
Appendix 5: Urban Design Report

URBAN DESIGN REPORT FOR:
19 WHITBY CRES & 385-387 BEACH RD
MAIRANGI BAY

FOR: YIS DEVELOPMENT

JUNE 2019

BY:

Urbanismplus Ltd

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URBAN DESIGN REPORT FOR:

19 WHITBY CRES & 385-387 BEACH RD MAIRANGI BAY

FOR: YIS DEVELOPMENT

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1. INTRODUCTION

1.1 EXECUTIVE SUMMARY

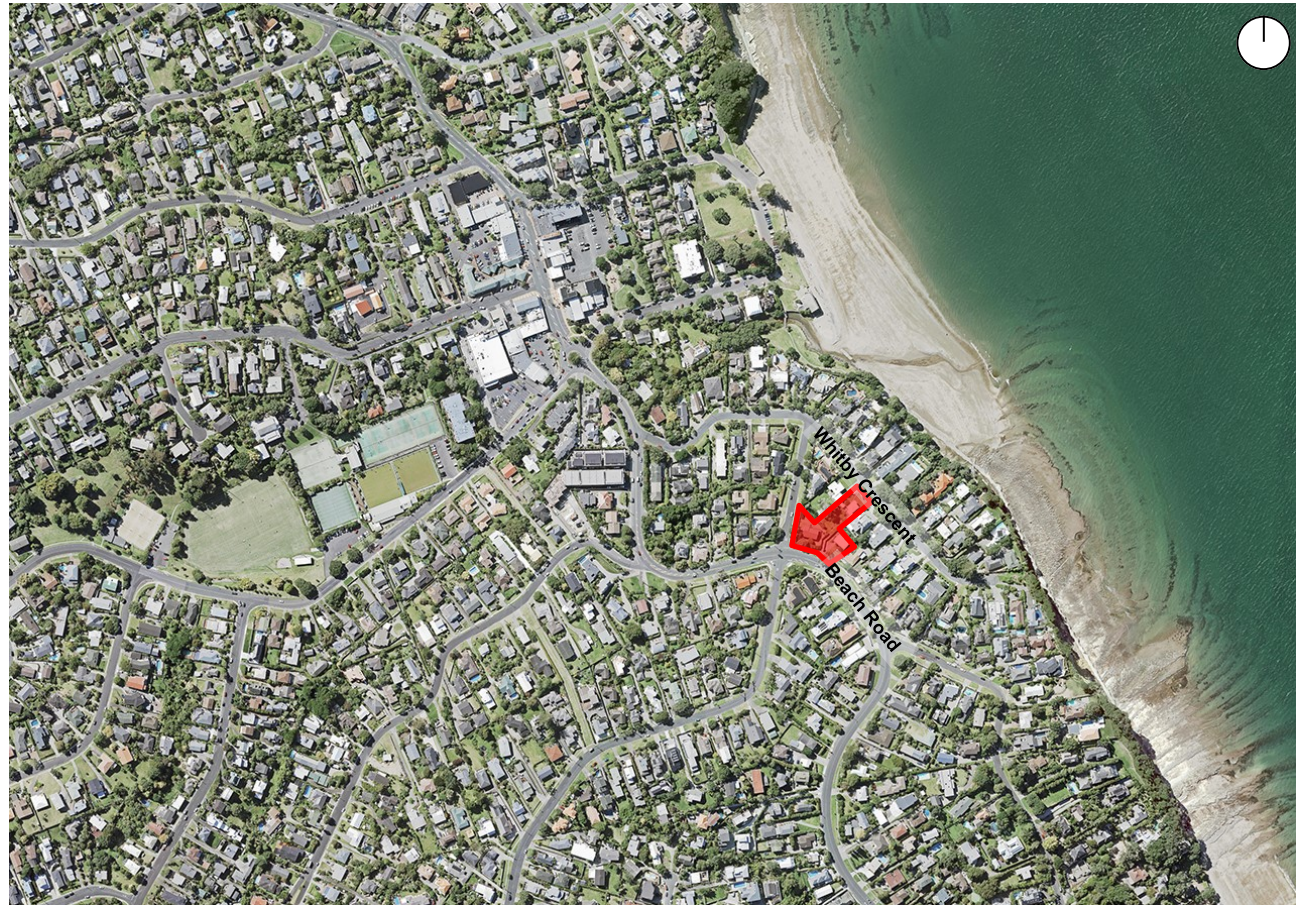
Urbanismplus Ltd has undertaken an urban design assessment for the proposed development on the site at 19 Whitby Crescent, 385 and 387 Beach Road, Mairangi Bay (“the Site”). The design consists of two apartment buildings, one four-storey building on the corner of Beach and Kowhai Roads (Building A), and one three-storey building (Building B) facing Whitby Crescent. A courtyard will separate the buildings, and a basement below Building A will provide for parking. The design includes a total of 28 apartments, comprising a mix of one-, two-, three-, four- and five-bedroom units.

The proposed design response by Monk Mackenzie Architects, reflects best practice urban design balanced with commercial feasibility.

On balance, the design, including the main concept; arrangement of buildings; apartment design; response to the existing and proposed public realm; response to the surrounding private properties; on-site and internal amenity; and transportation effects, is considered appropriate for the Site and its context.

We find this project commendable, especially because:

- The proposed land use and density, albeit more intense than the Site’s zoning is intended for, is in line with urban consolidation principles and the objectives of the Auckland Unitary Plan - Operative in Part (“AUP OP”). The proposal is considered to make the best use of the opportunity offered by the Site and its context, including the location in close proximity to the Mairangi Bay Town Centre.
- The proposal will contribute to the vibrancy of



ABOVE FIG. 1-1: Project Site, Indicative (aerial photo source: Auckland Council GeoMaps).

- the town centre and will provide for housing options and variety in an established and desirable location in Auckland.
- The proposal will result in an attractive interface with, and appropriate level of passive surveillance over, the adjacent streets and the proposed residents’ courtyard.
- The proposal will result in an appropriate level of on-site amenity for all proposed apartments.
- The development will provide a response to the neighbouring private properties that is close in line with the bulk and location requirements for the Site and acceptable for the Site’s location.
- The proposed access and circulation layout will result in a safe and legible traffic environment and provide a high level of pedestrian amenity.

1.2 SCOPE OF THIS REPORT

This report contains a brief description of the development concept and an urban design assessment of the proposed design. More specifically, it outlines:

- Urbanismplus' involvement in the design process.
- A site and context analysis including the opportunities and constraints that the Site offers and the design responds to.
- The design response developed, including the building layout, the courtyard, and the building design.
- The framework that the current proposal has been assessed against.
- The outcomes of the assessment of the proposed design.

This urban design report and assessment forms part of a Resource Consent application. Given the inevitable overlap of disciplines and topics, this assessment should be read in conjunction with the following documents:

- Assessment of Environmental Effects;
- The architecture plan set;
- Traffic assessment; and
- Engineering documentation.

1.3 DESIGN PROCESS AND INVOLVEMENT BY URBANISMPPLUS

Urbanismplus' involvement in the process has to date included the following steps:

- Undertook initial assessments and provided several rounds of feedback on the draft layout in the period of February to May 2019.
- Undertook a site visit on 22 March 2019.
- Worked with the applicant team to undertake revisions of the design in response to the pre-application meeting, and informed by further traffic, engineering, and commercial analysis.
- Prepared this report for the Resource Consent application, based on the final architecture plan set.

2. URBAN DESIGN CONTEXT

2.1 THE PROJECT SITE

Location of the Site

The Site consists of a combination three properties, 19 Whitby Crescent, 385 Beach Road, and 387 Beach Road, Mairangi Bay (refer to **Figure 2-1**). Beach Road is the main connection through the East Coast Bays on the North Shore, connecting between Milford in the south and Long Bay in the north. The local and town centres of Torbay, Browns Bay, Rothesay Bay, Murrays Bay, Mairangi Bay, Campbells Bay, and Castor Bay are located along its way. Kowhai Road, along the western Site boundary, connects directly with East Coast Road, while Whitby Crescent is a dead-end street parallel to the coast.

Wider context

Mairangi Bay is located on the North Shore of Auckland. It is located at an approximately 15-minute drive from the Auckland CBD and 15-minute drive from Albany Metropolitan Centre, outside of peak travel times.

The Site is located just outside the fringe of the Mairangi Bay Town Centre, a Local Centre. This centre accommodates a variety of retail, commercial, food and beverage, community, and recreation opportunities. Popular Mairangi Bay Beach is less than 2 minutes walking from the Site, via tow walkways connecting from Whitby Crescent.



ABOVE FIG. 2-1: The Project Site, indicative (aerial photo source: Geomaps).

Land use and zoning

Figure 2-2 shows the zoning from the Auckland Unitary Plan - Operative in Part (AUP OP). The Site currently accommodates three standalone dwellings. It is zoned Residential - Mixed Housing Urban and sits adjacent to properties with the same zoning. Across Beach Road is the Mixed Housing Suburban Zone, while across Whitby Crescent is a Single House Zone.

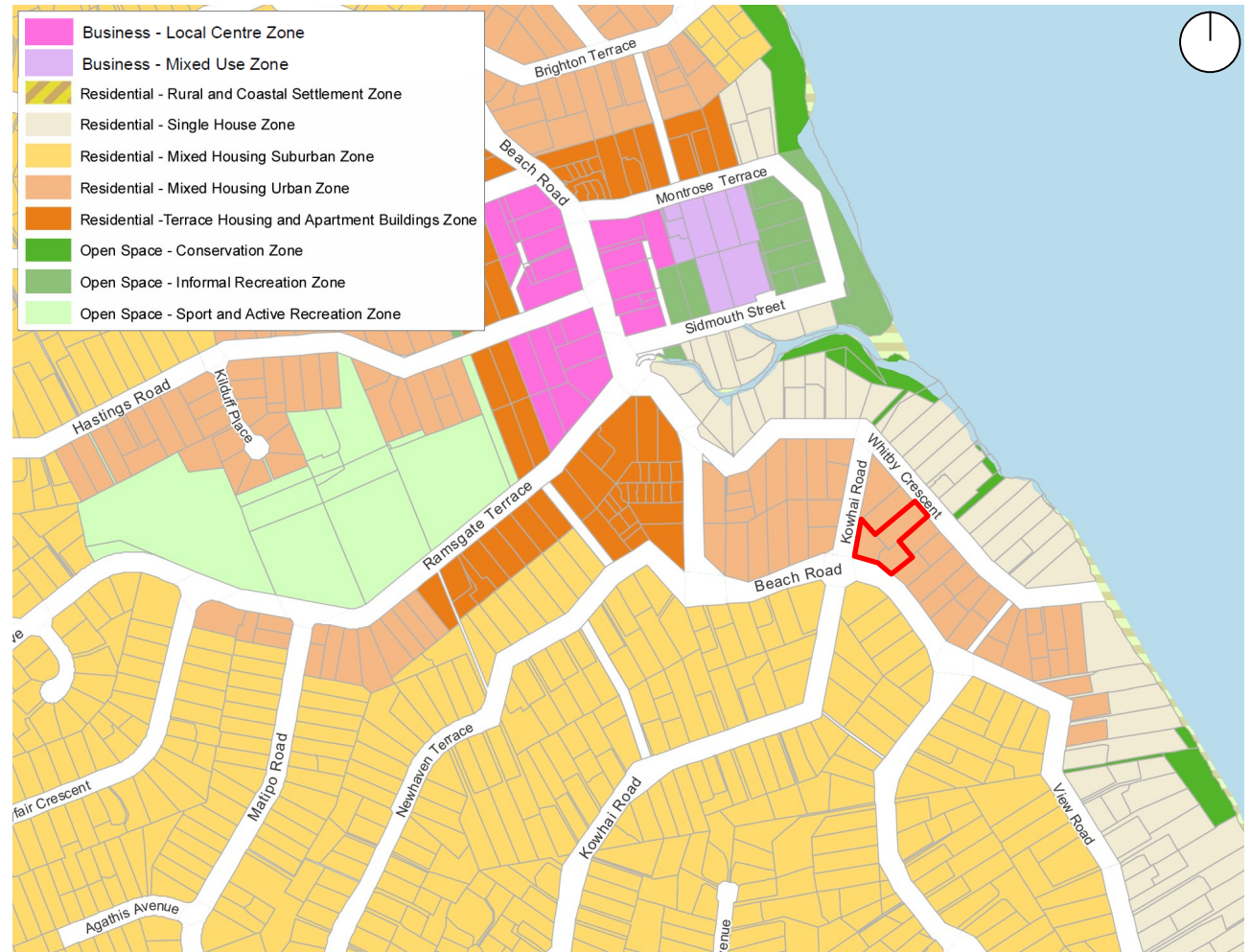
The land use in the immediately surrounding area is predominantly housing in a standalone arrangement, sporadically mixed with terraced housing. Many sites close the Site have been subdivided or are subject to a cross-lease arrangement, and accommodate a front and a rear dwelling. Recently, several redevelopment and intensification projects have been undertaken in the general area, including in the Terrace Housing and Apartment Buildings Zone immediately to the west of the Site.

There are several Open Space zones close the Site, which offer recreational opportunities. These include areas with a Conservation zoning along the coast, Informal Recreation in and around the town centre, and Sport and Active Recreation on Ramsgate Terrace, within walking distance from the Site.

Site characteristics

The Site measures approximately 2,464m² and has an irregular shape. It has a slope of approximately 9 metres, falling from south to north.

Refer to the photographs **Figures 2-3 to 2-8** which show the Site in its current state, accommodating three standalone dwellings, and its surrounding context.



ABOVE FIG. 2-2: Auckland Unitary Plan - Operative in Part zones (the Site is indicated by a red outline) (source: Auckland Council GeoMaps).



ABOVE FIG. 2-3: Approximate location and direction of photos taken (aerial photo source: Google Earth).



ABOVE FIG. 2-4: The corner of Kowhai and Beach Roads, and an indication of the fall of the Site.



ABOVE FIG. 2-5: The Site viewed from Whitby Crescent, with the slip road providing access to adjacent 21 Whitby Crescent in the foreground.



ABOVE FIG. 2-6: Approximate location and direction of photos taken (aerial photo source: Google Earth).



ABOVE FIG. 2-7: View of the Site from Beach Road, with the current Beach Road streetscape in the foreground.



ABOVE FIG. 2-8: View over the Site, giving an indication of the fall of the Site, the proximity of the coast, and the dwellings on neighbouring properties.

2.2 SITE AND CONTEXT ANALYSIS

Opportunities and constraints

Analysis has identified the following key opportunities and constraints that have been taken into account as imperatives for the design exercise, (refer to **Figure 2-9**):

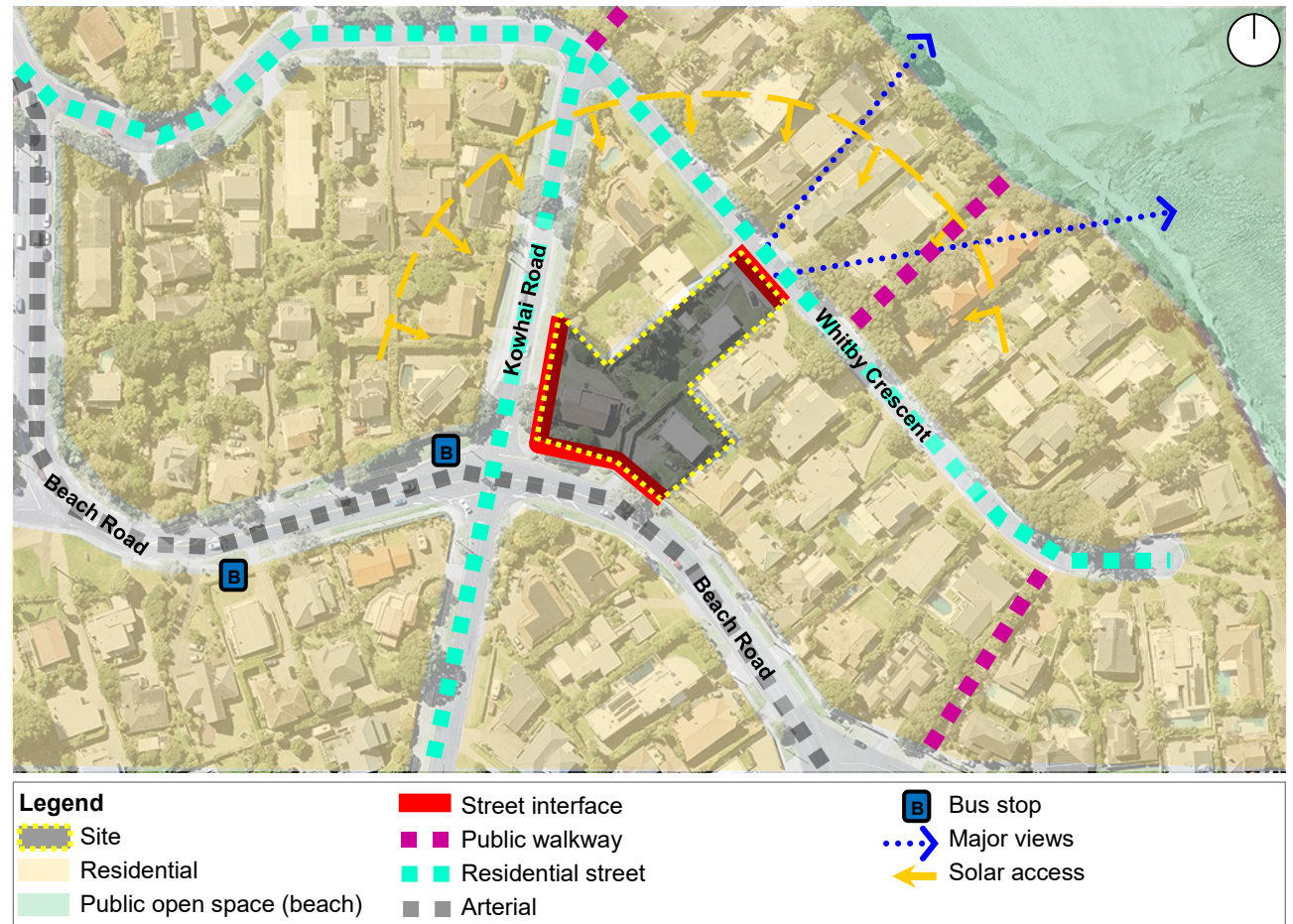
Opportunities

- The Site is located near the Mairangi Bay Town Centre which accommodates retail, a variety of services, community facilities, and recreational facilities. Various schools are nearby.
- The Site is located within walking distance from the beach.
- Public transport access is located very close to the Site.
- Kowhai Road and Whitby Crescent are relatively quiet residential streets, with reasonable pedestrian amenity.
- Two public walkways leading to the beach can be accessed from Whitby Crescent in close proximity of the Site
- The Site offers coastal views to the northeast.
- The Site's level difference offers an opportunity for basement parking, with a limited ramp length.
- The Site's corner location and relatively large street interface provide benefits for daylight access.
- The Site's fall to the north enables good solar access.

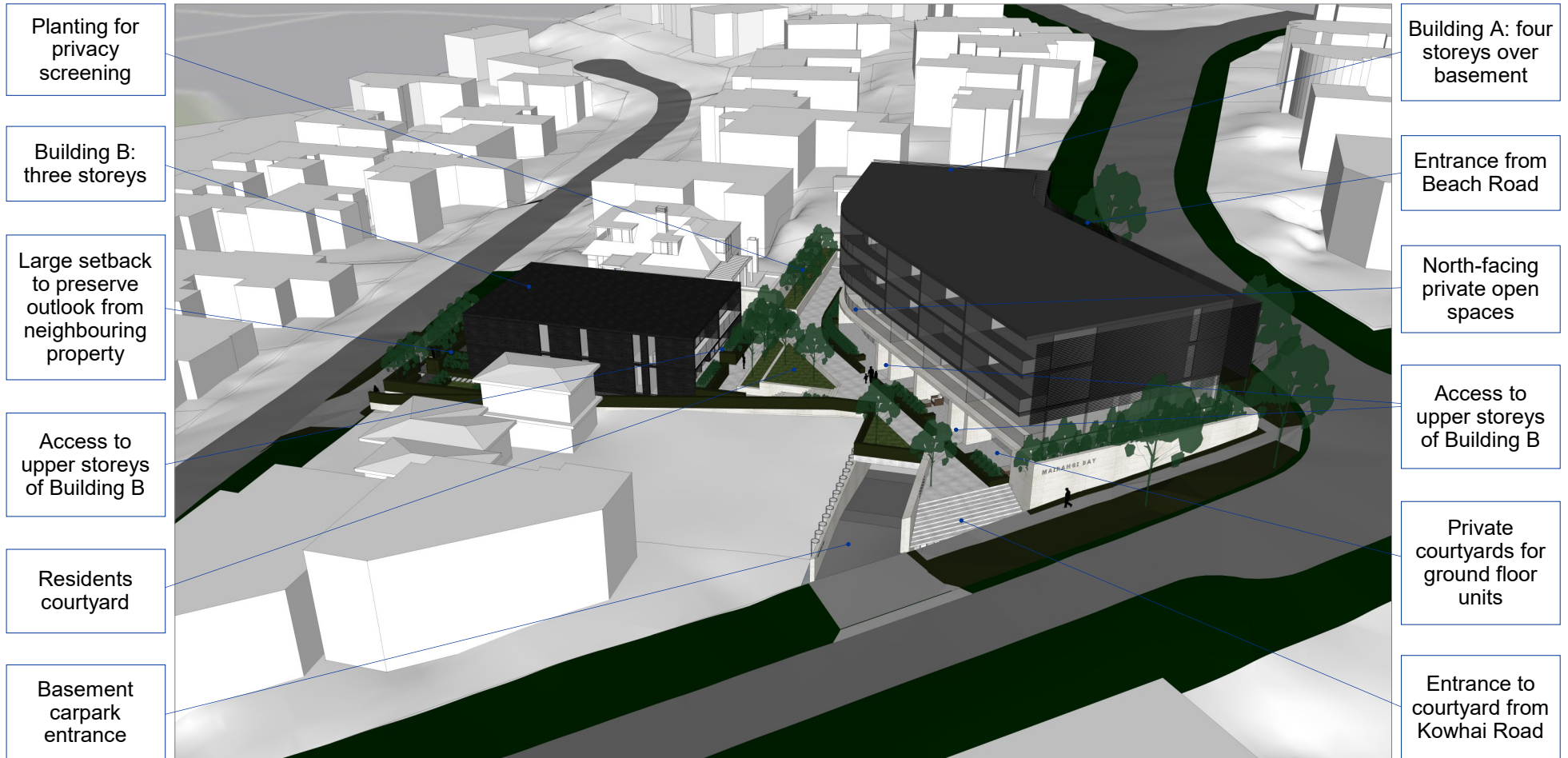
Constraints

- The Site has an irregular shape.
- The Site has a relatively large fall from south to north.

- Beach Road adjacent to the Site has a traffic dominated character and relatively poor pedestrian amenity.
- A slip road in front of 19 Whitby Crescent provides access to the neighbouring property.



ABOVE FIG. 2-9: Site opportunities and constraints



ABOVE FIG. 3-1: Proposed design key attributes - perspective from the west.

3. THE PROPOSED DESIGN

3.1 DESIGN CONCEPT

The design concept includes the following key components (refer to **Figure 3-1**):

- Two apartment buildings; Building A with four storeys over a basement, and Building B with three storeys.
- The parking basement below Building A, accessible from Kowhai Road.
- Residents courtyard between Buildings A and B.
- Access to the three cores of Building A via the courtyard and from the basement, and to the central core also from Beach Road.
- Access to the ground floor apartments in Building B directly from Whitby Crescent and to the top floor apartments in Building B via the courtyard.

3.2 DESIGN DESCRIPTION

Layout

The design consists of two apartment buildings. Building A will line Beach Road and hold the Kowhai Road corner. Building B will occupy the Whitby Crescent leg of the Site.

Between the two buildings will be a communal courtyard from which the three circulation cores in Building A and the core of Building B will be accessed. Pedestrian access into the courtyard will be from Kowhai Road and Whitby Crescent, while a resident-only route along the south-eastern Site boundary will connect it with Beach Road.

Apartments

A total of 28 apartments are proposed. Building A will contain four residential floors, accommodating three one-bedroom units, nine two-bedroom units, eight three-bedroom units, one four-bedroom unit, and one five-bedroom unit.

Building B will contain three floors and accommodate six three-bedroom dwellings, two on each floor.

All apartments in Building A will be orientated with their living rooms, dining rooms, and kitchens facing north or northeast, while all bedrooms will be located to the south or southwest.

All apartments in Building B will be orientated with their living rooms, dining rooms, and kitchens facing northeast, while all bedrooms will be located to the southwest, northwest and southeast.

All apartments will have direct daylight into their

habitable rooms.

All ground floor apartments will have private courtyards facing north or northeast, while upstairs units will have balconies with the same orientation. The balconies in Building A will overlook the communal courtyard, while the balconies in Building B will overlook Whitby Crescent and the coastal area beyond.

Circulation

The apartments in Building A will be accessible via three cores, each of which will be accessible from the courtyard, with the central core additionally being accessible from Beach Road on Level 2.

The apartments in Building B will be accessible via one cores, which will be accessible from the courtyard. The ground floor units will also have a secondary access from Whitby Crescent.

Each core will contain a staircase and a lift.

Basement parking

A parking basement containing 52 carparks, using stackers, will be located below Building A. The basement also offers space for 27 bicycles (with space for a further three visitor bicycles between Building A and B).

The three circulation cores in Building A will connect into the basement, while a staircase will provide a short walking distance between the basement and the entrance to Building B.

Due to the slope of the Site and the fall in Kowhai Road which reduces the level difference between this road and the floor level of the basement, the



ABOVE FIG. 3-2: Proposed design key attributes Level 1 (Whitby Crescent street level and courtyard level).

vehicle ramp can be shortened.

Architecture

The architectural concept behind Building A is a floating horizontal volume on a glazed base. The two top floors will be covered with a louvered mesh along the west, south and east elevations, positioned at 1500mm from the elevation. The louvres will be diagonally tilted along the side elevations of the building, resulting in a more closed effect, while towards the centre of the south elevations the louvres will be horizontal resulting in more openness. The north elevation facing the courtyard, the sun and the coast will be largely glazed, with the balcony balustrades also fully glazed. The wall around the sunken courtyard and the elevation of the lowest floor exposed to Kowhai Road will be made out of concrete blocks.

The architectural concept behind Building B is a two-storey volume sitting on top of, and slightly cantilevering over, a stone base. The southeast and northwest elevations will be closed with slot windows, while the northeast and southwest elevations will be largely glazed. The balcony balustrades will also be fully glazed.

Courtyard design

The design of the courtyard, located mostly on the roof of the basement, features a combination of vegetated areas and hard spaces.

Vegetation will provide visual interest and amenity, internal privacy screening, screening of views into and from neighbouring sites, and softening of the tall retaining wall along the north-western boundary.

Hard spaces will provide access and opportunities for casual social interaction between residents. The edges of some of the planters provide seating.

At the entrance to the courtyard there will be a signage wall and a bank of letterboxes, accompanied by grasses and a tall multi-stemmed tree.

Overall, the design finds a good balance between passive surveillance and screening of views for privacy.



ABOVE FIG. 3-3: Proposed design key attributes Level 2 (Beach Road street level and first floor Building B).

4. URBAN DESIGN ASSESSMENT

4.1 URBAN DESIGN PRINCIPLES

Urbanismplus have developed an urban design framework to assess the final scheme against. The principles that this assessment framework is based upon have been derived from best practice urban design principles as documented in urban design literature¹, and the Auckland Design Manual (ADM). In summary, the urban design issues relevant to the proposed development include:

A. Contribution to the wider urban environment

1. The concept of the proposed development should contribute positively to the wider urban environment and support the social and economic well-being of the community.

B. Response to the surrounding existing and the proposed public (or common) realm

1. The scale and massing of the proposed development should be appropriate for the local public realm.
2. The proposed development should provide opportunities for passive surveillance over the public (or common) realm, and comply with other CPTED-principles.
3. The design of the elevations should provide visual richness and interest.

¹Literature includes People+Places+Spaces: A Design Guide for Urban New Zealand (Ministry for the Environment, 2002); The New Zealand Urban Design Protocol (Ministry for the Environment, 2005); Good Solutions Guide for Medium Density Housing (North Shore City Council, 2007); and Good Solutions Guide for Mixed Use Development in Town Centres (North Shore City Council, 2005).

C. Response to surrounding private properties

1. An appropriate interface with the neighbouring sites is required. The privacy of, and an appropriate level of outlook for, the occupants of the adjacent properties should be safeguarded.
2. An appropriate interface with the neighbouring sites is required. Overshadowing of surrounding properties should be minimised.

D. On-site and internal amenity

1. Daylight and solar access into, and outlook from, key interior and exterior spaces should be maximised.
2. Each serviced apartment should have a useable and private outdoor open space, directly connected to a main living space.

E. Transportation

1. The proposal should, where possible, promote walking, cycling, and the use of public transport.
2. The provision for vehicular access should be both safe and efficient, and with a minimum disruption of the footpath.

4.2 CONTRIBUTION TO THE WIDER URBAN ENVIRONMENT

A1. The concept of the proposed development will contribute positively to the wider urban environment.

The proposed development will contribute positively to the wider urban environment for the following reasons:

- The Site is located in an area considered appropriate for this type and density of development. The context is an evolving residential environment subject to gradual intensification from single-storey family homes to infill and multi-unit developments. The proposed apartment buildings will contribute to the planned future form for the Mixed Housing Urban zone which provides for a variety of housing types.
- The proposed development will increase residential density in an area within walking distance from a wide range of amenities, including employment, commercial and community facilities (including schools), and passive and active recreation facilities. This will assist the viability of these amenities, including the local retail services in the town centre.
- The proposal will contribute to Auckland's apparently much needed housing supply. More importantly, it will provide variety to the local residential offer catering for a wide range of demographics in the area.

4.3 RESPONSE TO THE SURROUNDING EXISTING AND PROPOSED PUBLIC REALM

B1. The scale and massing of the proposed development will be appropriate for the local public realm.

In response to intensification imperatives and due to the desire to make the most of the opportunity that the Site's location offers, the bulk of the proposed building has been maximised.

From an urban design perspective the building height and massing of the proposal is considered appropriate relative to the public realm for the following reasons:

- The proposal will successfully integrate a medium-rise apartment proposal in a suburban context. The Mixed Housing Urban zone provides for unlimited density and attached housing, but with a generally three-storey height. The proposal provides for a combination of three - and four-storey buildings, with the latter to appear as three storeys from the street. As the proposed buildings will comply with the height restrictions relative to the public realm, height can be accommodated without creating urban design effects of concern.
- The height of the Building A will provide a strong spatial definition of Beach Road, the main route connecting the East Coast Bays.
- From the street Building A will appear as a double-storey element positioned on a recessed plinth. This will visually reduce the massing of this building.
- Building B will have the 'grain' of a large standalone dwelling, in line with the existing built form along Whitby Crescent. The street elevation will be modulated which will have the

effect of it being visually broken up into two elements.

- Shadow effects relative to the public realm will be in line with those anticipated in the AUP-OP, as is demonstrated through the shadow analysis prepared by the applicant's architect.

B2. The proposed development will provide opportunities for passive surveillance over the public realm, and comply with other CPTED-principles.

The building has been designed with passive surveillance in mind, in the following ways:

- Passive surveillance over Beach Road will be from the bedrooms located along the southern elevation of Building A located just above street level. Also the entrance lobby will activate this street interface.
- Passive surveillance over the communal courtyard will be from the living spaces, private courtyards and balconies on the northern side of Building A. There will also be a good sightline into the courtyard from Kowhai Road.
- Passive surveillance over Whitby Crescent will be from the living spaces, private courtyards and balconies on the north-eastern side of Building B.
- There will be good visibility into the walkway along north-western side of Building B from Whitby Crescent and from the communal courtyard.

Additionally the following should be noted:

- The proposed route on the eastern side of Building A will be closed off by a gate and useable for residents only.
- The basement carpark will be closed off for non-

residents.

- It is assumed that a lighting plan will be prepared at Building Consent stage and implemented to further support security around the proposed buildings.

B3. The design of the elevations will provide visual richness and interest.

The following architectural elements will provide visual interest:

- The articulation of Building A with the floating top storeys on a recessed base.
- The louvered mesh proposed for Building A, especially due to the varying degrees of openness along Beach Road.
- The contrast between the visually open north elevation and visually closed south elevation of Building A.
- Building B visually broken up into two side-by-side modules.
- The contrast between the visually open street elevation and visually closed side elevations of Building B.

Other architectural attributes worth noting include:

- The composition of the elevations will be logical, and in the design of openings for windows and doors indoor functionality and outdoor aesthetics have been reconciled.
- The on-site carparks will be accommodated in the basement garage, not visible from the public realm, so there will be no negative visual effect on the public realm from carparking.
- Materials will be appropriate for the environmental conditions and will be durable. Refer to the elevations in the architectural plan set and to the architectural statement for further

details on this.

- Services and utilities such as air conditioning units will be screened from the public view.

4.4 RESPONSE TO SURROUNDING PRIVATE PROPERTIES

C1. An appropriate interface with the neighbouring sites will be achieved. The privacy of, and an appropriate level of outlook for, the occupants of the adjacent properties will be safeguarded.

The Site has a direct interface with adjacent private properties on the northern and south-eastern sides.

It is understood that the applicant has prepared the proposed scheme in consultation with these neighbours and yard infringements have been avoided, while HirB and building height infringements have been minimised, so the effects are similar to those envisaged in the AUP - OP.

Privacy of neighbours

There will be impacts on the privacy of the neighbours. Although the outlook from the proposed apartments has been directed as much as possible to the internal courtyard (Building A) and the street (Building B), the western apartments in Building A will be orientated in the direction of the rear yard of the neighbour at 17 Whitby Crescent. It should be noted that this yard is much lower than the Site and that it will therefore not be located directly in the line of sight. The westernmost apartments will be located further away due to the shape of the Site.

The eastern apartments will be orientated in the direction of the rear yard of the neighbour at 21 Whitby Crescent. It should be noted that this yard appears not to be the primary private open space, but rather the northeast facing decks with coastal views. Also, this yard is much lower than the Site and large trees are proposed to screen this view.

Outlook through windows in the side elevations of Building A will be directed through horizontal louvres, while windows in side elevations of Building B will be small and mostly bedroom windows.

Outlook of neighbours

There will be impacts on the outlook of the existing neighbours, but these are considered appropriate. The setback of Building B from the street has been increased in response to consultation with the owner of 21 Whitby Crescent, whose most important outlook is towards the coast and in a northern and north-eastern direction. The greater setback means that this view will be unobstructed.

Overall, it is considered that there is an appropriate level of outlook and privacy safeguarded through the design and negative effects have been effectively avoided and mitigated.

C2. An appropriate interface with the neighbouring sites will be achieved. Overshadowing of surrounding properties will be minimised.

A basic shadow analysis has been undertaken by the applicant's architect. This analysis indicates that the proposal will generate overshadowing effects relative to the neighbours at 383 Beach Road and 21 Whitby Crescent.

383 Beach Road

Shadows generated by Building A will reach this property by 11am on 21 June, by 1pm at the equinox, and by 2pm on 21 December. In winter afternoon shadows will fall mostly on the roof of the front part of the dwelling, while reaching the main private open space between 2 and 3pm. Between 3 and 4pm the courtyard will be completely in the

shade. At the equinox the private open space will be shaded from around 3pm, while in summer there will still be sunlight in the private open space at 4pm, until at 5pm the house itself will shade the private open space.

These effects are considered appropriate given the limited extent of overshadowing at most times of the year, and the fact that overshadowing of the courtyard will take place later in the day, when, especially in winter, it will less likely be used.

21 Whitby Crescent

Shadows generated by Building B will reach this property by 11am on 21 June, by 1pm at the equinox, and by 2pm on 21 December. Shadows will mostly fall on parts of the roof and the driveway of this dwelling. The shadow analysis illustrates that the front setback of Building B is effective in reducing not only the effects on outlook but also the shading effects.

Overall, shadowing effects relative to this property are considered appropriate given the limited effect on the northeast-facing first and second floor decks, which, is assumed, serve as the main private open spaces of this neighbouring dwelling.

To both affected properties applies that, since the proposal complies with bulk and location requirements (with the exception of a number of small height and HirB infringements, these effects are very close to those envisaged by the Auckland Unitary Plan. These are considered appropriate for the Site and its context, located near the Mairangi Bay Town Centre.

4.5 ON-SITE AND INTERNAL AMENITY

D1. Daylight and solar access into, and outlook from, key interior and exterior spaces will be maximised.

Daylight and ventilation

All habitable rooms will receive direct daylight, and can be naturally ventilated, through windows in exterior walls. Due to the slope of the Site, some of the bedrooms in the lower level apartments will be located below natural ground level and rely on a sunken courtyard for daylight.

Solar access

The building has been designed with solar orientation in mind, in the following ways:

- There will be no purely south-facing apartments. All apartments will have living and dining rooms facing north and northeast.
- All apartments will have private open spaces facing north and northeast.
- The orientation of the central courtyard allows for direct sunlight in the afternoon.

Outlook

The building has been designed with outlook in mind, in the following ways:

- All living rooms will enjoy good outlook conditions. In Building A these rooms will look into the courtyard and / or other planted areas on the Site, while the top level living rooms will have coastal views. In Building B outlook from living rooms will be over the street and the coastal area in the case of the top levels.
- Outlook spaces from all living rooms will exceed minimum dimensions required by the AUP.
- Outlook spaces from bedrooms and other

habitable rooms comply with the requirements, with the exception of five of the six principal bedrooms on Level 1 in Building A. For the corner apartment this will be partly compensated by the fact that this bedroom has windows in two elevations. The non-compliance is however considered appropriate, given the small number of units this relates to, the fact that the outlook space is much wider and into a fully planted sunken courtyard, and the imperative to use this steeply sloping Site efficiently.

Privacy

Care has been taken during the design process to avoid or mitigate indoor privacy issues. The following should be noted in this regard:

- Buildings A and B will be separated by the courtyard with vegetation screening views.
- Bedroom and bathroom windows will be small and / or have a high sill height.
- The rear of Building B will be located below ground (Level 1), while the bedrooms on Level 2 of Building B will be located behind the courtyard retaining walls.
- Vegetation will be used to screen views into the living spaces and bedrooms of all apartments located on, or below, the ground floor.
- The louvered façade system along Beach Road blocks views into the Building A bedrooms above street level, which will have floor to ceiling glazing.

D2. Each apartment will have a useable and private outdoor open space, directly connected to a main living space.

The building has been designed with private open space amenity in mind. The following applies:

- The apartments will have direct access from the living space to a courtyard (for the ground floor units) or a balcony (for the upper level units). Each courtyard and balcony is separated by screens to ensure privacy between each apartment's outdoor space.
- The size of the balconies complies with the zone's outdoor living requirements, with the exception of the balconies of the two easternmost apartments on Level 2 of Building A. These balconies will be only 1500mm deep, instead of 1800mm. This will be partly compensated by the relatively large width of these two balconies.
- The northeast facing balconies on Levels 2 and 3 in Building B will be complemented by southwest facing private open spaces.

In addition, the proposed development will be located near the Mairangi Bay Beach and Town Centre with easy access to several public open spaces.

4.6 MOVEMENT

E1. The proposal will, insofar possible, promote walking, cycling, and the use of public transport.

The proposal will promote walking, cycling and the use of public transport in the following ways:

- The proposed development will result in a greater number of residents living within walking distance from retail, commercial, employment, educational, and public transport facilities.
- The proposal will provide active edges along the surrounding streets, which will make walking within the immediate vicinity of the Site attractive.
- The landscape plan proposes high-quality finishes and vegetation along the public space interface of the proposed building, which will also contribute to the attractiveness of walking within the immediate vicinity of the Site.
- The proposal includes the extension of the public footpath from Beach Road into the eastern side of Kowhai Road up to the entrance into the courtyard.
- The apartment buildings will, for residents and their visitors, be directly accessible from the three surrounding streets. This will make it easy for those arriving to the building by foot.
- Bicycle racks will be provided for in the basement and between Buildings A and B. In total 30 bicycles can be accommodated, 27 in the basement and three outside it for visitors.

E2. The provision for vehicular access will be safe, efficient, and with a minimum disruption of the footpath.

There will be a single vehicle access point to the

proposed building off Kowhai Road.

Vehicles accessing the proposed carpark will not cross the footpath, as there is currently no footpath on the eastern side of Kowhai Road, while the proposed extension will stop at the pedestrian entrance into the courtyard. Pedestrians are therefore not encouraged to continue along Kowhai Road. However, even if they did, the proposed provision for vehicular access into the carpark is considered safe as it is understood that the visibility around the basement entry is sufficient.

For a comprehensive assessment of the proposed vehicular access, refer to the traffic assessment that forms part of the application.

4.7 CONCLUSION

Firstly, the proposal is considered in line with Auckland's imperative for intensification around centres and public transport corridors. The proposal, including its land use and density, is considered to make efficient and appropriate use of the opportunity offered by the Site and its context near the Mairangi Bay Town Centre. The proposal will contribute to the ongoing viability and vibrancy of the centre.

Secondly, the effects of the proposed building massing on the surrounding public realm, including overshadowing, outlook, passive surveillance, visual interest, and traffic effects are considered appropriate, given the building's design and the Site's location. The small bulk infringements of the proposed building are considered appropriate from an urban design perspective.

Thirdly, the effects of the proposed building massing on the surrounding private properties, including overshadowing, privacy, visual interest, and traffic effects are, on balance, considered appropriate, given the setting of the Site close to the town centre and the policy direction to intensify town centres.

Fourthly, the proposed apartments will be functional and have an appropriate and high level of on-site residential amenity, taking into account functionality, solar orientation, privacy, and indoor-outdoor relationship.

The proposed building design is considered to accord with good urban design principles. Subject to the recommendations established in this report, consent could be granted on urban design grounds.