

Ref: 3053
21 February 2022

13 Cresta Avenue and 96 Beach Haven Road Development Da-Silva Builders Urban Design Statement

Context

The site is located at 13 Cresta Avenue and 96 Beach Road, Beach Haven. As shown on Drawing RC.02 there are several major open spaces within 500 metres walking distance. The site is 700 metres east of the Beach Haven Wharf so is an easy walk to ferry services. The site is within easy walking distance of neighbourhood shops and the Beach Haven community house. Bus route (97R) connects directly to Auckland CBD with easy access using the driveway to Beach Haven Road. The existing entrance at 96 Beach Haven Road will be pedestrian and cycle access only.



Figure 1: View from Rangatira Road along Sunnyhaven Ave with the local shops and bus stop to the left. The site extends to the left of the roundabout on Beach Haven Road in the distance.

The northern, western and southern neighbouring sites are a collection of detached houses, but most have a second detached house on a rear lot. The surrounding streets are of a typical suburban character with wider streets and established trees between the detached houses. A section of local shops is located on the right of the entrance on Beach Haven Road with MHS and MHU zoning. To complete the existing context, a large 3 level apartment complex is located on the eastern boundary. This development establishes a precedent for increased density on the site.

These contextual features make the site suitable for intensification. The proposal includes four blocks of three level walk up apartments to create an appropriate level of intensification around Beach Haven village and matching the existing terrace development in height. The buildings are a mixture of studio, one bed and two beds apartments each with their own

balcony or ground floor terrace. All ground floor open living space is screened with gates and pool type fencing to define private open space as separate from communal open space. A multi-core design is used to avoid long internal corridors, with a maximum of nine apartments off each stair core.



Figure 2: View of the 3 level apartment development on the eastern boundary of the site

Site Planning

The site planning is constrained by a small but steep gully and overland flow path along the western boundary. This land cannot be occupied by buildings and is too steep for car parking.

The height to boundary controls requires the three level buildings to be located 6 metres minimum away from the east boundary. Therefore, the carparking is located along the east boundary in this setback area. Vehicle access is solely from Cresta Avenue and the entry drive is extended across the site to the eastern boundary. Buildings A and B offer passive surveillance over the Cresta Avenue entry. A secure landscaped walking and cycling connection has also been provided through to the Beach Haven Road and the adjacent neighbourhood shops for the convenience of residents.

This wide site still allows ample setback to the western boundary and avoids dominance and overlooking of the neighbour's rear yards. Buildings B, C and D are arranged in a 'U' shape pattern creating a west facing outdoor space. A lawn area and BBQ/seating terrace are located in the courtyard space. Building A is located to the north of the entry drive and provides north facing private outdoor space and balconies. Rubbish bin and bike sheds are placed in the parking areas leaving the courtyard clear as an outdoor living space.

Architectural Design

Building A is positioned along the northern boundary and the three entry stairs are located to the southern rear of the building. All the living area are facing north (Refer Drawing RC.41). The vehicle carriageway between Buildings A and B has planted kerb extensions to soften the space and slow vehicles (Drawing RC.43 top view). Building A is clad in a red brick with dark brick accents (Refer RC.51a). The three glazed entry stairs have 'dormer' roof forms to provide formal variation looking along the common driveway.

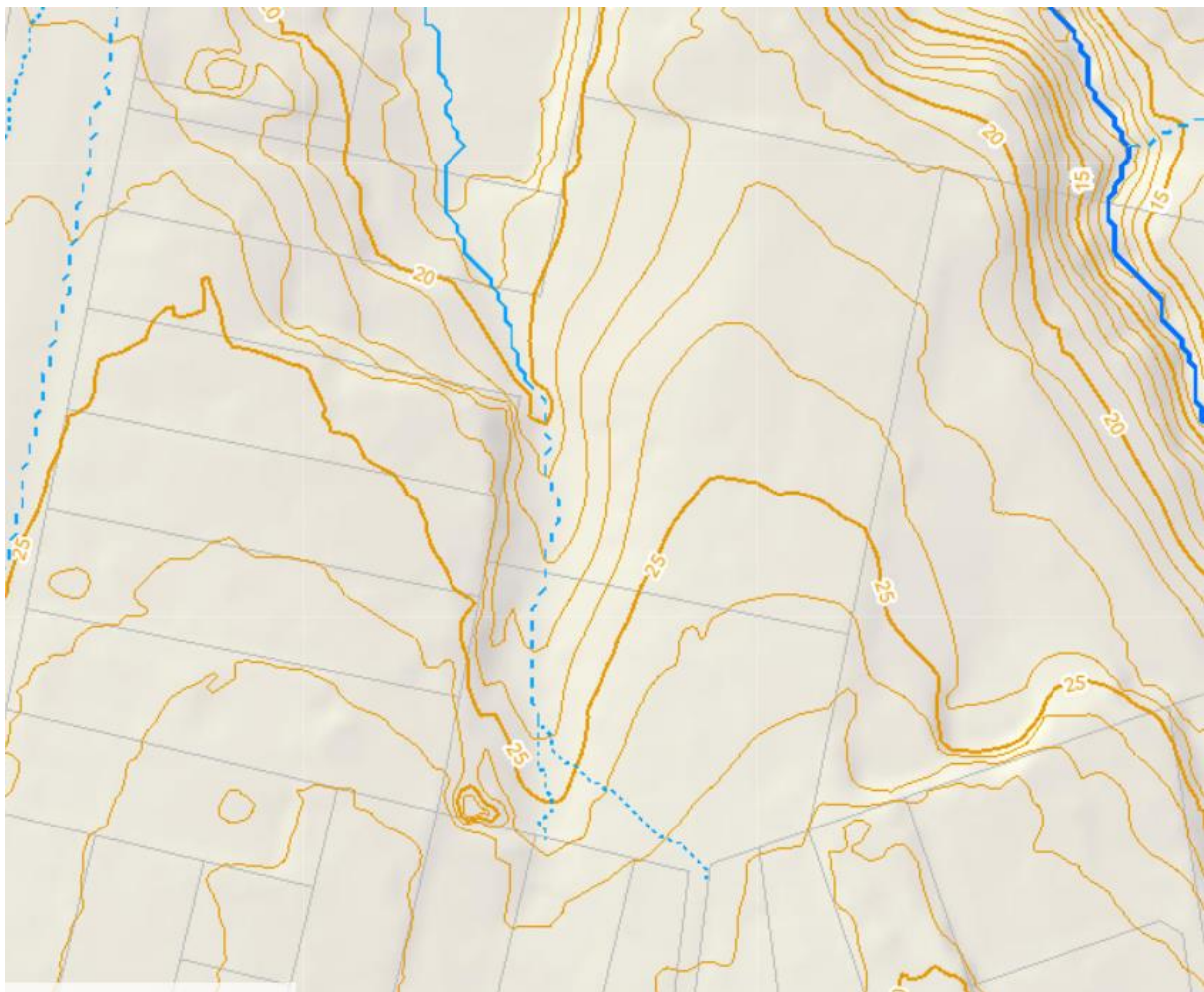


Figure 3: Site contours and overland flow path

The west elevation of Building B addresses the entry driveway (Refer RC.44). Balconies create a dynamic approach looking from the driveway and the footpath. The kerb extensions between block A and B enlarge the footpath, interrupt the rhythm of the driveway, and reduce the car speed. Block B uses light and dark coloured brick to emphasise the balconies. The monopitch roof slope down toward the western boundary which allows Block B to comply with the height in relation to boundary. The brickwork colours and projecting courses breaks up the mass of the building (Refer RC.53).

Building C has two glazed entry stairs that overlook the carparking to provide activation and surveillance. The living spaces face west toward the courtyard. Hedges provide privacy screening between the ground floor terraces and people using the common space area in front of Building C.

Apartments in Building D have either a northern or eastern orientation. Balconies on the eastern façade are designed with more solid balustrades and side walls to give more privacy to the neighbouring houses on the southern and western boundaries. A darker brick in a recessed section of the south elevation along with a striped projecting brick course have been added following comments made in the preapplication meeting.



Figure 4: View between Blocks A and B with the green islands on the kerb and balconies of Block B to activate the driveway.



Figure 5: Aerial view from west above 7 Cresta Avenue showing open courtyard space located along west boundary of apartment buildings.

Height to Boundary Infringement

Building A has a minor infringement as shown on RC.12, RC.20 and RC.24.

Preapplication Comments

The key minutes from Council's Urban Designers are recorded below in italics and discussed in context of the Proposal;

Site Layout

- The site is a rear site with its main entry from Cresta Avenue (approximately 13.5m wide). Through-access for pedestrians and cyclists only is supported via the existing entrance strip to Beach Haven Road, providing more direct access to the Beach Haven local centre. Given the site access constraints, vehicle turning within the site will need to be accommodated and it appeared that this had not been reflected in the site layout presented.*

Vehicle access will be only from Cresta Avenue and the existing access from Beach Haven Road will be only for pedestrians and cyclists. A paved area between Buildings C and D with a mountable kerb and potentially removeable bollards has been added to allow a three point turn for the rubbish truck. It is proposed in this way so that other than the rubbish truck it remains as a footpath connecting Building D. RC.05 shows the vehicle turning (blue line) in this area.

Access and Circulation

- *Site entry is proposed off both Cresta Avenue and Beach Haven Road, noting that the on-site pedestrian network is incomplete on the COAL side of Blocks B, C, D. A pedestrian path is provided through the site on the western side of buildings, but not on the eastern side of blocks B and D. Given there will be pedestrian circulation on this side of the buildings to access vehicles, a complete pedestrian pathway should be provided. It was indicated by KB that there is less room available to provide a footpath, so alternatives such as pedestrian markings on the COAL or the creation of shared space design to complete the pedestrian pathway on the eastern side could be considered. From an urban design perspective, the continuation of the footpath network is preferred as pedestrians do not need to make grade / level changes.*
- *Pedestrian crossings / priority should be designed into the COAL surface to coincide with and reinforce building entry and entry path locations. The COAL should be treated as though it is a street / street condition for the site and buildings i.e., buildings should address it and pedestrian access / amenity provided. The idea of a shared surface design for the COAL was raised by the applicant. This would be acceptable in principle noting that speed calming and pedestrian safety within the COAL environment is an important outcome.*

A defined footpath has been added along the eastern side of Buildings B and D to complete the pedestrian pathway. The kerb between Buildings A and B has been extended with landscaping area to reduce vehicle speed and improve pedestrian amenity. Banding within the surface of the driveway has also been included to encourage cars to move at slower speeds.

Building Location

- *The building corners that terminate views on the access approaches to the site, being the northwestern corner of Block B and southeastern corner of Block D, should be designed, treated and considered as built form entrance markers into the site. As a result, they should be well articulated and treated.*
- *The eastern elevations of Blocks A and B, the western elevations of Blocks A and D, and the southern elevation of Block D were noted as being somewhat bland and blank, resulting in potentially adverse amenity effects with respect to adjoining sites that will have visibility of them. It was suggested that architectural design techniques be implemented to improve their visual appearance.*

The corners of Buildings B and D have been redesigned following the comments. Refer RC.44 and Figure 6 below. Building D layout has been modified to create a recessed section (dark brick) next to the stairwell and the projecting brick courses to add detail when looking down the entry footpath



Figure 6: View from the pedestrian access of Beach Haven Road on the southern façade of Block

Floor Plans

- *All proposed buildings are three-storey walk-up apartments and a maximum of three units is accessed via the common stairwell for each level. This is acceptable and results in dual aspect floor plans for almost all units, which is positive. The exception is the studio units located at the back of the common stair (there are three of these per floor in Block A; one per floor in Block B; one per floor in Block C; and one per floor in Block D). An assessment on the acceptability of these single aspect studios should be provided.*

The studio apartments are included to provide a variety of different size apartments. The development is an 'affordable housing' project, and a small number are included as a lower price option. This module with two 1 bed apartments and the studio has been used in a number of our projects. They have been consented, built and sold in two developments at Onehunga (NZ Living and Selwyn Living), and all four NZ Living developments at Northcote. They are consented and under construction at NZ Livings Kupenga and Hinaki Tamaki Edge developments.

Outdoor Living Space

- *Limited information was provided regarding outdoor living space. It is recommended the applicant review their proposal against the applicable standards and seek compliance.*

Outdoor living space and outlook distances information have been added to the plans – Refer RC.10 and RC.13. All the units comply with the outlook distance requirement.

All the ground floor units have an outdoor living space with a minimum depth of 4m except one studio of Block B. Refer RC.10. This unit has an outdoor living space of 3.25m deep.

This is considered acceptable as the outdoor living area still has as good orientation and a functional layout. Should residents require more space, there is the on-site communal area as well as Sheperds Park.

Architecture

- *A materials and colour palette should be included within the submitted architectural plans*

The materials palette has been included within the set – Refer RC. 16



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