

I458. Beachlands South

I458.1. Precinct Description

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

The precinct comprises a variety of urban zones for residential, business, light industrial and recreational development opportunities. This variety of urban zones will enable the development of a wide range of activities that will support the expansion of the existing coastal town of Beachlands. The remainder of the precinct is zoned Future Urban and will be rezoned for urban purposes in the future in coordination with identified infrastructure upgrades and funding. A plan change to re-zone the Future Urban zone will not be lodged until 2032 to allow time for sufficient information to be obtained to understand transport patterns from development within sub-precincts A – F.

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

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

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

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

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

Mana Whenua Cultural Landscape

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

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

Sustainability

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

Natural Environment

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

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

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

Transport Infrastructure and Staging

The transport network in the wider Beachlands area and services at the Pine Harbour Ferry will be progressively upgraded and funded over time to support development in the precinct. The precinct includes provisions to ensure that the subdivision and development of land for business and housing is coordinated with the construction and delivery of infrastructure, including upgrades to the road network and ferry services to manage and mitigate adverse effects from the Beachlands South Precinct on the local and wider transport network.

Zoning and Sub-precincts

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

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

- **Sub-precinct A, Marina Point** is zoned Residential – Terrace Housing and Apartment Buildings and Residential - Mixed Housing Urban. Its location between the Pine Harbour Ferry and the Precinct's Village Centre provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset. A key feature of this sub-precinct is the Fairway Reserve which is a generous band of recreational and amenity open spaces extending between the existing Marina to the north and the Village Centre to the south.
- **Sub-precinct B, Village Centre** is located on the central circulation spine and zoned Business – Local Centre and Business – Mixed Use. It is intended to provide for high density residential opportunities, employment, civic space and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry and is intended to complement the existing commercial activities within Beachlands/Maraetai. This sub-precinct is the focal point for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets. Development in this sub-precinct envisages a high-quality street environment for walking and cycling to the existing Beachlands community, within the Village Centre itself and to the Pine Harbour Ferry. The Village Centre is orientated with views down to the western gully over the coastal edge and beyond to Rangitōtō Island, reinforcing the connection with the sea.
- **Sub-precinct C, Community** is zoned Residential – Mixed Housing Urban, and Business – Mixed Use. This sub-precinct is intended to be the focal point for civic and community facilities including a destination civic space to reinforce the Village Centre and indicative public open spaces for informal recreation. Opportunities for visitor accommodation and associated amenities are also

provided for through the adaptive reuse of existing buildings. The development of education facilities is provided for within this subprecinct and its colocation with other enabled community facilities would enable the use of shared facilities/amenities accessible by strong active mode connections while maximising the efficient use of land. Given its proximity to the Village Centre, community facilities and the Pine Harbour Ferry, the development of high-density housing is envisaged along the northern boundary of this sub-precinct which will enjoy benefits of outlook over ecological areas that are being retained.

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

I458.2. Objectives precinct-wide) [rp/dp]

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

- (3) Beachlands South is a vibrant coastal town that provides for the social and economic needs of the wider Beachlands community with a mix of experiences for all people including residential, retail, community, recreation, education and employment activities.
- (4) Development of Beachlands South creates a distinctive sense of place which maintains and enhances significant ecological features, and responds to natural site features, landform and mana whenua values.
- (5) Mana Whenua cultural, spiritual and historical values and their relationship associated with the Māori cultural landscape, including ancestral lands, water, waahi tapu, and other taonga, in the Beachlands South Precinct are identified, recognised, protected, and enhanced.
- (6) The tangible and intangible mana whenua values of the pā site identified on Precinct Plan 4 are protected and enhanced.
- (7) Beachlands South is a highly sustainable and low-carbon coastal town.
- (8) Beachlands South is public transport focussed development that supports high density residential, employment, retail and community activities within walking and cycling distance of the Pine Harbour ferry berths in a manner which prioritises active modes of transport.
- (9) Beachlands South is a walkable coastal town with a street-based environment that positively contributes to pedestrian amenity, safety and convenience for all active modes. Beachlands South develops and functions in a way that:
 - (a) Results in a mode shift to public and active modes of transport including walking and cycling;
 - (b) Provides safe and effective active mode movement between focal points of commercial activity, community facilities, education facilities, housing, jobs, open spaces and the Pine Harbour Ferry; and
 - (c) Integrates with, and minimises adverse effects on the safety and efficiency of, the surrounding transport network, including any upgrades to the surrounding network.
- (10) Subdivision and development in the precinct is coordinated with the adequate provision of required transport, three waters, energy and telecommunications infrastructure.
- (11) Identified ecological values within terrestrial, wetland, stream and coastal marine habitats are mitigated, protected, restored, maintained and enhanced.
- (12) Subdivision and development are designed and located to avoid, or otherwise remedy or mitigate, adverse effects on ecological features within the Ecological Protected Area Network.

- (13) Adverse effects on the receiving environment including the natural coastal environment and significant ecological areas are avoided as far as practicable, or otherwise minimised and appropriately offset and/or compensated.
- (14) A high-quality coastal walkway and connected network of open spaces is established which recognises the need to protect and manage effects on the marine significant ecological areas.
- (15) Stormwater quality and quantity is managed to maintain the health and wellbeing of the receiving environment where it is excellent or good and is enhanced over time in degraded areas.
- (16) Development in Beachlands South integrates the built environment with the natural environment and coastal setting.

Sub-precinct A: Marina Point

- (17) The highest density urban living is developed in sub-precinct A closest to the Pine Harbour Ferry berths and along key planned public transport routes and the Fairway Reserve.
- (18) A network of high-quality, safe and well-connected open spaces is established in sub-precinct A and supported by clear north-south connections including the Fairway Reserve Area, spine road and coastal walkway.

Sub-precinct B: Village Centre

- (19) A compact, walkable and active pedestrian environment that provides priority to pedestrians and cyclists in a high-quality and slow speed street environment.
- (20) 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.
- (21) An innovation hub for employment, community facilities and social amenities to foster a sense of place, local identity and social interaction.
- (22) A high-quality public realm in which the design of buildings, open spaces and plaza areas all contribute to a visually rich and vibrant local centre.

Sub-precinct C: Community

- (23) Development of a destination public open space and associated public amenities as the focal point of sub-precinct C that serves Beachlands South and the wider community.
- (24) Development of visitor accommodation in a high-quality architectural built form that complements the coastal environment.
- (25) The development of education facilities provides for the educational needs of students within existing and planned communities.

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

Sub-precinct D: Coastal

- (27) Development in sub-precinct D responds to the natural topography and landform character of the coastal edge by minimising modifications to coastal landforms and landscape features.
- (28) Subdivision along the coastal edge within the Large Lot Zone achieves a spacious landscape character.

Sub-precinct E: Golf

- (29) Provide for on-going organised sport and recreation (including golf) for the Beachlands community.
- (30) Residential development complements the golf course.

Sub-precinct F: Employment

- (31) Local employment opportunities in a quality-built environment and the development of residential accommodation above the ground floor in the Mixed Use Zone.
- (32) Development is of a form, scale and design quality that reinforces Beachlands' distinctive sense of place and arrival at the Whitford-Maraetai Road gateway.

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

- H5.2(2) Objectives

I458.3. Policies [rp/dp] MDRS

Schedule 3A

- (1) Enable a variety of housing types with a mix of densities within the zone, including three storey attached and detached dwellings, and low-rise apartments.
- (2) Apply the MDRS across all relevant residential zones in the District Plan except in circumstances where a qualifying matter is relevant (including matters of significance such as historic heritage and the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga)
- (3) Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.
- (4) Enable housing to be designed to meet the day-to-day needs of residents.

- (5) Provide for developments not meeting permitted activity status, while encouraging high-quality developments.

Mana Whenua

- (6) Recognise, protect and enhance the cultural, spiritual and historical values and relationships associated with the cultural landscape at Beachlands South. These values include but are not limited to:
 - (a) The pā site identified on Precinct Plan 4, wāhi tapu and other taonga;
 - (b) The key views and spiritual connection identified on Precinct Plan 4;
 - (c) Freshwater quality; and
 - (d) Mauri, particularly in relation to freshwater and coastal resources.

Sustainability

- (7) Develop Beachlands South as a highly sustainable and low-carbon coastal town by:
 - (a) Encouraging the implementation of water sensitive design principles in all development to maintain and enhance water quality in the receiving environment;
 - (b) Promoting modal shift to walking and cycling active modes and public transport including bus and ferry services through specific, measurable mode shift targets;
 - (c) Protecting and enhancing biodiversity values in the precinct with restoration and regeneration native planting, particularly within the Ecological Protected Area Network;
 - (d) Encouraging the development of energy efficient buildings including by the design of buildings with optimal solar orientation and on-site energy generation; and
 - (e) Encouraging the development of buildings that have reduced embodied carbon and operational carbon.
- (8) Contribute to mitigating the effects of climate change by encouraging native revegetation within the Ecological Protected Area Network identified on Precinct Plan 2 and across the wider precinct to enhance carbon sequestration and biodiversity values.

Ecology and Biodiversity

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

Note 1

When having regard to Policy I458.3(9), (10), (11) and (12) above, the following documents or any updated version of them should be referred to:

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

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

Transport, Infrastructure and Staging

- (13) Any subdivision and development in the precinct is coordinated with roading infrastructure by ensuring it:
 - (a) does not precede required road transport upgrades including as set out in Table I458.6.3.1: Threshold for Subdivision and Development for Road Upgrades, unless an alternative legal mechanism is provided to ensure infrastructure upgrades are completed and operational prior to release of s224(c) or occupation of dwellings; and
 - (b) is undertaken in a manner that mitigates the adverse effects of development on the safety, efficiency and effectiveness of the surrounding transport network.
- (14) Ensure subdivision and development in the precinct is coordinated with required ferry capacity upgrades, including as set out in Table I458.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades to meet peak period demands for ferry services, unless an alternative legal mechanism is provided to ensure ferry infrastructure and capacity upgrades are completed and operational prior to release of s224(c) or occupation of dwellings.
- (15) Promote a mode shift to public transport and active modes by:
 - (a) Requiring walking and cycling connections to the Pine Harbour Ferry, including along the indicative coastal walkway, active mode connections within the precinct, Jack Lachlan Drive and the indicative primary and secondary collector roads as shown in Precinct Plan 5;
 - (b) Requiring streets to be designed to provide safe separated access for cyclists on collector roads;
 - (c) Providing direct active mode connections to ferry and centres at the same time as residential development establishes; and
 - (d) Encouraging connections and linkages to be effectively enabled within the precinct and to the existing Beachlands township.
- (16) Require subdivision and development in the precinct to be coordinated with the provision of adequate stormwater, wastewater, water supply, energy and telecommunications infrastructure.

Movement Network

- (17) Require primary and secondary collector roads to be generally in the locations as shown on Precinct Plan 5, while allowing for variation, where it would achieve a better-connected street layout that integrates with the surrounding transport network.
- (18) Require the design of new collector and local roads to be in general accordance with the road design details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table.
- (19) Ensure that development provides a local road network that achieves a highly connected street layout and integrates with the collector road network within the precinct, the surrounding transport network, and supports the safety and amenity of the open space and stream network.
- (20) Require streets to be attractively designed to appropriately provide for all modes of transport by:
 - (a) Providing a high standard of amenity for pedestrians in areas where higher volumes of pedestrians are expected; and
 - (b) Providing for and prioritising active modes with safe separated access for cyclists on primary and secondary collector roads that link key destinations in the precinct and connecting to the existing Beachlands township; and
 - (c) Providing for the safe and efficient movement of vehicles.

Open Space Network

- (21) Establish an integrated movement and public open space network within and across the precinct as indicatively shown on Precinct Plan 3, including:
 - (a) Providing a safe, attractive and connected network of indicative open space linkages such as walkways and pedestrian accessways in the precinct and connecting to the existing Beachlands township;
 - (b) Require provision of the indicative coastal walkway to enable access to and along the coast while avoiding adverse effects on the marine significant ecological areas;
 - (c) Requiring provision of the Fairway Reserve and connection to the coastal walkway;
 - (d) Enabling the provision of a high-quality civic space adjacent to the Village Centre;
 - (e) Encouraging the establishment of a network of suburban and neighbourhood parks, walkways and pedestrian linkages.

Built Form

- (22) Manage building height and form to:
- (a) Maximise densities close to the Pine Harbour Ferry berths, the planned public transport network and around the Village Centre;
 - (b) Enable greater building height in the Village Centre to reinforce sub-precinct B as the commercial core of Beachlands South;
 - (c) Contribute positively to Beachlands South's sense of place, including by:
 - (i) Responding to landform and the coastal environment; and
 - (ii) Transitioning the scale of built form to visually integrate with adjoining areas.
- (23) Promote high-quality and diversity in architecture and urban design that enhances the relationship of buildings with public open spaces and reflects the coastal character of the precinct.
- (24) Requiring buildings to be set back behind the Whitford-Maraetai Road landscape buffer area as shown on Precinct Plan 1.

Stormwater Management

- (25) Require subdivision and development to achieve stormwater quality treatment of stormwater runoff from all impervious areas within the precinct through inert building materials and devices designed in accordance with GD01 for other impervious surfaces.
- (26) Require subdivision and development to be consistent with any approved network discharge consent and the treatment train approach outlined in the supporting stormwater management plan for the precinct including:
- (a) Application of water sensitive design to achieve water quality and hydrology mitigation;
 - (b) Requiring the use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
 - (c) Requiring treatment of runoff from public road carriageways and publicly accessible carparks at or near source by a water quality device designed in accordance with GD01 and/or the Auckland Transport 'Transport Design Manual';
 - (d) Requiring runoff from other trafficked impervious surfaces to apply a treatment train approach to treat contaminant generating surfaces, including cumulative effects of lower contaminant generating; and

- (e) Providing planting on the riparian margins of permanent or intermittent streams.
- (27) Require the design of infrastructure and devices (including communal devices) to be efficient and effective, with consideration given to whole lifecycle costs, ease of access and operation, and integration with the built and natural environment.

Natural Hazards

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

Sub-precinct A: Marina Point

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

Sub-precinct B: Village Centre

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

Sub-precinct C: Community

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

Sub-precinct D: Coastal

- (37) Require subdivision and development to respond to the natural coastal topography and landform.
- (38) Require subdivision to achieve larger lot sizes along the coastal edge by application of a subdivision variation control in the Large Lot Zone.

Sub-precinct E: Golf

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

Sub-precinct F: Employment

- (40) Provide for the development of commercial, light industrial and employment activities in a manner that supports the Village Centre and wider Beachlands community.
- (41) Achieve a quality-built form at the Whitford-Maraetai Road gateway by encouraging buildings to be attractive and designed to a high standard.
- (42) Enable the development of residential activities above the ground floor within the Mixed Use Zone in a manner that does not compromise the efficient operations of employment generating activities.

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

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

I458.4. Activity table [rp/dp]

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

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

Activity Tables I458.4.1 to I458.4.6 specify the activity status for land use, development and subdivision activities pursuant to section 9(3) of the Resource Management Act 1991 and the activity status for subdivision pursuant to section 11 of the Resource Management Act 1991.

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

Note:

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

Table I458.4.1 Activity table All Sub-Precincts

Activity		Activity status
Use		
Residential		
(A1)	Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards	P
(A2)	Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone	RD
(A3)	The conversion of a principal dwelling into a maximum of three dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards	P
Development		
(A4)	New buildings not otherwise provided for in Tables I458.4.1 to I458.4.6	RD
(A5)	Internal and external alterations to buildings including for the development of dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone all of which complies with the I458.6.17 Medium Density Residential Standards	P
(A6)	Additions to an existing dwelling in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which complies with the I458.6.17 Medium Density Residential Standards	P
(A7)	Accessory buildings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone associated with a development of dwellings each of which complies with the I458.6.17 Medium Density Residential Standards	P
(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)	NC
(A9)	Development that does not comply with Standard I458.6.3 Staging of Subdivision and Development with	D

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	Transport Upgrades and Table I458.6.3.1 (Road Upgrades) Row e)	
(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)	D
(A11)	The development of more than 2,700 dwellings For the purpose of this rule “dwelling” has the meaning provided in I458.6.3(3)(a).	D
(A12)	Development that does not comply with Standard I458.6.4 Water Supply and Wastewater	NC
(A13)	Development of publicly accessible open spaces greater than 1000m ²	RD
(A14)	Development of a civic space as shown on Precinct Plan 3	C
(A15)	Establishment of the Coastal Pathway as shown on Precinct Plan 5	C
(A16)	Development that does not comply with Standard I458.6.13 Water Supply Efficiency	D
Ecological Protected Area Network		
(A17)	Pest and invasive vegetation removal within the Ecological Protected Area Network as shown on Precinct Plan 2	P
(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	P
(A19)	Vegetation alteration or removal within the Ecological Protected Area Network (excluding high value terrestrial and wetland vegetation) for routine operation, maintenance and repair of existing tracks	P
(A20)	Vegetation alteration or removal within the Ecological Protected Area Network for all other purposes not otherwise provided for	D
(A21)	Subdivision or development that does not comply with standard I458.6.6 Ecological Protected Area Network	D
Subdivision		
(A22)	Subdivision that complies with Standard I458.6.3 Staging of Development with Transport Upgrades and Tables I458.6.3.1 (Road Upgrades) and I458.6.3.2 (Ferry Capacity Upgrades)	
(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)	NC

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(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)	D
(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)	D
(A26)	The subdivision of more than 2,700 residential lots	D
(A27)	Subdivision that complies with Standard I458.6.4 Water Supply and Wastewater	RD
(A28)	Subdivision that does not comply with Standard I458.6.4 Water Supply and Wastewater	NC
(A29)	Subdivision and/or development that does not comply with Standard I458.6.14 Road Design	RD
Subdivision for the purpose of the construction or use of dwellings		
(A30)	Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone and meeting Standard I458.6.18 or I458.6.19 for controlled subdivision activities	C
(A31)	Subdivision for up to three sites accompanied by: (a) A land use consent application for up to three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone one or more of which does not comply with any of Standards I458.6.17(2) but does comply with all applicable zonal, precinct, Auckland-wide and overlay standards; or (b) A certificate of compliance for up to three dwellings each of which complies with Standard I458.6.17(2) inclusive and applicable zonal, precinct, Auckland-wide and overlay standards that complies with Standard I458.6.20	C
(A32)	Subdivision (A30) or (A31) not meeting Standards I458.6.18, I458.6.19 or I458.6.20 for controlled subdivision activities	RD
(A33)	Subdivision (A30) or (A31) not meeting General Standards E38.6.2 to E38.6.6 inclusive	D
(A34)	Subdivision (A30) or (A31) not meeting Standards for subdivision in residential zones E38.8.1.1(1) and E38.8.1.2	D

Table I458.4.2 Activity table Sub-Precinct A, Marina Point

Activity		Activity status
Development		
(A35)	Development that does not provide the indicative Fairway Reserve area as shown on Precinct Plan 1	D
(A36)	Development that does not comply with Standard I458.6.8 Fairway Reserve	D
(A37)	Development that does not comply with Standard I458.6.15 Coastal Walkway	D

Table I458.4.3 Activity table Sub-Precinct C, Community

Activity		Activity status
Use		
Community		
(A38)	Education facilities	P
(A39)	Community facilities	P
(A40)	Visitor accommodation	P

Table I458.4.4 Activity table Sub-Precinct E, Golf

Activity		Activity status
Use		
Community		
(A41)	Organised sport and recreation including associated maintenance in the Golf Course Special Area shown on Precinct Plan 1	P

Table I458.4.5 Activity table Sub-Precinct D, Coastal

Activity		Activity status
Use		
Subdivision and Development		
(A42)	Subdivision of land complying with E38.8.2.4	
(A43)	Development that does not comply with Standard I458.6.15 Coastal Walkway	D
(A44)	In the Large Lot Residential Zone new buildings, and additions to buildings, that comply with I458.6.12(2)-(3) and H1.6 (excluding H1.6.6(1) and H1.6.7)	P

Table I458.4.5 Activity table Sub-Precinct F, Employment

Activity		Activity status
Use		
Development		
(A45)	New buildings	RD
(A46)	Additions and alterations to existing buildings	RD

I458.5. Notification

- (1) Any application for resource consent for an activity listed in Activity Tables I458.4.1 to 4.6 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity (except as provided for under I458.5(3) below) for the purpose of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).
- (3) Any application for resource consent that infringes the following standard will be considered without public notification unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
 - (a) Subdivision or development that does not comply with Table I458.6.3.2 Threshold for Subdivision and Development For Ferry Capacity in Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (4) Unless the Council decides that special circumstances exist under section 95A(9), public notification of an application for resource consent is precluded if the application is for the construction and use of one, two, or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that do not comply with the I458.6.17.2 Medium Density Residential Standards below.
- (5) Unless the Council decides that special circumstances exist under section 95A(9), public and limited notification of an application for resource consent is precluded if the application is for the construction and use of four or more dwellings that comply with the I458.6.17(2) standards below.
- (6) Unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, public and limited notification of an application for a subdivision resource consent is precluded if the subdivision is associated with an application for the construction and use of:
 - (a) one, two or three dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone that

do not comply with one or more of the Standards listed in I458.6.17(2) Medium Density Residential Standards; or

(b) four or more dwellings in the Residential – Mixed Housing Urban Zone that comply with all the Standards listed in I458.6.17(2); or

(c) four or more dwellings in the Residential – Terrace Housing and Apartment Buildings Zone that comply with all the Standards listed in I458.6.17(2).

(7) Any application for a resource consent which is listed in I458.5 above which also requires resource consent under other rules in the Plan will be subject to the normal tests for notification under the relevant sections of the RMA.

I458.6. Standards

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

H1 Residential – Large Lot Zone Standards

- H1.6.6(1) Maximum impervious area
- H1.6.7 Building Coverage

H5 Residential – Mixed Housing Urban Zone Standards:

- H5.6.4 Building height
- H5.6.5 Height in relation to boundary
- H5.6.6 Alternative height in relation to boundary
- H5.6.7 Height in relation to boundary adjoining lower intensity zones
- H5.6.8 Yards
- H5.6.10 Building coverage
- H5.6.11 Landscaped area
- H5.6.12 Outlook space
- H5.6.14 Outdoor living space

H6 Residential – Terrace Housing and Apartment Buildings Zone Standards:

- H6.6.5 Height
- H6.6.6 Height in relation to boundary
- H6.6.7 Alternative height in relation to boundary within the Residential – Terrace Housing and Apartment Buildings Zone
- H6.6.8 Height in relation to boundary adjoining lower intensity zones
- H6.6.9 Yards
- H6.6.11 Building coverage
- H6.6.12 Landscaped area
- H6.6.13 Outlook space

- H6.6.15 Outdoor living space

H17 Business – Light Industry Zone

- H17.6.4(1) Front Yard

E27 – Transport

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

In addition to standards listed in Activity Tables I458.4.1 to I458.4.6 all activities listed in Activity Tables I458.4.1 to I458.4.6 must also comply with the following permitted activity standards I458.6.1 to I458.6.16.

I458.6.1. Building Height

Purpose:

- Enable building height to be optimised close to the Pine Harbour Ferry and the frequent transport service.
 - Positively contribute to Beachlands South’s sense of place.
 - Manage the effects of building height and visual dominance effects.
- (1) Buildings must not exceed the height in metres of the underlying zone standards for land zoned Business – Local Centre, Business – Mixed Use, Business – Light Industry, Residential – Large Lot or Future Urban, unless otherwise specified in the Height Variation Control on the planning maps.
 - (2) Buildings must not exceed the height in metres in Standard I458.6.17(2)(a) for land zoned Residential – Terrace Housing and Apartment Buildings or Residential – Mixed Housing Urban.
 - (3) If the site is subject to the Height Variation Control on the planning maps, buildings must not exceed the height in metres, as shown in Table I458.6.1.1 below.
 - (4) Any part of a building greater than the occupiable building height is to be used only for roof form, roof terraces, plant and other mechanical and electrical equipment.

Table I458.6.1.1: Total building height shown in the Height Variation Control on the Planning Maps

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

I458.6.2. Building Setback along Whitford-Maraetai Road

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

- (1) In sub-precinct F a 15m wide building setback must be provided along the frontage of the land adjoining Whitford-Maraetai Road indicatively shown on I458.10.1 Precinct Plan 1 and measured from the existing Designation 1806, Road Widening – Beachlands Road boundary that existed at the year of 2022. No buildings, structures or parts of a building shall be constructed within this building setback.
- (2) The 15m wide building setback in Standard I458.6.2(1) above must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along the full extent of these building setbacks indicated as the landscape buffer on Precinct Plan 1. This planting requirement does not apply over any vehicle accessways. This planting must be maintained in perpetuity.
- (3) In addition to the 15m planted landscape buffer required in sub-precinct F by I458.6.2(2), a 10m wide planted landscape buffer must be provided along the remaining Whitford-Maraetai Road frontage on the Future Urban Zone land. The 10m planted landscape buffer must be planted with a mixture of native trees, shrubs or ground cover plants (including grass) within and along its full extent. This planting must be maintained in perpetuity.
- (4) Subdivision or development that does not comply with Standard I458.6.2(1) – (3) is a discretionary activity.

I458.6.3. Staging of Subdivision and Development with Transport Upgrades

Purpose:

- Manage and mitigate the adverse effects of traffic generation from the Beachlands South Precinct on the safety and efficiency of the surrounding road network.
- Achieve the integration of subdivision and development with transport infrastructure consistent with Policy I458.3 (13) and Policy I458.3 (14).

Qualifying
matter under
s77I(j) of the
RMA

- (1) Subdivision and development within the area shown on Precinct Plan 6 must not exceed the thresholds in Table I458.6.3.1 and Table I458.6.3.2 until such time that the identified infrastructure upgrades are constructed and are operational. Applications for resource consent in respect of development and / or subdivision identified in Column 1 of Table I458.6.3.1 and/or Table I458.6.3.2 will be deemed to comply with this standard I458.6.3 if the corresponding infrastructure identified in Column 2 of the relevant Table is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational:
 - (i) Prior to the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and / or
 - (ii) Prior to the occupation of any dwellings in the case of a land use consent application; or
 - (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational:
 - (i) Prior to or in conjunction with the issue of a section 224(c) RMA certificate in the case of a subdivision consent application; and/or
 - (ii) Prior to the occupation of any dwellings in the case of a land use consent application.
- (2) Any application lodged in terms of I458.6.3(1)(a), (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
- (a) no dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational; and/or
 - (b) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational, unless an alternative legal mechanism is provided to ensure that infrastructure is operational prior to the occupation of dwellings.

Any resource consent(s) granted on one or both of the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant

infrastructure upgrades are operational, or an alternative legal mechanism is provided.

(3) For the purpose of this standard:

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

Table I458.6.3.1: Threshold for Subdivision and Development for Road Upgrades (see Precinct Plan 6)

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 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.

*Note: If the Whitford Bypass is operational or under construction these upgrades are not required.

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

Table I458.6.3.2: Threshold for Subdivision and Development for Ferry Capacity Upgrades

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

I458.6.4. Water Supply and Wastewater

Qualifying matter under s77I(j) of the RMA

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

(1) Adequate reticulated water supply and wastewater infrastructure within the following zones of the Precinct:

- Residential – Mixed Housing Urban;
- Residential - Terrace Housing and Apartment Buildings;
- Business – Mixed Use;
- Business – Light Industry; and
- Business – Local Centre.

must be provided at the time of subdivision or development

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

Qualifying
matter under
s77I(j) of the
RMA

I458.6.5. Riparian Margins

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

- (1) A minimum riparian yard setback of 10m measured from the top of the bank must be provided along permanent or intermittent streams including those as shown on Precinct Plan 2. No buildings or structures are permitted in the riparian yard setback.
- (2) The riparian yard setback required in Standard I458.6.5(1) above must be planted either side to a minimum width of 10m. This riparian planting must be native species and protected and maintained in perpetuity by an appropriate legal mechanism or vested in Council.
- (3) Walkways and cycleways must not be located within the riparian planting area required in standard I458.6.5(1) above.
- (4) A building, or parts of a building, must be setback at least 20m from the bank of a river or stream measuring 3m or more in width, consistent with the requirements of E38.7.3.2.

Qualifying
matter under
s77I(j) of the
RMA

I458.6.6. Ecological Protected Area Network

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

- (1) No earthworks or development of buildings or structures are permitted within the Ecological Protected Area Network (EPAN) shown on Precinct Plan 2.
- (2) All existing terrestrial vegetation and habitat types within the EPAN must be protected and maintained, except as provided for by I458.4.1 (A17), (A18) and (A19).

- (3) Any application for subdivision within the precinct must include the following on the subdivision scheme plan, as identified on Precinct Plan 2:
 - (a) Areas subject to the EPAN and proposed to be planted as part of any ecological offsetting or compensation package;
 - (b) Areas subject to the Significant Ecological Area – Terrestrial overlay;
 - (c) High Value Terrestrial Planting areas;
 - (d) Wetland Margin Buffer Planting areas;
 - (e) Indicative Native Revegetation areas; and
 - (f) Identified archaeological sites.
- (4) The areas listed in Standard I458.6.6(3)(a) – (f) inclusive above must be legally protected and maintained by a covenant (or other legal protection mechanism) on the Certificate of Title for each site within the precinct where they are not vested with the Council.
- (5) The covenant (or other legal protection mechanism) must require the areas listed in Standard I458.6.6(3)(a) – (f) inclusive above to be revegetated, maintained, restored and enhanced in accordance with the Biodiversity Management Plan required in Special Information Requirement I458.9(2).
- (6) The covenant (or other legal mechanism) must require every landowner within the precinct to be a member of a Residents Association (or similar) that will manage the areas listed in Standard I458.6.6(3)(a) – (f) inclusive above and contribute a proportional sum each year to ensure the Biodiversity Management Plan is implemented on an on-going basis.
- (7) A minimum 5m building setback must be provided from the High Value Terrestrial Planting and Wetland Margin Buffer Planting as shown on Precinct Plan 2. No buildings, structures or parts of a building shall be constructed within this 5m wide setback.

I458.6.7. Stormwater Quality

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

- (1) Stormwater runoff from all impervious areas other than roofs must be either:
 - (a) Treated at source by a stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
 - (b) Treated by a communal stormwater management device or system that is sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)' that is

designed and authorised to accommodate and treat stormwater from the site; or

- (c) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'
- (2) For all roads proposed to be vested in Auckland Transport, the Auckland Transport 'Transport Design Manual' and design requirements shall apply.
- (3) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e. zinc, copper and lead).

Qualifying
matter under
s77I(j) of the
RMA

I458.6.8. Fairway Reserve

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

- (1) Prior to the occupation of buildings in sub-precinct A, the indicative Fairway Reserve area as shown on Precinct Plan 1 must be provided in the form of an open green space linear park for a minimum width of 20 metres. For the purposes of this standard, 'occupation' means occupation and use for the purposes permitted by the resource consent but not including occupation by personnel, engaged in construction, fitting out or decoration.
- (2) A continuous safe walking and cycling connection must be provided within the Fairway Reserve connecting between the Village Centre and the Pine Harbour Ferry berths.
- (3) The Fairway Reserve must be available for public use at all times unless written approval has been obtained from the council for an alternative. In all circumstances the Fairway Reserve must be available for public use between the hours of 7am and 11pm.
- (4) The Fairway Reserve must be formed and vested in the Council; or maintained by way of an appropriate legal protection mechanism which must include the registration of an access easement on the title to which the Fairway Reserve applies is required to ensure preservation of the reserve and its ongoing maintenance by the owner(s) of the land concerned.

- (5) Fences, or walls, or a combination of these structures, adjoining the Fairway Reserve must not exceed the heights specified below, measured from the ground level at the boundary:
- (a) 1.2m in height; or
 - (b) 1.8m in height if the fence is at least 50% visually open.

I458.6.9. Coastal Protection Yard

Qualifying
matter under
s771(j) of the
RMA

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

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

Note 1:

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

I458.6.10. Mana Whenua

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

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

I458.6.11. Earthworks

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

- (1) The maximum disturbed area for all catchments in Precinct Plan 7 must not exceed 20 hectares cumulatively across all catchments at any one time.
- (2) Up to 15 hectares of earthworks (disturbed and stabilised areas) may be undertaken within each catchment over any single earthworks season 1 October – 30 April).

- (3) The maximum disturbed area for each catchment in Precinct Plan 7 must not exceed 5 hectares exposed at any one time.
- (4) Sediment retention pond volumes must be sized for a minimum 3.75% of the disturbed area that discharges to the sediment retention pond, up to a maximum catchment size of 4 hectares.
- (5) I458.6.11(1) to (4) does not apply to any land zoned Future Urban.

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

I458.6.12. Large Lot Zone

- (1) Proposed sites identified in the Subdivision Variation Control on the planning maps must comply with the minimum net site area in Table E38.8.2.4.1.
- (2) The maximum building coverage must not exceed 35% of the net site area.
- (3) The maximum impervious area must not exceed 50% of the net site area.

I458.6.13. Water Supply Efficiency

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

- (1) All new dwellings are designed to have non-potable water requirements (for toilets, laundry and gardens) supplied by rainwater tanks (or bladders) sized in accordance with the table below. Rain tank/bladder capacity for attached housing and apartment typologies can be provided in either individual or as communal rainwater systems.
- (2) All new buildings (except dwellings as provided for in I458.6.13(1) above) must be designed to have non-potable water requirements supplied by rainwater tank. Rainwater tanks can be provided as either individual or communal rainwater systems.
- (3) All new buildings are fitted with water efficient fixtures, to a minimum 3 Star standard for shower heads, 4 Star standard for toilets, and a minimum 5 Star standard for kitchen taps and bathroom hand wash taps (as rated (under the Water Efficiency Labelling Scheme (WELS))).
- (4) The minimum sizes for rainwater tanks (or bladders) in Table I458.6.13.1 and Table I458.6.13.2 apply to detached and attached housing in all sub-precincts.

Table I458.6.13.1: All dwellings except apartments

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

* All attached houses to be 3000L max

Table I458.6.13.2: Apartments

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

I458.6.14. Road Design

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

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

Qualifying
matter under
s77I(j) of the
RMA

I458.6.15. Coastal Walkway

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

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

I458.6.16. Site Access

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

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

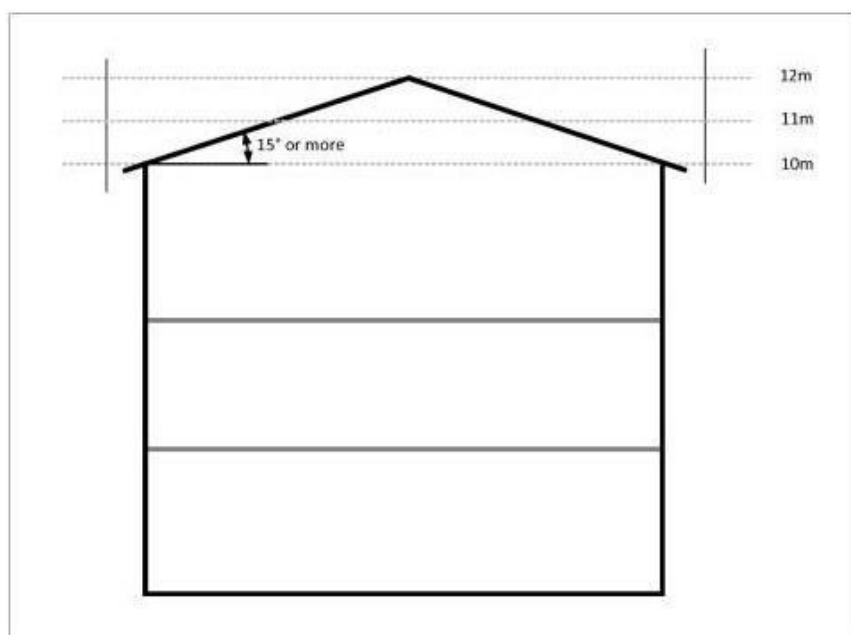
I458.6.17. Medium Density Residential Standards

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

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

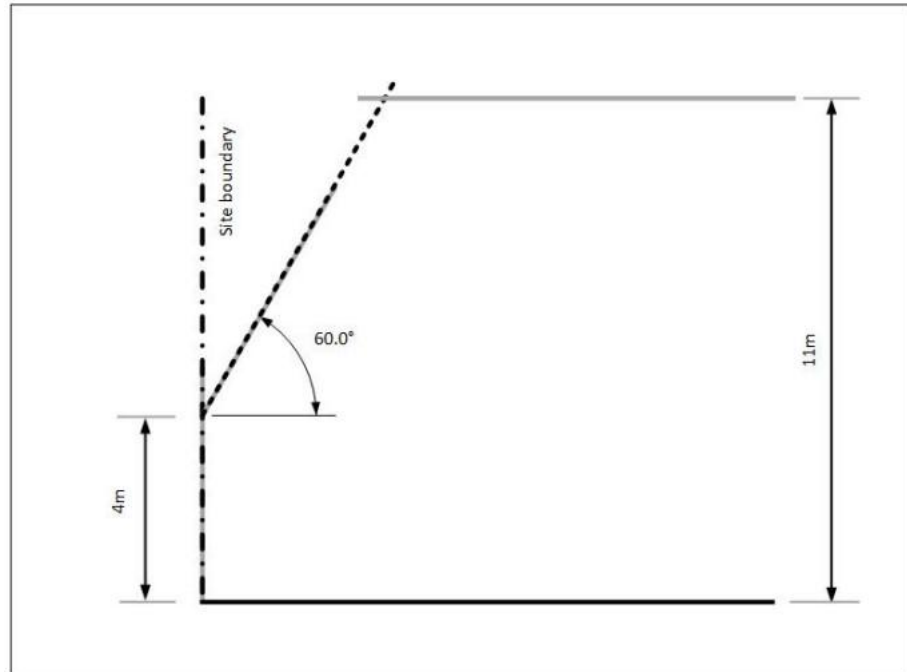
(2) (a) Building height

- (i) In the Residential - Terrace Housing and Apartment Buildings Zone, buildings must not exceed 16m in height.
- (ii) In the Residential – Mixed Housing Urban Zone, buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram:



(b) Height in relation to boundary

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



- (ii) This standard does not apply to —

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

(c) Yards

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

Yard	Minimum depth
Front	1.5 metres
Side	1 metre
Rear	1 metre (excluded on corner sites)
Riparian margin required by I458.6.5(1)	10 metres

Qualifying
matter under
s77I(j) of the
RMA

High value terrestrial planting required by I458.6.6(7)	5 metres
Wetland margin buffer planting required by I458.6.6(7)	5 metres
Coastal protection yard required by I458.6.9	30 metres

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

(d) Building coverage

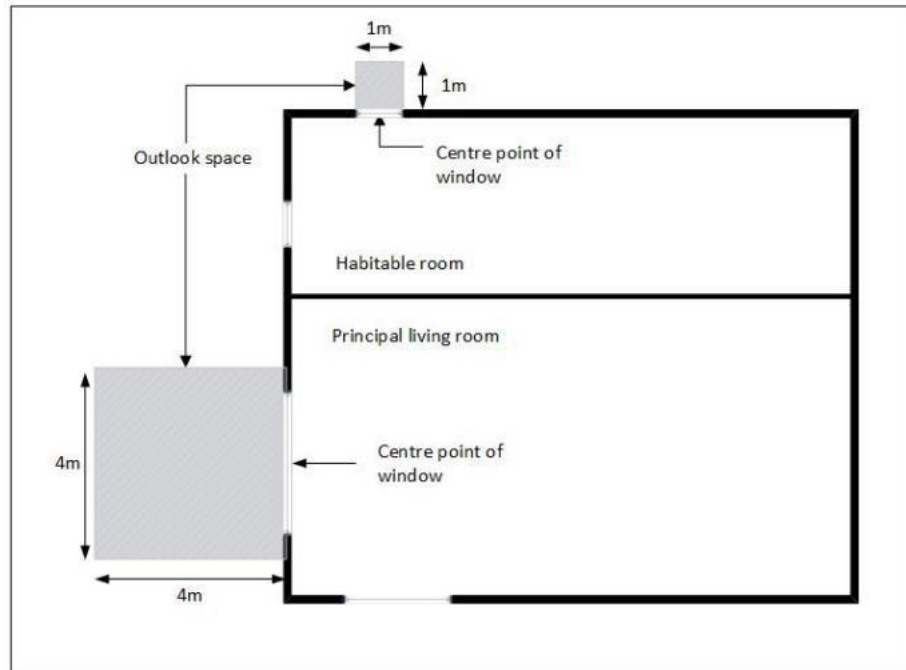
The maximum building coverage must not exceed 50% of the net site area.

(e) Outdoor living space

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

(f) Outlook space

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



- (iii) The minimum dimensions for a required outlook space are as follows:

- (a) a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
 - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (iv) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (v) Outlook spaces may be over driveways and footpaths within the site or over a public street or other public open space.
- (vi) Outlook spaces may overlap where they are on the same wall plane in the case of a multi-storey building.
- (vii) Outlook spaces may be under or over a balcony.
- (viii) Outlook spaces required from different rooms within the same building may overlap.
- (ix) Outlook spaces must—
 - (a) be clear and unobstructed by buildings; and

- (b) not extend over an outlook space or outdoor living space required by another dwelling.

(g) **Windows to street**

Any dwelling facing the street must have a minimum of 20% of the street-facing façade in glazing. This can be in the form of windows or doors.

(h) **Landscape area**

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

Subdivision For Controlled Subdivision Activities

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

I458.6.18. Subdivision in accordance with an approved land use consent for the purpose of the construction or use of dwellings as permitted or restricted discretionary activities in the precinct

- (1) Any subdivision relating to an approved land use consent must comply with that land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard I458.6.17(2) except that Standard I458.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

I458.6.19. Subdivision around existing buildings and development

- (1) Prior to subdivision occurring, all development must meet the following:
 - (a) Comply with the relevant overlay, Auckland-wide, zone and precinct rules;
or
 - (b) Be in accordance with an approved land use consent.
- (2) Subdivision does not increase the degree of any non-compliance with Standard I458.6.17(2) except that Standard I458.6.17.2(b)(i) does not apply along the length of any proposed boundary where dwellings share a common wall.
- (3) No vacant sites are created.

I458.6.20. Subdivision for up to three sites accompanied by a land use consent application or certificate of compliance for up to three dwellings

- (1) The subdivision application and land use consent application or certificate of compliance relate to a site on which there are no dwellings;
- (2) The subdivision application and land use consent application or certificate of compliance must be determined concurrently;
- (3) Each dwelling, relative to its proposed boundaries, complies with Standard I458.6.17(2) and all other applicable standards;
- (4) A maximum of three sites and three dwellings are created; and
- (5) No vacant sites are created.

I458.7. Assessment – controlled activities

I458.7.1. Matters of control

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

- (1) Subdivision for the purpose of the construction or use of dwellings:
 - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance;
 - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
 - (c) the effects of infrastructure provision.
- (2) Development of a civic space as shown on Precinct Plan 3:
 - (a) Orientation of views to Rangitoto Island and the Hauraki Gulf;
 - (b) Provision of public amenities;
 - (c) Enhancement of coastal character;
 - (d) Interaction and engagement with surrounding commercial and retail spaces; and
 - (e) Scale and design for shade and protection from wind.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
 - (a) Connectivity to existing connections and the Pine Harbour Ferry.
 - (b) Effects on archaeological sites.
 - (c) Crime Prevention Through Environmental Design

I458.7.2. Assessment criteria

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

- (1) assessment criteria; Subdivision for the purpose of the construction or use of dwellings
 - (a) compliance with an approved resource consent or consistency with a concurrent land use consent application or certificate of compliance:
 - (i) refer to Policy E38.3(6);
 - (b) compliance with the relevant overlay, Auckland-wide, precinct and zone rules;
 - (i) refer to Policy E38.3(1) and (6);
 - (c) whether there is appropriate provision made for infrastructure including:
 - (i) whether provision is made for infrastructure including creation of common areas over parts of the parent site that require access by more than one site within the subdivision; and
 - (ii) whether appropriate management of effects of stormwater has been provided;
 - (iii) refer to Policies E38.3(1), (6), (19) to (23).
- (2) Development of a civic space as shown on Precinct Plan 3:
 - (a) The extent to which it is designed with views orientated to Rangitoto Island and the Hauraki Gulf;
 - (b) The extent to which the design incorporates a range of public amenities to enhance the amenity and use of this space;
 - (c) The extent to which it is located and designed to enhance the distinctive coastal village character of sub-precinct B Village Centre;
 - (d) The extent to which it is located and designed to complement and engage with surrounding commercial and retail spaces in the Village Centre; and
 - (e) The scale and design of the space to provide suitable shade and shelter from wind.
- (3) Establishment of the Coastal Pathway as shown on Precinct Plan 5:
 - (a) The extent to which the indicative coastal pathway within sub-precinct A facilitates a safe and convenient route that responds to topography for pedestrians and cyclists to the Pine Harbour Ferry;
 - (b) The extent to which the coastal pathway connects to existing connections within and outside the Precinct;

- (c) The extent to which establishing the coastal pathway adversely affects archaeological sites; and
- (d) The extent to which the design of the coastal pathway is consistent with Crime Prevention Through Environmental Design principles.

I458.8. Assessment – restricted discretionary activities

I458.8.1. Matters of discretion

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

- (1) Four or more dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone:
 - (a) Matters of discretion H5.8.1(2) and H6.8.1(2) apply;
 - (b) Building sustainability certification
 - (c) Building adaptability and reduction of building material waste
 - (d) Reductions in energy demand
 - (e) The Standards in I458.6.17(2)
 - (f) Infrastructure and servicing.
- (2) Up to 3 dwellings per site in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the I458.6.17(2) Medium Density Residential Standards:
 - (a) any precinct or zone policy which is relevant to the standard
 - (b) the effects of any special or unusual characteristic of the site which is relevant to the standard
 - (c) the effects of the infringement of the standard
 - (d) the effects on the urban built character of the precinct
 - (e) the effects on the amenity of the neighbouring sites.
 - (f) the characteristics of the development
 - (g) any other matters specifically listed for the standard; and
 - (h) where more than one standard will be infringed, the effects of all infringements.
- (3) New buildings, other than buildings for dwellings in a Residential – Terrace Housing and Apartment Buildings Zone, Residential – Mixed Housing Urban Zone, or Large Lot Zone:

- (a) Matters of discretion H13.8.1(3) and H11.8.1(4) apply;
 - (b) Design and external appearance of buildings and landscape design;
 - (c) Infrastructure servicing;
 - (d) Design and sequencing of upgrades to the existing transport network and ferry services;
 - (e) Movement network on Precinct Plan 5;
 - (f) Building sustainability certification;
 - (g) Building adaptability and reduction of building material waste; and
 - (h) Reductions in energy demand.
- (4) Subdivision and development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades:
- (a) Design and sequencing of upgrades and or mitigation measures to address adverse effects on the transport network; and
 - (b) The adequacy of transport monitoring and outcomes of monitoring required under special information requirement I458.9(5);
 - (c) Funding arrangements to provide the necessary infrastructure required by Standard I458.6.3.
 - (d) The quality of public transport, walking and cycling connections:
 - (i) Within the subdivision or development;
 - (ii) Between the subdivision or development and the ferry berth; and
 - (iii) Between the subdivision or development connecting to the existing Beachlands township.
 - (e) The imposition of consent conditions of the kind referred to in Standard I458.6.3(1), (2) and (3).
- (5) Subdivision and development that complies with Standard I458.6.4 Water Supply and Wastewater:
- (a) Staging and design of development to align with the provision of water supply and wastewater servicing infrastructure; and
 - (b) Confirmation of funding, supply arrangements or other such measures necessary to ensure the provision of water supply and wastewater infrastructure.
- (6) Development of publicly accessible open space greater than 1000m²

- (a) Location, design and function of the indicative publicly accessible open spaces shown on Precinct Plan 3; and
 - (b) Location and design of any other publicly accessible open spaces greater than 1000m².
- (7) Infringement to standard I458.6.5 Riparian Margins:
- (a) Effects on water quality, biodiversity and stream erosion.
- (8) Any subdivision or development application
- (9) Stormwater and Flooding Infringement to standard I458.6.7 Stormwater Quality
- (a) Matters of discretion E9.8.1(1) apply.
- (10) Infringement to standard I458.6.9 Coastal Protection Yard
- (a) Effects of coastal hazards.
- (11) Infringement to I458.6.11 Earthworks
- (a) Matters of discretion E11.8.1(1) and E12.8.1(1) apply
- (12) Infringement of standard I458.6.14 Road Design
- (a) The design of the road and associated road reserve and where it achieves policies I458.3(17), (18), (19) and (20).
 - (b) Design constraints.
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (13) Infringement of Standard I458.6.16 Site Access
- (a) Matters of discretion E27.8.1(12) apply.

I458.8.2. Assessment criteria

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

- (1) Four or more dwellings per site in Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone:
 - (a) The extent to which the development contributes to a variety of housing types at higher densities in the zone and is in keeping with the neighbourhood's planned urban built character.
 - (b) The extent to which development achieves attractive and safe streets and public open space by:

- (i) Providing windows and/or balconies facing the street and public open spaces;
 - (ii) Creating a well-connected movement network with through-links to the wider movement network across the Precinct;
 - (iii) Designing large scale development (generally more than 15 dwellings) to provide for variations in building form, façade design and materiality as viewed from streets and public open spaces;
 - (iv) Providing high quality landscape and boundary treatment in the front yard;
 - (v) Providing safe pedestrian access to buildings from the street; and
 - (vi) Minimising the visual dominance of garage doors and carparking when viewed from streets or public open spaces.
- (c) Whether there is a pre-commitment for the dwelling(s) to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
- (i) Residential – Minimum of 7-star Homestar
- (d) Whether the design and/or construction of the dwelling(s) demonstrates a reduction in building material waste
- (e) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (2) Buildings for up to three dwellings or four or more dwellings in a Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone which do not comply with one or more of the I458.6.17(2) Medium Density Residential Standards
- (a) for all infringements to standards:
- (i) refer to Policy I458.3(5)
- (b) for building height:
- (i) refer to Policy I458.3(1)
 - (ii) refer to Policy I458.3(5)
 - (iii) notwithstanding I458.3 refer to Policy H6.3(5).

Visual dominance

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

- the effect of the proposed height on the surrounding and neighbouring development.

Character and Visual Amenity

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

(c) for height in relation to boundary:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(5)

Sunlight access - Residential – Mixed Housing Urban Zone

- (iii) whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:

Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):

- over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Standard I458.6.17(2)(e); or
- over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Standard I458.6.17(2)(e).

- (iv) in circumstances where sunlight access to the outdoor living space of an existing dwelling on a neighbouring site is less than the outcome referenced in I458.8.2(2)(b)(v):

- the extent to which there is any reduction in sunlight access as a consequence of the proposed development, beyond that enabled through compliance with Standard I458.6.17(2)(b) Height in relation to boundary control; and
- the extent to which the building affects the area and duration of sunlight access to the outdoor living space of an existing dwelling on a neighbouring site, taking into account site orientation, topography, vegetation and existing or consented development.

Daylight access - Residential – Terrace Housing and Apartment Buildings Zone

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

Visual dominance

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

Overlooking and privacy

- (vii) the extent to which direct overlooking of a neighbour's habitable room windows and outdoor living space is minimised to maintain a reasonable standard of privacy, including through the design and location of habitable room windows, balconies or terraces, setbacks, or screening.

(d) for yards:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) the extent to which buildings set back from water bodies maintain and protect environmental, open space, amenity values of riparian margins of lakes, streams and coastal areas and water quality and provide protection from natural hazards.

(e) for building coverage:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) whether the non-compliance is appropriate to the context, taking into account:
- whether the balance of private open space and buildings is consistent with the existing and planned urban character anticipated for the precinct;
 - the degree to which the balance of private open space and buildings reduces onsite amenity for residents, including the useability of outdoor living areas and functionality of landscape areas;

(f) for landscaped area:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) refer to Policy H5.3(10) or Policy H6.3(10) and
- (iv) the extent to which existing mature trees are retained.

(g) for outlook space:

- (i) refer to Policy I458.3(1)
- (ii) refer to Policy I458.3(3)
- (iii) refer to Policy I458.3(4)
- (iv) The extent to which overlooking of a neighbour's habitable room windows and private and/or communal outdoor living space can be minimised through the location and design of habitable room windows, balconies or terraces and the appropriate use of building and glazing setbacks and/or screening which is integrated part of the overall building design.

(h) for outdoor living space:

- (i) refer to Policy I458.3(1);
- (ii) refer to Policy I458.3(4); and
- (iii) the extent to which dwellings provide private open space and communal open space that is useable, accessible from each dwelling and attractive for occupants

(i) for windows facing the street:

- (i) refer to Policy I458.3(3)
- (ii) the extent to which the glazing:
 - allows views to the street and/or accessways to ensure passive surveillance; and
 - provides a good standard of privacy for occupants.

(3) Subdivision and development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades:

- (a) The implementation of mitigation measures proposed to address adverse effects which may include measures such as travel planning, providing alternatives to private vehicle trips including accessibility to public transport (for example the provision of a shuttle service from within the Precinct to the Pine Harbour ferry), staging development, or contributing to improvements to the local transport network and ferry services;

- (b) The extent to which the proposal provides for quality public transport, walking and cycle connections:
 - (i) Within the subdivision or development;
 - (ii) Between the subdivision or development and the ferry berth; and
 - (iii) Between the subdivision or development connecting to the existing Beachlands township.
 - (c) The extent to which the proposal is of a scale or type that promotes increased walking, cycling and use of public transport.
 - (d) The extent of subdivision and development that have been previously approved under this standard.
 - (e) The extent to which intersections are designed to provide safe and efficient movement for pedestrians and cyclists.
 - (f) The extent to which funding options are available to provide the required transport infrastructure upgrades.
 - (g) The extent to which monitoring confirms the forecast mode share splits, assumed trip generation and development mix in clauses I458.9(5) (a) – (c) are achieved and where they are not achieved measures to minimise adverse effects on the safety and effectiveness of the transport network.
- (4) Subdivision and development that complies with Standard I458.6.4 Water Supply and Wastewater
- (a) The extent to which any staging of subdivision will be required due to the co-ordination of the provision of water supply and wastewater infrastructure; and
 - (b) The extent to which there is confirmation of funding and/or supply arrangements for the provision of adequate water supply and wastewater infrastructure.
- (5) New buildings, other than buildings for dwellings in the Residential – Terrace Housing and Apartment Buildings Zone or Residential – Mixed Housing Urban Zone or Residential – Large Lot Zone:
- (a) The relevant assessment criteria in H13.8.2(3) for new buildings in the Mixed Use Zone and H11.8.2(4) for new buildings in the Local Centre Zone apply in addition to the below;
 - (b) The extent to which buildings address the street and open spaces to create an attractive frontage alongside high-quality landscape and boundary treatment;

- (c) The extent to which buildings are designed to achieve interactive frontages at the ground floor to enable public view or experience of activities within the building;
- (d) For buildings located on corner sites, the extent to which buildings are designed to achieve positive frontages with high quality architectural and landscape design responses on both frontages;
- (e) The extent to which the visual effects of ancillary car parking is minimised or mitigated; and
- (f) Whether the height of retaining walls to streets and public open spaces are minimised where practicable. Where retaining walls are required, they should be stepped and landscaped.
- (g) In addition to the above, for new buildings in sub-precinct A Marina:
 - (i) The extent to which development complements the landform by designing buildings to step down east and west;
 - (ii) The extent to which highest-density buildings are designed along both sides of the Fairway Reserve to enhance on-site amenity and passive surveillance over this public space; and
 - (iii) The extent to which a continuous walking and cycling connection to the Pine Harbour Ferry is provided within the Fairway Reserve.
- (h) In addition to the above, for new buildings in sub-precinct B Village Centre:
 - (i) The extent to which multi-level buildings are designed to create a sense of enclosure and intimacy to adjacent public spaces while reinforcing a low- speed walkable environment for pedestrians;
 - (ii) The extent to which buildings and open spaces are orientated to celebrate key views toward the Hauraki Gulf and Rangitoto Island; and
 - (iii) The extent to which design features and the selection of materiality reinforce a distinctive village character.
 - (iv) The extent to which the proposal gives effect to relevant structuring elements in Precinct Plan 3.
- (i) In addition to the above, for new buildings in sub-precincts A Marina, B Village Centre, and D Coastal:
 - (i) Consider the visibility of buildings from the CMA and adjacent coastal margins and how the building design responds to the setting through design methods such as variation in the roofscape, modulation and articulation and use of exterior material and finishes.

- (j) Whether there is a pre-commitment for the building to achieve (via formal registration or commitment) the sustainability certification(s) set out below:
 - (i) Commercial over 1000m² of GFA (excluding retail and industrial) – Minimum of 5-star NABERS
 - (k) Whether the design of the building(s) can be adapted to accommodate future changes in use and/or demonstrates a reduction in building material waste
 - (l) Whether the design of the dwellings incorporate optimal passive design principles (including solar orientation) to reduce energy demand and/or include on-site renewable energy generation measures.
- (6) In addition to the above, for new buildings in sub-precinct F Employment:
- (a) The extent to which buildings at the corner of Jack Lachlan Drive and Whitford- Maraetai are designed in response to the site's prominence in the roading network and the adjoining intersection;
 - (b) The extent to which building and landscape design should be used to frame and define edges to roads and emphasise key intersections; and
 - (c) The extent to which front activities (i.e. the more active office, showroom or similar activities) are located fronting adjacent streets or open spaces; and conversely 'back' activities (i.e. warehouse, distribution, industrial, storage) are located in less visible locations.
- (7) Development of publicly accessible open space greater than 1000m²:
- (a) Whether open spaces are provided in locations generally consistent with their indicative locations shown on Precinct Plan 3 and have adequate street frontage to ensure the open spaces are visually prominent and safe;
 - (b) Whether the subdivision or development provides for the recreation and amenity needs of residents by providing suitably sized open spaces that are prominent and accessible to pedestrians within a neighbourhood; and
 - (c) Encourage the location and design of open spaces to integrate with surrounding natural features including the network of permanent and intermittent streams.
- (8) In addition to the criteria under E38.12.2(7), the following criteria apply to subdivision:
- (a) The extent to which collector and local roads are provided within the Precinct in general accordance with Precinct Plan 5 to achieve a highly connected street layout that integrates with the surrounding transport network and responds to landform. This shall include whether one of the two alternative Indicative Primary Collector Spine Road connections is

provided to enable direct access from Jack Lachlan Drive to Whitford-Maraetai Road.

- (b) If an alternative alignment is proposed, the extent to which that alignment provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:
 - (i) The presence of natural features, natural hazards or contours and how this impacts the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for it to be delivered by a single landowner.
 - (c) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable street network
 - (d) The extent to which the design of roads within the precinct prioritises the provision of active mode facilities including walking and cycling;
 - (e) the extent to which the design of primary and secondary collector roads and local roads are designed in general accordance with road design and cross section details provided in Appendix 1: Beachlands South Precinct, Road Function and Design Details Table; and
 - (f) The extent to which enhanced pedestrian facilities through Whitford Village are provided in association with the construction of the Whitford Village roundabout upgrade.
 - (g) The extent to which the subdivision provides the Structuring Elements on Precinct Plan 3 in including open space linkages, green links, coastal pathways, and the connections between them and existing connections in a timely manner to support development.
 - (h) The extent to which subdivision within the Golf Course Special Area in sub-precinct E Golf implements a street network that maintains connectivity.
- (9) Stormwater and flooding - subdivision or development:
- (a) Whether development is in accordance with an approved Stormwater Management Plan and policies I458.3(25) – (26).
 - (b) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.

- (c) Whether the proposal ensures that subdivision and development manages stormwater discharge flooding effects upstream or downstream of the site and in the Beachlands South Precinct so that the risks to people and property (including infrastructure) are not increased for all flood events, up to a 1% AEP flood event including:
 - (i) Effects of climate change on flood attenuation within stormwater management devices; and
 - (ii) Cumulative effects of subdivision and development.
- (10) Infringement to standard I458.6.5 Riparian Margins:
 - (a) Whether the infringement is consistent with policy I458.3(11).
- (11) Infringement to standard I458.6.7 Stormwater Quality
 - (a) Assessment criteria E9.8.2(1) apply;
 - (b) Whether the proposal is in accordance with the approved Stormwater Management Plan and Policies E1.3(1) – (14) and
 - (c) Whether a treatment train approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects lower contaminant generating surfaces.
 - (d) The design and efficiency of infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, whole lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (12) Infringement to standard I458.6.9 Coastal Protection Yard
 - (a) Whether people and property will be susceptible to the effects of coastal hazards; and
 - (b) Whether the infringement will cause or exacerbate coastal hazards.
- (13) Infringement to I458.6.11 Earthworks
 - (a) The assessment criteria in E11.8.2 Land Disturbance – Regional and E12.8.2 Land Disturbance – District apply.
- (14) Infringement to standard I458.6.14 Road Design
 - (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
 - (b) Whether the design of the road and associated road reserve achieves policies I458.3(17), (18), (19) and (20).
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;

- (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (15) Infringement to standard I458.6.16 Site Access
- (a) The assessment criteria in E27.8.2(11) applies; and
 - (b) The extent to which the driveway achieves a safe street environment where cyclists have priority.

I458.9. Special information requirements

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

(1) Riparian Planting Plan

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

(2) Biodiversity Management Plan

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

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

(3) Archaeological Vegetation Management and Planting Plan

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

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

(4) Integrated Transport Assessment (ITA)

An application to infringe Standard 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 a suitably qualified transport planner or traffic engineer prepared in accordance with the Auckland Transport Integrated Transport Assessment Guidelines in force at the time of the application.

The integrated transport assessment must include a register of development and subdivision that has been previously approved under Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.

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

- (a) Whether the proposal demonstrates methods that promote the increased use of public transport, including details of how those methods would be implemented, monitored and reviewed so as to contribute to a proportionate reduction in vehicle trips from the precinct;
- (b) Whether Whitford-Maraetai Road can operate safely and with reasonable efficiency during the inter-peak period, being generally no worse than a Level of Service D for the overall route and intersections along it;
- (c) The effect of the timing and development of any other transport upgrades or transport innovations not anticipated by the precinct provisions;
- (d) Whether the ITA supporting the application documents the outcome of engagement with the road controlling authority; and
- (e) For applications that infringe Table I458.6.3.2 Threshold for Subdivision and Development For Ferry Capacity Upgrades only - An assessment of the ferry two-hour peak period (between 0620-0820 on weekdays)

passenger numbers, available remaining capacity and the anticipated ferry passenger demand associated with the application.

- (f) Any information and findings within the transport monitoring material supplied under Special information requirement I458.9(5).

(5) Transport Development and Subdivision Monitoring Report

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

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

Table I458.9.1: Residential Mode Share

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

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

- (b) An assessment demonstrating whether vehicle trips rates per apartment are 0.4 trips or fewer. If the monitoring demonstrates that the trips rates are greater than 0.4, the report shall identify any of the required transport infrastructure upgrades that need to be brought forward for managing adverse effects on the environment, or alternative mitigation measures that are required to manage adverse effects on the environment.
- (c) Information on the mix of consented or constructed development within the Precinct, including:
- (i) Whether it differs from that assumed and specified in Table I458.9.2: Development Mix; and

(ii) If there is a difference:

- An assessment of the associated trip generation arising from this difference;
- An evaluation of any effects on the surrounding transport network;
- Whether any transport infrastructure upgrades in Table I458.6.3.1 are still appropriate or any alternatives that are proposed

Table I458.9.2 Development Mix

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

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

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

Note: The purpose of the safety assessment specified in clause I458.9(5)(d) above is to guide future Auckland Transport safety upgrade investments. Any outcomes of the safety assessment shall not be considered or used as the basis for a condition of resource consent for any application for subdivision or

development that complies with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.

(6) Lizard and Bat Management Plan

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

(7) Travel Management Plan

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

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

(8) Coastal Bird Management Plan

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

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

(9) Transport Design Report

Any proposed new road intersection or upgrading of existing road intersections identified on Precinct Plan 6 shall be supported by a Transport

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

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

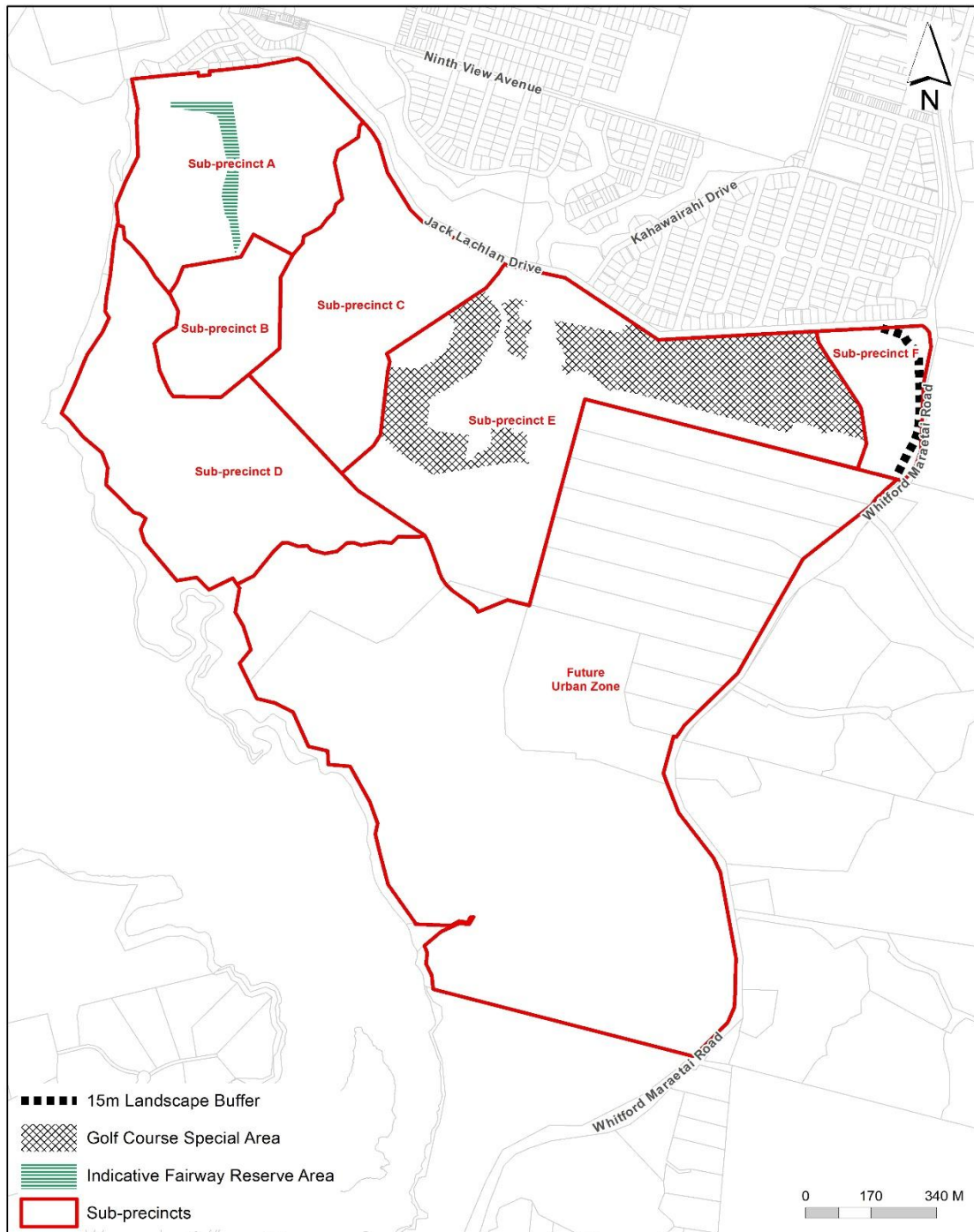
(10)) Monitoring of Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades

Purpose: The purpose of this information requirement is to enable ongoing monitoring of dwelling and lot numbers to ascertain compliance with Tables I458.6.3.1 Staging of Subdivision and Development with Road Upgrades and I458.6.3.2 Staging of Subdivision and Development with Threshold for Subdivision and Development for Ferry Capacity

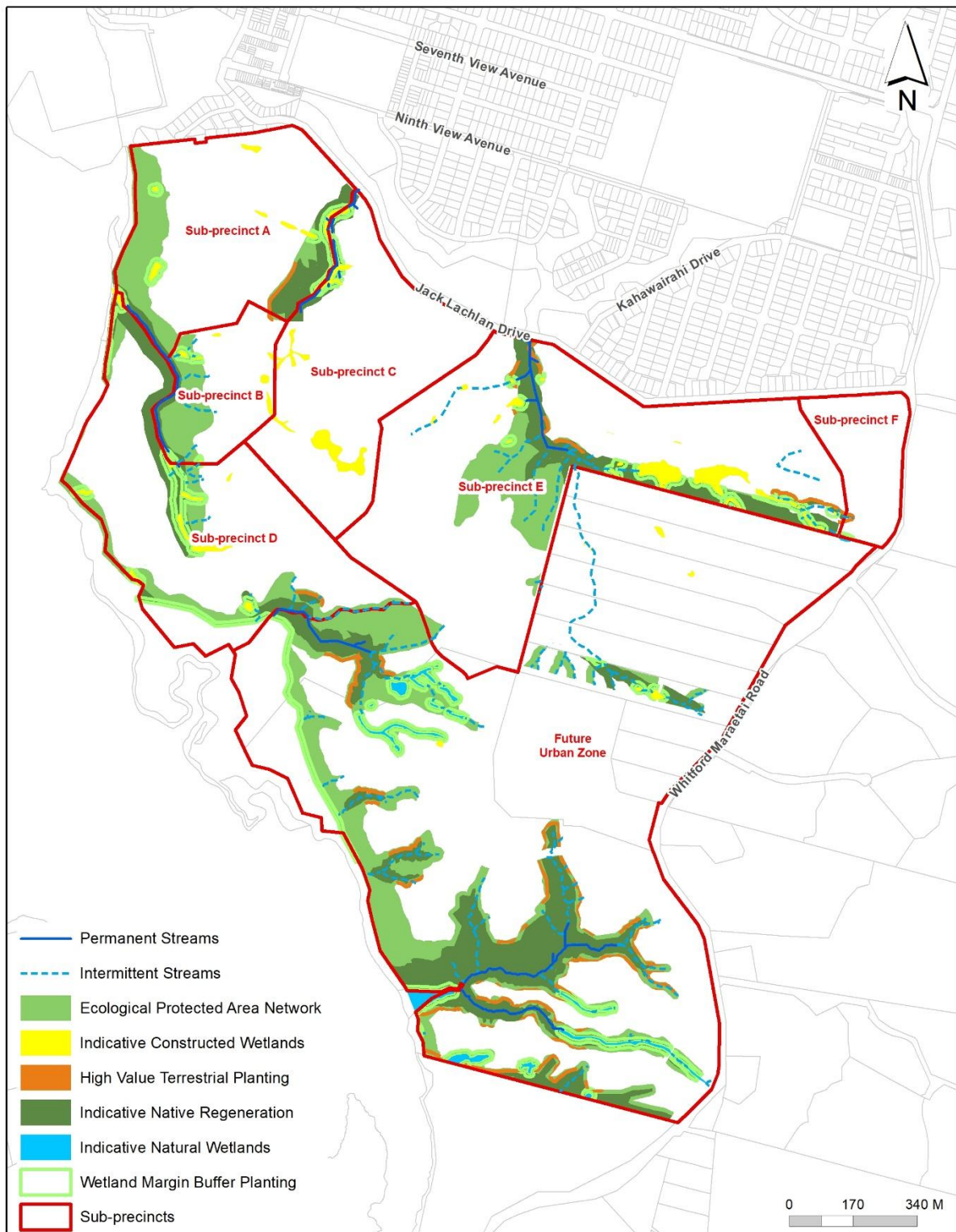
- (a) Any proposal for dwellings (as defined in I458.6.3(3)(a)) must include the number of dwellings already consented or which may be enabled on vacant lots (as well as anticipated dwellings for any subdivision proposal involving superlots) to demonstrate compliance with Standard I458.6.3 Staging of Subdivision and Development with Transport Upgrades.
- (b) Any application must contain details of the number of dwellings anticipated including any changes from those enabled within previous consent applications.

I458.10. Precinct plans

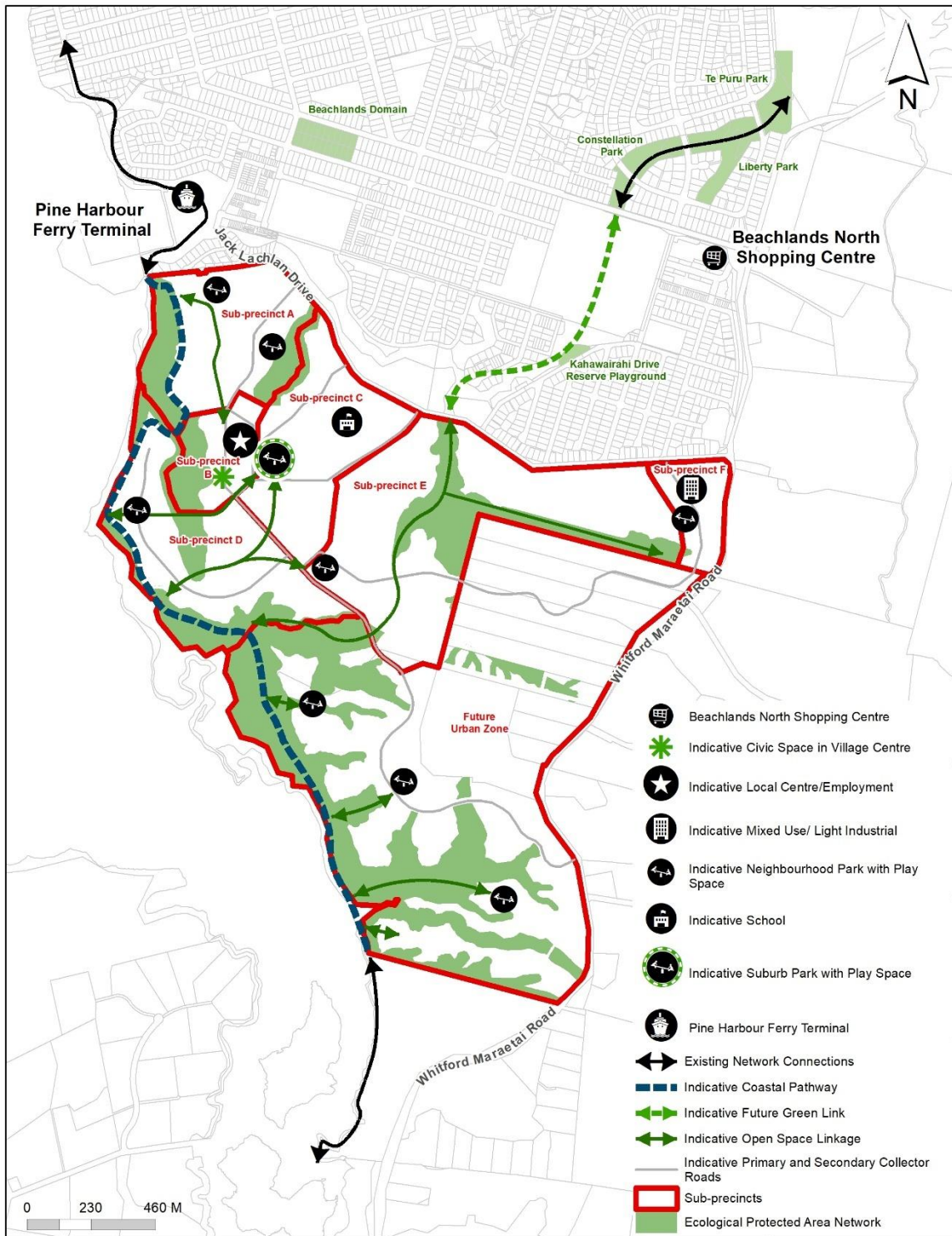
I458.10.1 Precinct Plan 1 – Additional Controls



I458.10.2 Precinct Plan 2 – Natural Features



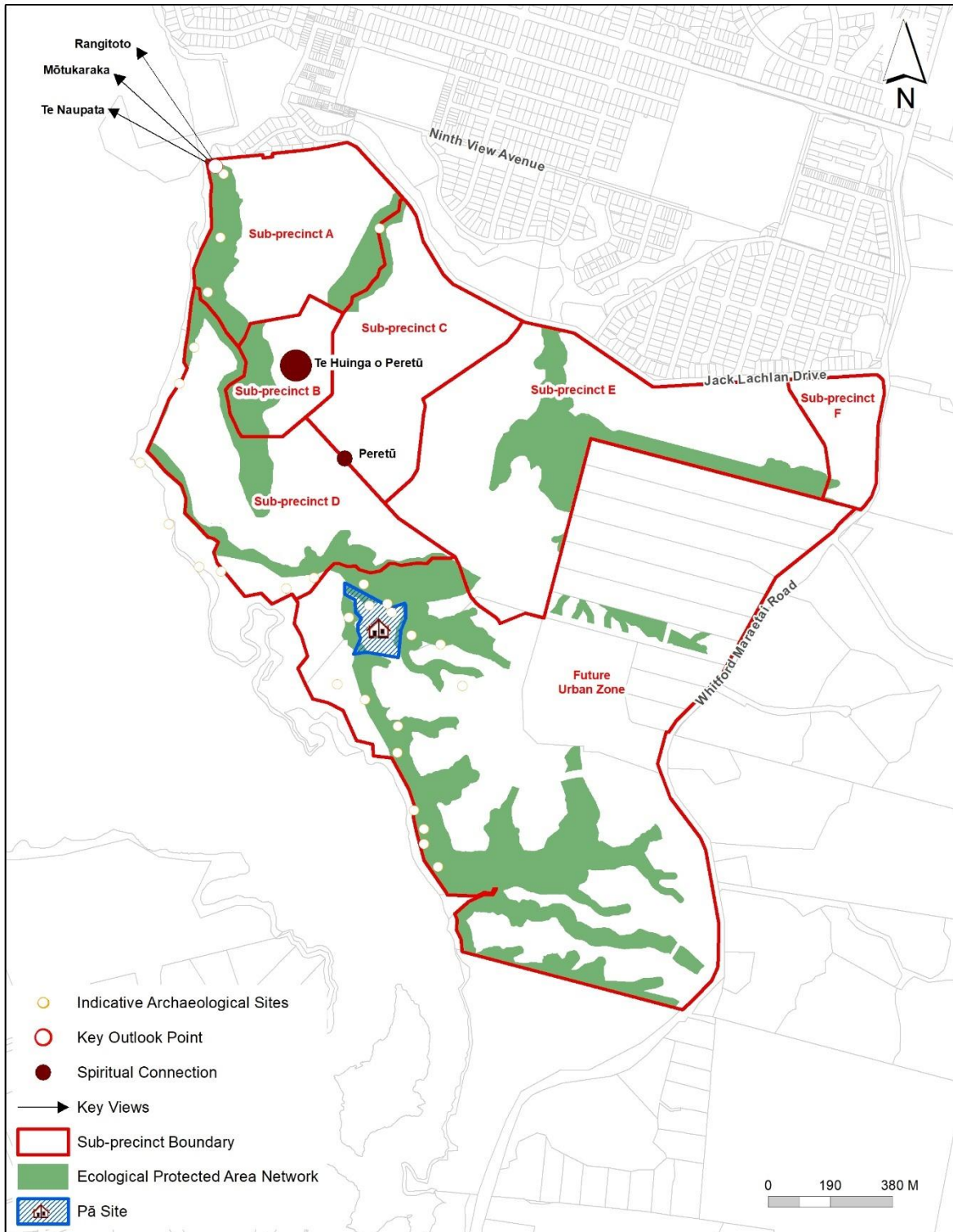
I458.10.3 Precinct Plan 3 – Structuring Elements



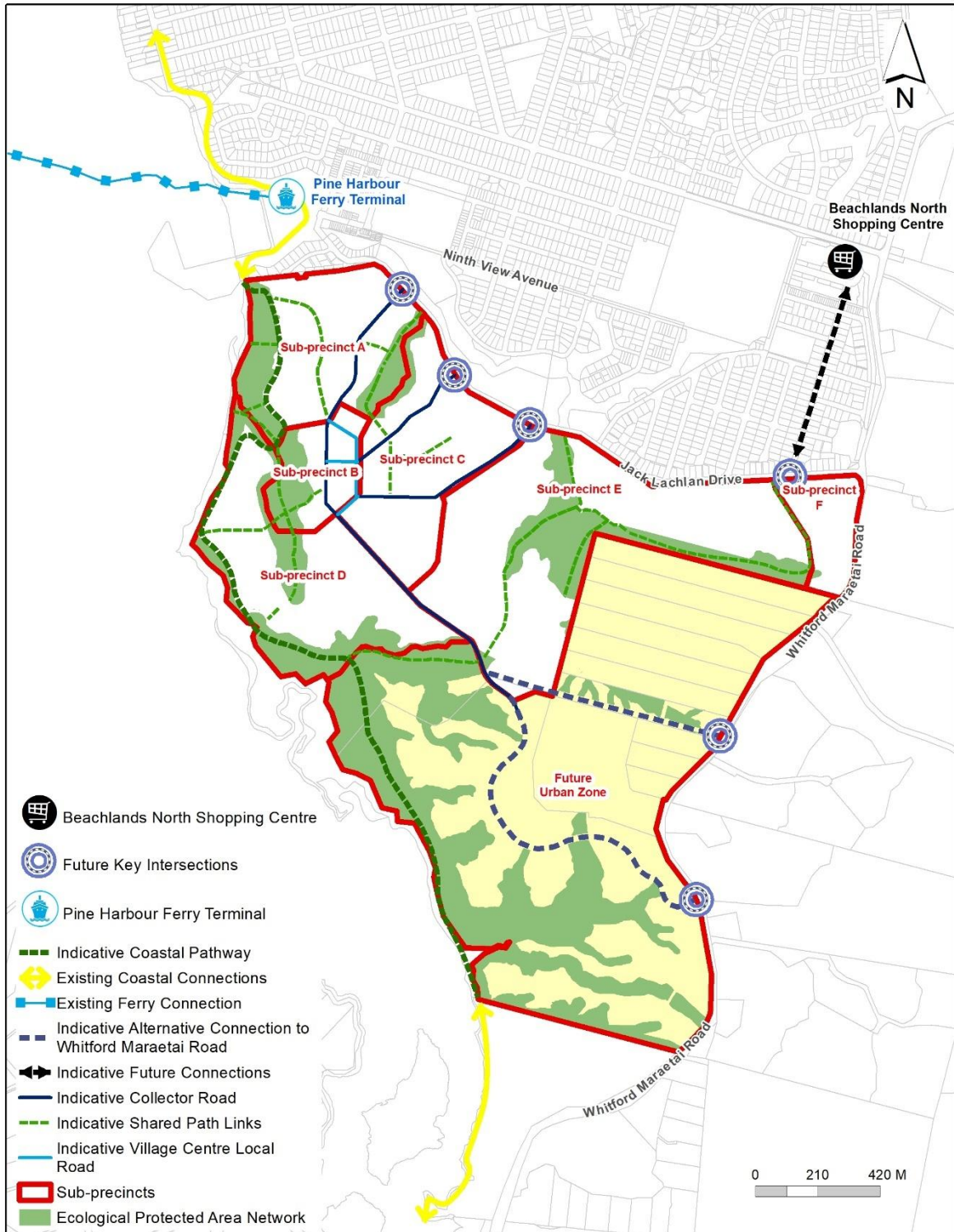
Note: All elements and locations shown are indicative only and subject to detailed design and assessment as part of the resource consent process.

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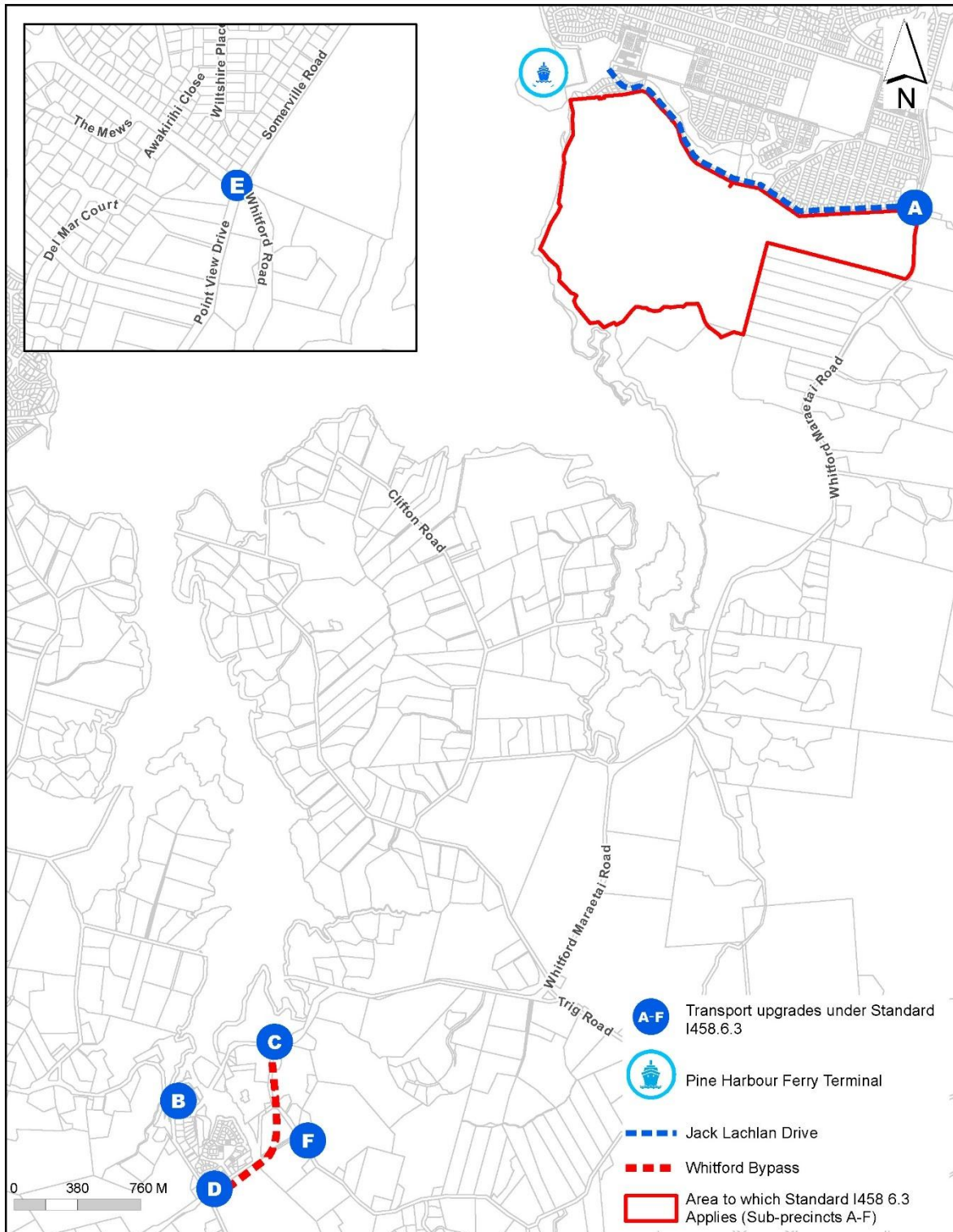
I458.10.4 Precinct Plan 4 – Cultural Landscape



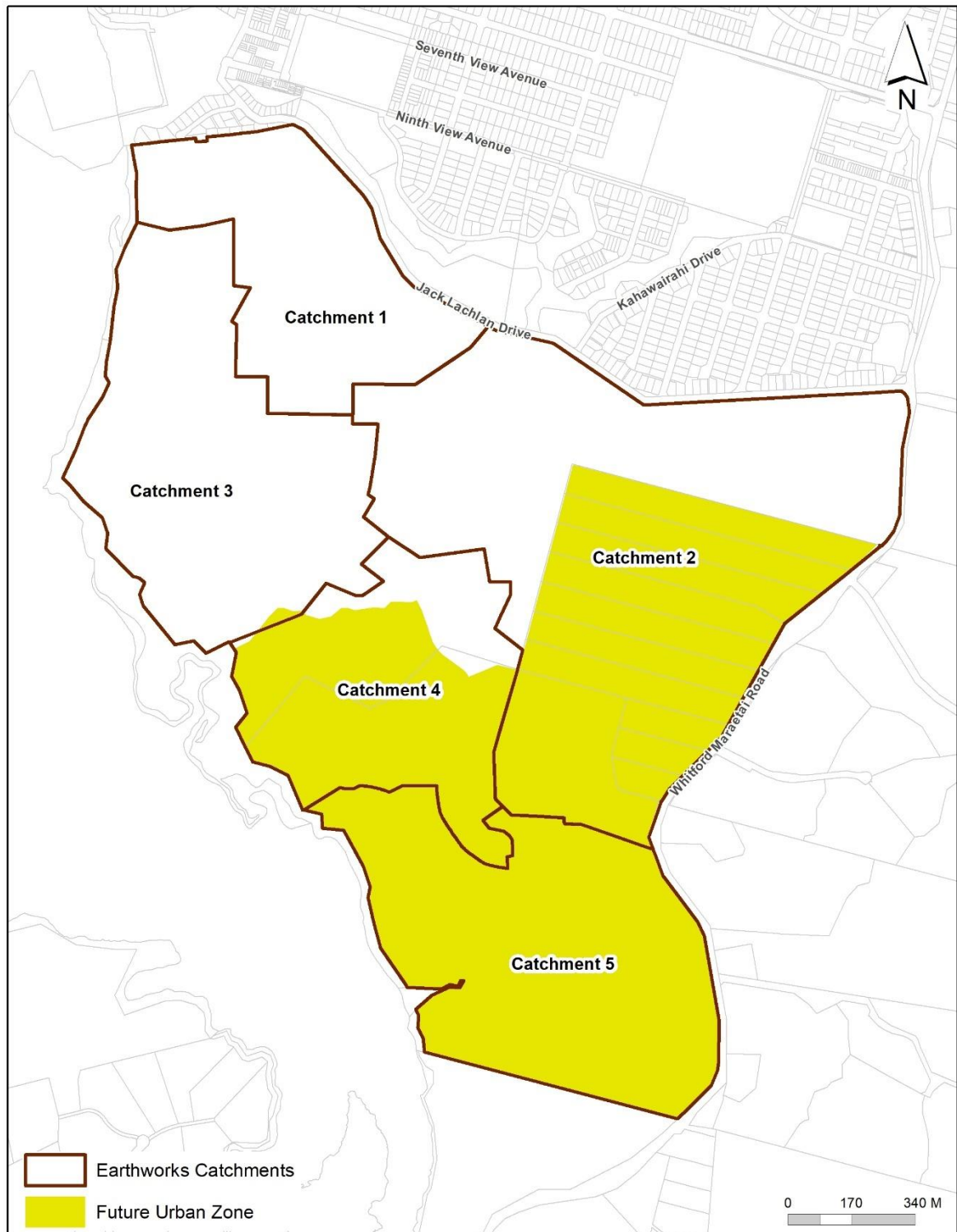
I458.10.5 Precinct Plan 5 – Movement Network



I458.10.6 Precinct Plan 6 – Transport Staging and Upgrades



I458.10.7 Precinct Plan 7 – Earthworks Catchments



Appendices

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

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

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

Note 2: Carriageway and intersection geometry capable of accommodating buses

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

