, which was the subject of the recently approved Beachlands South Precinct and urban zones (Plan Change 88 to the Auckland Unitary Plan (PC88)).

The project will provide approximately 2,700 homes; two schools; commercial activities providing over 2,000 jobs; 88ha of protected ecological restoration area; extensive walking and cycling networks; and community facilities. The project places a strong emphasis on sustainability including carbon reduction through forest sequestration, proximity to an adjoining ferry terminal providing a commuting option to the Auckland CBD, and water and energy efficiency measures.

What are the project details?

Please write your answer here:

- The Beachlands South project is comprehensive and integrated and provides in the order of 2,700 dwellings and associated employment and community facilities. It is a shovel ready project.
- The project was recently granted a private plan change by way of PC88, which confirmed that the project is consistent with the Auckland Future Development Strategy and the Auckland Unitary Plan.
- The project will result in significant positive environmental outcomes including approximately 88 hectares of native bush restoration, reductions GHG emissions as well as social and economic benefits to the wider community.
- Unlike the majority of other greenfields projects across Auckland, the Beachlands South proposal incorporates various funding solutions which will ensure the required infrastructure is delivered in the right place at the right time.

PC88 applies to approximately 307 hectares of land with a contiguous boundary to the existing coastal town of Beachlands. Its purpose is to enable 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 and increases housing availability, choice and variety in Auckland.

The live zoned area within the precinct is 159.54 hectares and is the subject of this application to Schedule 2A (in addition to the proposed infrastructure upgrades). The remaining 147ha of Future Urban zoned land that formed part of PC88 is not the subject of this application and will be rezoned for urban purposes in the future in accordance with the Beachlands South Structure Plan.

The project sits within a precinct that comprises a variety of urban zones for residential (approximately 2,700 homes), business, light industrial and recreational development opportunities (32 hectares and over 2,000 jobs). The appended economics memorandum by Property Economics assesses the latest residential market metrics and confirms that the project:

- Will deliver significant regional economic benefits and contribute positively to the regional economy: direct economic injection of \$1.7 billion over 20 years and creation of approximately 13,500 FTE jobs across a 20 year period;
- satisfies the economic and housing supply criteria set out in Section 17 – Eligibility Criteria for Projects that May Be Referred to Panel of the FTA Bill: increase the supply of housing by 2,700 and contribute to a well-functioning urban environment; and
- the application has the potential to enhance housing affordability in the local market and the wider Auckland Region, positively impacting economic and social wellbeing by providing an increase in supply that is likely to deliver homes at more serviceable levels of debt.

In addition, the project will generate economic benefits throughout the North Island as a result of Ngāi Tai Hāpai Development Limited Partnership's involvement (representing seven iwi which are geographically spread across the North Island).

Key elements provided for in the application that will be delivered by the project include:

- A variety of housing types and densities providing housing choice for a variety of demographics (approximately 2,700 homes).
- The establishment of a commercial local centre supported by employment opportunities within and around the periphery of the centre and on the Whitford Maraetai Road frontage (over 2,000 jobs).
- A variety of education opportunities including the potential establishment of secondary and primary schools.
- The recognition and protection of identified mana whenua cultural values within and beyond the precinct.
- A sustainable approach including urban forestry, ecological restoration, public transport enhancement, and water and energy efficiency measures.
- The Ecologically Protected Area Network (EPAN) which will result in 88 hectares of the application land (and Future Urban zoned land to the south) being protected, and restored, maintained and enhanced including preservation of streams and their margins.
- Wider enhancement of high-value natural assets, including streams, estuaries, beaches, coastal cliffs, ridges and gullies.
- A series of proposed open spaces including a suburban park, neighbourhood parks, the Fairway Reserve, golf course and esplanade/riparian margins.
- Improving public access to and along the coast and the creation of a quality coastal path.
- Public transport enhancement and integrations, including expanded ferry passenger capacity to service higher density development in proximity to the ferry.
- Upgrades to the roading network as development of Beachlands South progresses.
- The establishment of infrastructure to service the development including wastewater, water supply, stormwater, telecommunications and power.

The application site and the wider Beachlands/Maraetai area contains a rich and diverse mana whenua cultural landscape. The Beachlands area is notable for its continued association with Ngāi Tai ki Tāmaki since pre-European times. Ngāi Tai ki Tāmaki have a strong spiritual association with Beachlands which gives its people a sense of meaning and purpose. In special recognition of this continued relationship by mana whenua over Beachlands, Ngāi Tai ki Tāmaki have been engaged as a development partner for Beachlands South along with other Iwi and are formally recognised as the Ngāi Tai Hāpai Development Limited Partnership. Ngāi Tai ki Tāmaki exercise Mana Whenua and Mana Moana responsibilities at the Kahawairahi – Kauriwakiwhaki (Beachlands area).

Fundamental guiding principles for Ngāi Tai ki Tāmaki include the protection of taonga, the restoration of mana to taonga and the retention of wahi tapu and sites of cultural significance. Natural and physical resources in this region are of vital importance to Ngāi Tai ki Tāmaki and the natural environment is recognised as a significant taonga. The Beachlands South precinct recognises and respects these values of Ngāi Tai ki Tāmaki by incorporating provisions requiring the protection of sites and places of significance within the precinct to ensure Mana Whenua values are protected and enhanced. The Cultural Landscape Plan on Precinct Plan 4 also recognises the historic Pa site, spiritual connections, archaeological sites, a key outlook point and key views of cultural significance to Ngāi Tai ki Tāmaki to ensure hononga to ancestors, the connection and leadership, and whakapapa are all preserved to honour the special significance of this cultural history. Overall the development of the application site will seek to avoid adverse effects on the cultural landscape and will be undertaken in partnership with Mana Whenua.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

Beachlands South is a significant project and subject to obtaining the necessary consents, earthworks could commence as early as December 2024 year. The project can deliver much needed housing, educational, commercial and community facilities.

What are the details of the regime under which approval is being sought?

Please write your answer here:

- Resource Management Act 1991
 - o resource consent – site development works, infrastructure works, buildings and structures including associated discharge permits and water-take permits, any required structures in the CMA;
 - o notice of requirement – infrastructure upgrades (where required)
- Wildlife Act 1953
 - o authority to do anything otherwise prohibited or not provided for
- Reserves Act 1977
 - o Approvals required for any esplanade reserve works
- Heritage New Zealand Pouhere Taonga Act 2014
 - o archaeological authority required for modified or removal of currently identified archaeological sites or for modification/removal of any new archaeological sites that may be discovered during development of the land.

- Public Works Act 1981

o proclamation under section 26 to take or deal with land might be required for infrastructure upgrade works or for education purposes.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Auckland Council (Unitary Authority)

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

No approvals have been sought to date; Plan Change 88 was recently granted (12 April 2024).

Is approval required for the project by someone other than the applicant?

Yes

Please explain your answer here:

Yes – assuming this question relates only to land outside of BSLP's ownership, approvals will be required for transport infrastructure upgrade works to road controlled by Auckland Transport; wastewater infrastructure upgrade works outside the application site by Watercare Servies Ltd. No approvals required for other works (subdivision and development of the site).

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

Provided all approvals are granted in time to meet the anticipated construction programme start date.

- Detailed design:

This is anticipated to commence in Q1 2025

- Procurement:

This is anticipated to commence in Q1 2025

- Funding:

Prior to site works commencement:

- Site works commencement:

The project is "shovel ready" and under the anticipated construction programme, assuming approvals are granted, site works can commence for earthworks and infrastructure in Q1 2025

- Completion:

This is a large, multi-staged project that will be completed in stages with anticipated completion milestones being achieved progressively from approximately 2027 (subject to required approvals being granted) extending for a further 15-20 years, similar to Hobsonville and Stonefields.

Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

- relevant local authorities – Auckland Council and CCO's
- relevant iwi authorities – Ngāi Tai ki Tāmaki
- relevant Treaty settlement entities – Ngāi Tai ki Tāmaki
- protected customary rights groups - None
- customary marine title groups - None
- applicant groups under the Marine and Coastal (Takutai Moana) Act 2011 - [refer list below]
- ngā hapū o Ngāti Porou - None
- any person with a registered interest in land that may need to be acquired under the Public Works Act 1981 – Auckland Transport / Watercare Services Ltd.

Ngā Puhi nui tonu, Ngāti Rāhiri, Ngāti Awa, Ngāi Tāhuhu and Ngāitawake

Ngāitawake

Ngāi Tai ki Tamaki Trust

Ngāti Kawau and Te Waiariki Kororā

Ngāti Te Ata Both

Ngāti Taimanawaiti (Ngāti Tai)

Ngāti Tamatera

Hauraki Maori Trust Board

Ngāati Tamaoho
Ngāti Te Ata
Reti Whānau
Ngāati Whānaunga
Ngā Puhi Nui Tonu (Te KotahitaNgā Marae)
Ngāti Maru
Ngā Puhi Nui Tonu
Ihaia Paora Weka Tuwhera Gavala Murray Mahinepua Reserve Trust Ngāti Rua Iti Ngāt iMuri Nagatirumahue Ngāti Kawau Ngāti Haiti Ngāitupango Ngā Puhi Ngāti Kahu Te Auopouri

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

As a partner of BSLP, Ngāi Tai ki Tāmaki have been closely involved in the project and master planning.

Consultation with other key stakeholders and the community (including Auckland Council, Auckland Transport and Watercare Services Ltd) is described in the uploaded Consultation Summary Report (CSR).

Upload file here:

Consultation Summary Report (CSR).pdf was uploaded

Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

Nothing already started by the applicant.

Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

Ngāi Tai ki Tāmaki (Ngāi Tai) are the relevant treaty settlement entity to the geographical location of the project. Their deed of settlement and settlement Act is the Ngāi Tai ki Tāmaki Claims Settlement Act 2018 (the Act).

Ngāi Tai forms part of Ngāi Tai Hāpai Limited Development Partnership, which is one of the three partners in BSLP, the applicant. Ngāi Tai are in full support of the project. There are no statutory acknowledgement areas within Schedule 2 of the Act that are relevant to the project.

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?

No

Has the applicant has secured the relevant landowners' consent?

Yes

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

No file uploaded

Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

****Supporting technical memorandums by specialists are emailed as the files exceed the maximum size of 25MB****

This project is in the beneficial position of having very recently had its potential adverse effects thoroughly assessed by an Independent Hearings Panel through PC88. 35 witnesses provided evidence for the Applicant in support of PC88 across a very wide range of effects. After considering the evidence and submissions, that panel found that the potential adverse effects of PC88 were appropriately managed (and also identified significant positive effects) and granted the plan change.

As PC88 has been granted, the potential adverse effects of the project are those directly resulting from urban land use, rather than the change from rural to urban (which have already been assessed and deemed appropriate through the granting of PC88).

Key effects –

Sustainability and greenhouse gas (GHG) emissions: A sustainability memorandum by Stantec is lodged alongside this application and addresses potential sustainability effects in more detail.

The Independent Hearing Commissioners found that PC88 had sustainability 'baked in' to its design. They also confirmed that PC88 supported reductions in GHG emissions.

Overall, 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. This was confirmed by Hearing Commissioners on PC88.

The plan change was supported by a Sustainability Strategy to contribute to mitigating the effects of climate change and biodiversity loss. The project will establish and progressively regenerate the approximately 88-hectare EPAN across the application site and Future Urban zoned land to the south which will act as an on-site carbon sink consisting of proposed planting of extensive native forest and bush. The application site 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.

Other sustainable development features of the project include:

- Reduction in transport derived GHG emissions per household in existing Beachlands as a result of PC88.
- Restoration, replanting and enhancement of the native forest vegetation within the site.
- Afforestation to support carbon sequestration to offset GHG emissions from the development. The EPAN has been calculated to provide sufficient sequestration benefits to offset embedded emissions from the residential buildings in the live zone.
- Providing the opportunity for people to work and recreate closer to home, offering potential for significant benefits for productivity, health and wellbeing, whilst reducing emissions through internalisation of trips.
- An innovative spatial framework, comprising increased residential densities surrounded by urban forests, an enhanced ecological network. The areas of greatest housing density are in close proximity to the ferry terminal and local centre.
- 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. Increased capacity for the ferry is provided for.
- Sustainability certification for residential and commercial development is provided for.
- Water sensitive design is provided for.
- The PC88 provisions also provide for the continued assessment of key indicators within PC 88 (employment, mode shift, sustainability measures etc).

Transport: A transport memorandum by CKL is lodged alongside this application and addresses potential transport effects in more detail.

The transport network in the wider Beachlands area and capacity for ferry patrons at the Pine Harbour Ferry Terminal will be progressively upgraded over time to support the project, in accordance with precinct plan provisions which have been thoroughly tested and approved by an Independent Hearings Panel.

The Plan Change includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction and delivery of infrastructure, including upgrades to the road network, public transport facilities and ferry services to mitigate potential adverse effects on the local and wider transport network. Comprehensive provision for walking and cycling networks are also proposed.

The transport triggers are based on the number of dwellings and quantum of retail, commercial and industrial gross floor area (GFA). Resource consent

applications are required to provide for transport upgrades progressively through the development. Adverse transportation effects will be appropriately mitigated through the progressive upgrades, as outlined in the appended transportation memo. These upgrades and staging were accepted by the Independent Hearings Panel who granted PC88.

The project has a strong emphasis on a shift to active modes including walking and cycling, providing connections to the Pine Harbour Ferry Terminal, and improved bus services. Importantly, the project requires the connection from the Marina Point sub-precinct to the ferry and also provides for the coastal path walkway which will also connect to the ferry. Additionally, new schools will result in a further reduction in vehicle trips associated with school drop-offs from through and outside the wider Beachlands area.

Overall, adverse transportation effects are able to be appropriately mitigated as the development progresses by way of the required infrastructure upgrades above, as well as the provision for places of employment, education and recreation within the application land.

Ecology: An ecology memorandum by Alliance Ecology is lodged alongside this application and addresses potential ecological effects in more detail. Land within the application site and in the adjoining coastal marine area contains significant terrestrial, freshwater and coastal ecological values. This includes permanent and intermittent streams, natural and constructed wetlands as well as high value terrestrial planting, indicative native revegetation areas and wetland margin buffer planting. These ecological values within the site are identified with the Ecological Protected Area Network (EPAN) and are indicatively illustrated on Precinct Plan 2 – Natural Features.

PC88 imposes a number of rules relating to the management of potential adverse ecological effects. These relate to the riparian margins (setbacks of buildings, riparian planting), the extensive EPAN, stormwater quality rules, coastal protection yard rules, and wastewater rules.

The Auckland Unitary Plan controls earthworks in order to protect the receiving environment from sediment laden runoff during land development activities. Expert ecological evidence from the PC88 hearing confirmed that PC88 resulted in a 'net positive' outcome for ecology at the site. This was accepted by an Independent Hearings Panel when granting PC88. This has been further reinforced by the appended ecological memorandum which states that:

"With the suite of effects management measures proposed, the adverse ecological effects associated with subdivision and development within the live zoned land (and more broadly the wider PC88 area) can be appropriately managed. Net positive ecological outcomes are expected within 20 years of commencement of these measures. These positive ecological outcomes will be enabled at the commencement date of an application for subdivision in the precinct involving the Ecological Protected Area Network (EPAN) as identified on Precinct Plan 2."

With regard to contamination, a contamination assessment and detailed site investigation was prepared to support the underlying plan change. Any potential areas of contamination will be removed from the site and disposed of to an approved landfill.

Overall, there are a suite of controls pertaining to ecology that the development on the application site will be assessed against, and these will ensure that adverse ecological effects are avoided, remedied or mitigated.

Natural hazards:

PC88 thoroughly assessed potential natural hazards at the site including coastal hazards, geotechnical hazards and flooding. The decision on PC88 confirmed that any potential risks are able to be appropriately avoided or mitigated as discussed below. Independent Hearings Commissioners on PC88 confirmed: "The evidence before us is that there are no outstanding hazard issues of a coastal hazard nature, subject to the wording of provisions, there are no remaining issues in contention for stormwater and flooding...Accordingly, we have had regard to the National Adaptation Plan, and consider that from a climate resilience perspective PC 88 is appropriately located and designed." (para 56).

Geotechnical suitability

A Geotechnical Report was prepared to inform the plan change for the application land. The findings of the geotechnical report by Tonkin & Taylor are based on published geotechnical and geological information, Auckland Council's GeoMaps database, aerial photographs, historical geotechnical site investigations and a site walkover. Hand auger boreholes and machine boreholes were undertaken within the BSLP owned sites.

The geotechnical report concludes that ground conditions within the PC88 area are generally suitable for the indicative land uses guided by the zonings of the plan change. Normal geotechnical investigations and analysis will be carried out during design of the subdivision and development, to establish specific Building Limitation Lines and/or to inform design of earthworks. Additionally, the current AUP framework and Auckland-wide provisions in Chapter E36 in particular are considered to be sufficient for addressing any geotechnical hazards at the time of subdivision or development and no specific mitigation was required for the plan change.

Coastal Hazards

A comprehensive Coastal Hazards Assessment was prepared in support of PC88 by Tonkin & Taylor. This included a local scale assessment of Areas Susceptible to Coastal Instability and Erosion (ASCIE) of both consolidated (cliff/ terrace) and unconsolidated (beach) shorelines, and an assessment of the inundation hazard of the site based on scenarios supplied by Auckland Council.

This assessment identifies that only beach and salt-marsh areas are susceptible to coastal inundation and are also the most likely to be affected by tsunami. These low-lying areas around the coastal edge have only been considered for recreational amenity in terms of the EPAN overlay and indicative coastal walkway. No habitable buildings will be located in these areas.

The assessment concludes that all property parcels, key assets and infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion. No coastal inundation or tsunami hazard is assessed to occur on property parcels, key assets and infrastructure, even with a consideration of 2m sea level rise. It is recommended that any structures or development within the future inundation areas should be landward of the erosion susceptibility extent and designed to accommodate or be adaptable to coastal inundation hazards to reduce the risk of coastal hazards for any

development within these areas.

In response to the recommendation above and to protect against coastal hazards, the proposed precinct provisions include a Coastal Protection Yard standard which imposes a minimum 30m setback for any buildings or structures from Mean High Water Spring (MHWS) which has been adopted from the current Whitford Precinct provisions under the AUP. This coastal protection yard is considered to be adequate for managing the future development of buildings or structures adjacent to the coastal edge and there is no reason from a coastal hazard perspective to depart from this existing standard. In addition, having reviewed the Structure Plan, the assessment concludes that development will be located to avoid coastal hazards to the extent that any existing hazards will not be exacerbated or accelerated.

Flooding and Stormwater Management

A Draft Stormwater Management Plan (SMP) was prepared by Harrison Grierson for PC88. The SMP reports on the Flood Risk Assessment carried out within the Plan Change area to identify any flooding effects associated with development of the Plan Change area and whether there is any need to provide flood mitigation measures.

The flood risk assessment and flood modelling results indicate that that peak flow attenuation is necessary to mitigate an increase in peak water levels in some areas.

In response, the following measures have been recommended in the draft SMP to address flooding effects which will be implemented through the fast track consent:

- Increases in downstream flood hazards mitigated using peak flow attenuation devices throughout the site sub-catchments.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 1% AEP event for catchments discharging to the existing watercourse north of the site.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 50% AEP event for catchments discharging to the Waikopua Creek via tributary watercourses within the site.

Conveyance of any excess or secondary flows generated in events greater than the 10% AEP rainfall event and up to the 1% AEP rainfall event will be through the secondary network. Secondary runoff should be established within road carriageways and engineered overland flow paths and reviewed against criteria to ensure safe conveyance from the site.

The Plan Change was also assessed in terms of stormwater management, and it was found that water quality can be managed by use of water sensitive design for treatment at source, and flow can be appropriately managed by way and by identifying areas for detention and retention. In terms of conveyance, it is proposed to convey stormwater runoff in the 10% AEP rainfall event through the primary stormwater network into the receiving environment. In order to reduce the embodied carbon associated with pipe networks, bioretention swales will be provided in small headwater catchments where feasible, to provide treatment, hydrological mitigation, and conveyance of the 10% AEP runoff into the network.

Three-waters Infrastructure - stormwater, water-take, wastewater discharge:

Three waters memorandums by Harrison Grierson, WGA, and GWE are lodged alongside this application and addresses potential three waters servicing effects in more detail.

The application site can be appropriately serviced for water and wastewater. It is proposed that potable water for the site will be sourced from existing bores and a supply agreement with Pine Harbour Living Limited. Further, wastewater will be treated via an on-site wastewater treatment plant and subsequently discharged either to land or to ponds and then the coastal environment. Hydrological mitigation for stormwater runoff will be achieved by way of the SMAF1 controls over the site, and implementation of a water sensitive design approach including water efficient appliances and rainwater harvesting for non-potable purposes. Overall, the application site can be appropriately serviced by three waters infrastructure.

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Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

The national policy statements and national environmental standards that are relevant to the project and application site include:

- New Zealand Coastal Policy Statement (NZCPS)
- National Policy Statement – Urban Development (NPSUD)
- National Policy Statement – Freshwater Management (NPSFM)
- National Policy Statement – Electricity Transmission (NPSET)
- National Policy Statement – Indigenous Biodiversity (NZPSIB)
- National Policy Statement – Highly Productive Land (NPSHPL)
- National Environmental Standard – Freshwater Management (NESFM)
- National Environmental Standard – Contaminated Land (NESCL)
- National Environmental Standard – Sources of Human Drinking Water (NES)
- National Environmental Standard – Air Quality (NESAQ)
- National Environmental Standard – Renewable Energy Transmission (NESRET)

The application site and urban zoning was assessed against these relevant NPS's and NES's in the plan change process. The general assessment of these policy documents was that development on the application site in accordance with the new zoning and overlays would accord with the relevant NPS's and NES's.

With regard to the relevant NPSUD the decision on Plan Change 88 found that:

"PC 88 gives effect to the National Policy Statement on Urban Development (NPSUD) and the Regional Policy Statement (RPS). It delivers a well-functioning urban environment under the NPSUD including with respect to accessibility and reductions in greenhouse gas emissions."

With regard to the relevant NES's the decision on Plan Change 88 found that:

"... we are satisfied that PC 88 does not raise any issues as to consistency with any NES or regulations ..."

With respect to the National Adaptation Plan, the decision on Plan Change 88 found that:

"The evidence before us is that there are no outstanding hazard issues of a coastal hazard nature, subject to the wording of provisions, there are no remaining issues in contention for stormwater and flooding, suitable options have been identified for wastewater servicing, and there are no remaining issues of contention with respect to water supply. Accordingly, we have had regard to the National Adaptation Plan, and consider that from a climate resilience perspective PC 88 is appropriately located and designed."

During the processing of the plan change, it was agreed and confirmed that the project land does not qualify as highly productive land and therefore will not contribute to the loss of such.

Overall, the project will give effect to the relevant NPS's, NES's and National Adaptation Plan.

File upload:

No file uploaded

Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

The project has been through a public process which involved, consultation, community engagement, full public notification, a public hearing and PC88 has been subsequently granted. It is therefore considered to be an ideal project for the fast-track process.

- The fast-track process will enable the project to be delivered earlier to the benefit of the community and will respond positively to the housing crisis.
- Having an expert panel review an application of this scale would reduce time and cost as expert panels are typically more efficient.
- The project would involve a significant number of resource consents and approvals under other Acts, that are assessed under differing legislation by differing authorities. It takes a significant amount of time to obtain all of the necessary approvals required for a project of this scale.
- The standard resource consent process of a project of this scale is lengthy and will add significant time delays that the Fast Track process can improve.
- The standard resource consent process will add significant cost that the Fast Track process can substantially reduce.

An economics memorandum by Property Economics is lodged alongside this application and addresses potential economic benefits in more detail. Beachlands South has a potential residential yield of 2,700 dwellings over the live zoned area which represents a significant opportunity to deliver approximately 12.2% of Auckland's dwelling target in existing rural areas (the application site being formerly rural and is now rezoned as urban under PC88). This is considered to be valuable housing stock in one of the fastest growing local board areas within the Auckland Region (2.1% - Franklin, second only to Rodney at 2.3%).

The appended economics memorandum by Property Economics assesses the latest residential market metrics and confirms that the project:

- Will deliver significant regional economic benefits and contribute positively to the regional economy: direct economic injection of \$1.7 billion over 20 years and creation of approximately 13,500 FTE jobs across a 20 year period;
- satisfies the economic and housing supply criteria set out in Section 17 – Eligibility Criteria for Projects that May Be Referred to Panel of the FTA Bill: increase the supply of housing by 2,700 and contribute to a well-functioning urban environment; and
- the application has the potential to enhance housing affordability in the local market and the wider Auckland Region, positively impacting economic and social wellbeing by providing an increase in supply that is likely to deliver homes at more serviceable levels of debt.

In addition, the project will generate economic benefits throughout the North Island as a result of Ngāi Tai Hāpai Development Limited Partnership's involvement (representing seven iwi which are geographically spread across the North Island).

Approximately 88 hectares of land is to be legally protected and progressively restored on the application site and the Future Urban zoned land to the south of the application site (the "EPAN"). Several transportation upgrades will be facilitated (roading and ferry) in parallel with the project, including public transportation improvements (better connections/ supporting the public transport initiatives such as the eastern busway project and the airport connection). AT have recently confirmed their Regional Public Transport Plan which provides improved bus services to Beachlands including a bus service connecting the wider Beachlands area to the ferry. There is a national benefit under the NZ Coastal Policy Statement to coastal access whereby two existing coastal walkways will be connected.

The Fast Track process would enable the delivery of this regionally significant project in a timely manner that avoids significant delays through the standard consenting process including overly complex Council assessment procedures, public notification, and Environment Court (or other court) appeals and the associated risks with the above to project delivery. The project is based on strong sustainability principles which are baked into the PC88 provisions. These will be delivered and carried through the project by BSLP successors as a result of the fast track approval process.

A further benefit of the fast-track process for this project is the ability to combine approvals under multiple acts (RMA, PWA, Wildlife Act and Heritage NZ Act). This will result in a more streamlined approval process that will ultimately deliver critically needed housing in Auckland faster and more efficiently.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

Having this project listed in Schedule 2A will enable the efficient operation of the Fast Track process as the Schedule 2B referral process will not be required to be undertaken.

It's of a significant scale that will provide for a substantial amount of development (houses and commercial, open space, infrastructure upgrades) that will require multiple resource consent applications and approvals under other Acts. The Fast Track process will streamline these approvals.

This project is also in the unique position of having very recently had a plan change approved. This involved a significant amount of work and a comprehensive assessment of the potential adverse and positive effects by 35 expert witnesses for the applicant. Independent Hearing Commissioners considered this material and granted PC88, confirming that it is appropriate and delivers significant positive effects.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The following elements of the project have been identified as priorities in local government documents:

- Ferry Service Upgrades (Regional Public Transport Plan 2023 - 2031)
- Bus service network improvements from Beachlands (Regional Public Transport Plan 2023 - 2031)
- Roothing upgrades (AT Designations as identified in the Auckland Unitary Plan)

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

Some infrastructure that the project will support have been signalled as being significant by AT by way of designations (Whitford Bypass – Designation number 1807 which will have significant benefits to the wider community) and the ferry service upgrade (Regional Public Transport Plan 2023-2031), and the applicant will help deliver them as transportation triggers in the underlying planning rules are met.

Will the project:

increase the supply of housing, address housing needs, contribute to a well-functioning urban environment

Please explain your answer here:

The project will deliver approximately 2700 new dwellings.

There is a demand in the Beachlands/Howick area of 8,210 dwellings in the medium growth scenario (2023-2033) and a demand of 12,830 dwellings in a high growth scenario (2023-2033) See attached Property Economics Memo. The application providing for the development of Beachlands South will significantly contribute to enabling some of this housing capacity shortfall to be met. Different housing needs will be addressed by undertaking development of housing of different typologies and densities (enabled by way of Terraced House and Apartment Building; Residential – Mixed Housing Urban; and Business – Mixed Use zones).

The project will contribute to a well functioning urban environment. The decision on the underlying zoning (Plan Change 88) found that:

“PC 88 gives effect to the National Policy Statement on Urban Development (NPSUD) and the Regional Policy Statement (RPS). It delivers a well-functioning urban environment under the NPSUD including with respect to accessibility and reductions in greenhouse gas emissions.”

Objective 1 and Policy 1 of the NPSUD seek well-functioning urban environments for people and communities. The development of the application site will achieve this objective as the development of the land has been subject to a detailed master planning exercise which drove the Plan Change for the site in terms of zoning, development densities, connections to the Pine Harbour ferry, potential for community activities such as schools and public transport accessibility. Potential for local employment opportunities has also been provided. The proposed connections to the Pine Harbour ferry and provisions for future public transport routes through the PC88 land will support greenhouse gas reductions. The proposed 88 hectares of the EPAN plus the Whitford Maraetai Road buffer planting setback will also contribute to the forest sequestration requirements to reduce carbon from the development as described in the appended sustainability memo by Stantec.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

An economics memorandum by Property Economics is lodged alongside this application and addresses potential economics benefits in more detail.

The appended Economics Memorandum by Property Economics states that over 12,000 new dwellings will be needed in the catchment by 2033 in a high

growth scenario. The project goes a considerable way to helping achieve this market need. Furthermore, the project has the potential to increase housing supply in the local market and the wider Auckland Regional, positively impacting economic and social wellbeing by providing an increase in supply that is likely to deliver homes at more sensible prices.

In terms of commercial growth, the local retail catchment which includes Whitford, Beachlands and Maraetai generates around \$158m in annual retail expenditure. Based on the future development of Beachlands South (plus expected growth elsewhere in the catchment), retail spending is expected to grow to \$314m annually by 2043. A significant portion of the retail expenditure is expected to occur in higher order centres such as the Botany Metropolitan Centre, as well as within the existing smaller Local and Neighbourhood Centre zones within the Whitford, Beachlands and Maraetai area. In this regard, any retail development within Beachlands South is considered to be complementary to these centres and the overall centres hierarchy.

Beachlands South has approximately 32ha of commercially zoned land. It is estimated that the employment zoned land at Beachlands South could reasonably realise over 2,000 jobs. This level of employment would increase the household to employment ratio in Beachlands and internalise more employment locally.

Overall, the appended economics memorandum shows that the project will deliver significant regional economic benefits and contribute positively to the regional economy and provide a direct economic injection of \$1.7 billion over 20 years and creation of approximately 13,500 FTE jobs across a 20-year period.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

A sustainability memorandum by Stantec is lodged alongside this application and addresses potential sustainability benefits of the development in more detail.

The Independent Hearing Commissioners on PC88 confirmed that the project supports reductions in GHG emissions. This is addressed above in adverse effects under the hearing 'sustainability'. In summary sustainability is baked into the project through:

- Integration of the Pine Harbour ferry with higher density housing closest to the ferry wharf and provision for increased services;
- Extensive native planting which supports sequestration of GHG's, offsetting embodied emissions from the residential portion of the project;
- Walking and cycling paths connecting housing to jobs, schools, the ferry and the coast;
- Internalisation of trips through local centre, schools and jobs, resulting in a decrease in vehicle kilometres travelled and emissions per household in Beachlands as a result of the project;
- Water sensitive design and energy efficiency requirements.

Will the project support adaptation, resilience, and recovery from natural hazards?

Yes

Please explain your answer here:

Geotechnical suitability:

A Geotechnical Report was prepared by Tonkin & Taylor to inform the plan change for the application land. The findings of the geotechnical report are based on published geotechnical and geological information, Auckland Council's GeoMaps database, aerial photographs, historical geotechnical site investigations and a site walkover. Hand auger boreholes and machine boreholes were undertaken within the BSLP owned sites.

Overall, the geotechnical report concludes that ground conditions within the plan change area is generally suitable for the indicative land uses guided by the proposing zonings in the plan change. Normal geotechnical investigations and analysis should be carried out during design of the subdivision and development, to establish Building Limitation Lines and/or to inform design of earthworks. Additionally, the current AUP framework and Auckland-wide provisions in Chapter E36 in particular are considered to be sufficient for addressing any geotechnical hazards at the time of subdivision or development and no specific mitigation was required for the plan change.

Coastal Hazards:

The subject site is one of the more resilient sites in Auckland in terms of coastal hazards, sea level rise, inundation and tsunamis.

A comprehensive Coastal Hazards Assessment was prepared by Tonkin & Taylor in support of the plan change. This includes a local scale assessment of Areas Susceptible to Coastal Instability and Erosion (ASCIE) of both consolidated (cliff/ terrace) and unconsolidated (beach) shorelines, and an assessment of the inundation hazard of the site based on scenarios supplied by Auckland Council.

This assessment identifies that only beach and salt-marsh areas are susceptible to coastal inundation and are also the most likely to be affected by tsunami. These low-lying areas around the coastal edge have only been considered for recreational amenity in terms of the EPAN overlay and indicative coastal walkway. No habitable buildings will be located in these areas.

The assessment concludes that all property parcels, key assets and infrastructure are located landward of the 2130 area susceptible to coastal instability and erosion. No coastal inundation or tsunami hazard will occur on property parcels, key assets and infrastructure, even with a consideration of 2m sea level rise. It is recommended that any structures or development within the future inundation areas should be landward of the erosion susceptibility extent and designed to accommodate or be adaptable to coastal inundation hazards to reduce the risk of coastal hazards for any development within these areas.

In response to the recommendation above and to protect against coastal hazards, the proposed precinct provisions include a Coastal Protection Yard standard which imposes a minimum 30m setback for any buildings or structures from MHWS which has been adopted from the current Whitford Precinct provisions under the AUP. This coastal protection yard is considered to be adequate for managing the future development of buildings or structures adjacent to the coastal edge and there is no reason from a coastal hazard perspective to depart from this existing standard. In addition, having reviewed the Structure Plan, the assessment concludes that development will be located to avoid coastal hazards to the extent that any existing hazards will not be exacerbated or accelerated.

Flooding and Stormwater Management:

A Draft Stormwater Management Plan (SMP) was prepared by Harrison Grierson in support of PC88. The SMP reports on the Flood Risk Assessment carried out within the Plan Change area to identify any flooding effects associated with development of the Plan Change area and whether there is any need to provide flood mitigation measures.

The flood risk assessment and flood modelling results indicate that that peak flow attenuation is necessary to mitigate an increase in peak water levels in some areas.

In response, the following measures have been recommended in the draft SMP to address flooding effects which will be implemented through the fast track consent:

- Increases in downstream flood hazards mitigated using peak flow attenuation devices throughout the site sub-catchments.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 1% AEP event for catchments discharging to the existing watercourse north of the site.
- Peak flow attenuation provided to 100% of the peak pre-development rate in the 50% AEP event for catchments discharging to the Waikopua Creek via tributary watercourses within the site.

Conveyance of any excess or secondary flows generated in events greater than the 10% AEP rainfall event and up to the 1% AEP rainfall event will be through the secondary network. Secondary runoff should be established within road carriageways and engineered overland flow paths and reviewed against criteria to ensure safe conveyance from the site.

The Plan Change was also assessed in terms of stormwater management, and it was found that quality can be managed by use of water sensitive design for treatment at source, and flow can be appropriately managed by way and by identifying areas for detention and retention. In terms of conveyance, it is proposed to convey stormwater runoff in the 10% AEP rainfall event through the primary stormwater network into the receiving environment. In order to reduce the embodied carbon associated with pipe networks, bioretention swales will be provided in small headwater catchments where feasible, to provide treatment, hydrological mitigation, and conveyance of the 10% AEP runoff into the network.

Will the project address significant environmental issues?

Yes

Please explain your answer here:

- Mitigate existing silt-laden runoff into the CMA through riparian restoration planting and protection (the "EPAN" will be protected by way of a covenant which will cover approximately 88 hectares of land overall within the application site and adjoining Future Urban Zoned land).
- The EPAN has been calculated to provide sequestration of embedded emissions from the construction of residential buildings on the site.
- There will be an internalisation of trips, this is provided by increasing local employment opportunities and enabling education facilities and therefore reducing VKT's and GHG emissions per household.
- Coastal setbacks avoid environmental issues arising from sea level rise and coastal inundation.
- Building location and stormwater will be managed in such a way the avoids flooding hazards.
- The project has been assessed as having 'net positive' ecological effects (refer appended ecological memorandum)
- The project will result in an improved traffic environment as compared to the current situation (refer appended transportation memorandum).
- Removal of existing land contamination.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

PC88 has recently been approved and the project involves development of the land in accordance with the new provisions of the plan change. The project is therefore consistent with a local planning document that gives effect to regional and national planning policies.

Furthermore the decision on PC88 found that the Auckland FDS did not address the expansion of rural and coastal settlements beyond those set out in

the Future Urban Land Supply Strategy (FULSS) and that:

“The FDS spatial response for rural areas acknowledges more work needs to be done to specifically address growth in existing rural towns and settlements such as Beachlands. In particular, there is a supporting action to update information on rural settlements, environments, productivity and employment and develop a Rural Strategy (prioritising the southern rural area) to inform the future approach to rural areas. Importantly, in the interim, merit-based development in areas adjacent to existing towns and settlements will be considered through relevant subsequent planning processes.”

Anything else?

Please write your answer here:

Plan Change 88 was granted on 12 April 2024 and the appeal period closes on 27 May 2024.

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

No

If yes, please explain:

Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

The applicant has never been subject to any compliance issues or enforcement actions.

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Declaration

Do you acknowledge your submission will be published on environment.govt.nz if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Vijay Lala

Important notes