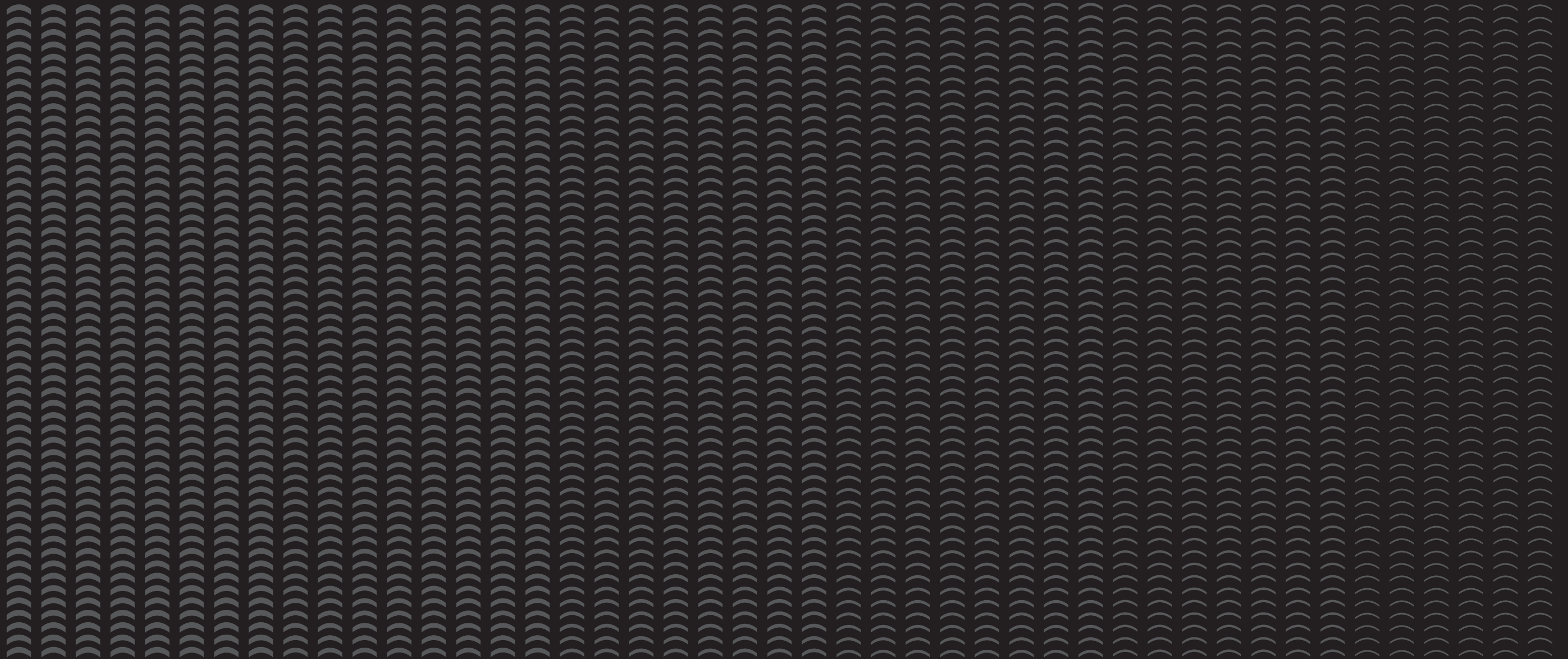


# Esmonde Road Design Statement

Document Prepared by Jasmax for  
Kingstone Property Group  
May 23, 2022

Rev D

**JASMAX**



# Revision history

Date	Revision	Description
April 15, 2021	Rev A	First Draft
April 30, 2021	Rev B	Updated visualisations and diagrams
May 17, 2021	Rev C	Minor Edits
May 23, 2022	Rev D	Minor Edits

# Contents

<b>1. Part 1 - Introduction</b>	<b>4</b>	<b>4. Building Massing</b>	<b>26</b>
1.1 Purpose of this document	5	4.1 THAB Zoning	27
1.2 Project overview	5	4.2 Proximity to neighbours	28
1.3 Project vision	5	4.3 The street environment	29
<b>2. Context and Site Analysis</b>	<b>6</b>	4.4 Informing the proposed massing	30
2.1 Site location	7	4.5 Proposed massing response	31
2.2 Accessibility	8	4.6 Visualisations	33
2.3 Access to open space	9	<b>5. Part 2 - Proposed urban design controls</b>	<b>43</b>
2.4 Statutory planning context	10	5.1 Urban design controls	44
2.5 Existing site	11	5.2 Planning Control Areas to shape built form	45
2.6 Site constraints and opportunities	12		
2.7 Key views of the site	13		
<b>3. Design Response - Masterplan</b>	<b>15</b>		
3.1 Key design drivers to strengthen mana and form of 'Te Patu'	16		
3.2 Key design moves	17		
3.3 Masterplan elements	18		
3.4 Allocation of space	19		
3.5 Landscape character	20		
3.6 Site interface	21		
3.7 Staging plan	25		

# 1. Part 1 - Introduction



## 1.1 Purpose of this document

This document provides a Design Statement to support the application for a Private Plan Change by Kingstone Property Group for the site of the former Harbourside Church, located at 48 Esmonde Road, Takapuna, Auckland.

The Plan Change seeks to amend the planning provisions for the site in order to allow a different form of development than that currently allowed under the Auckland Unitary Plan (Operative In Part) 2016.

This Design Statement provides a detailed urban design assessment of the site and an explanation as to how a proposed masterplan for the site has been arrived at and why the resulting urban form is justified from a strategic urban design perspective, taking into account the context of the site.

The first part of the document provides a site and context analysis and explains how a development vision and design response has been arrived at, resulting in a proposed masterplan with accompanying design principles. It includes a proposed arrangement of buildings, access and movement through and around the site, allocation of private and communal open space and a proposed 3D building form.

Effectively this proposed masterplan represents one potential development scenario for the site, but one that is considered to be an appropriate design response given the current strategic urban planning context.

The second part of the document then describes a set of urban design criteria that help to inform the precinct planning provisions that form the basis of the proposed Plan Change. The planning provisions have been crafted in order to give effect to both the proposed masterplan but also other similar design responses in both urban form and design principles.

This document should also be read in conjunction with the planning report prepared by Mr Michael Campell, the Urban Design assessment by Mr Abu Hoque, the Urban Design and Landscape peer review by Mr Nick Rae and the Visual Impact Assessment prepared by Mr Stephen Brown.

## 1.2 Project overview

The site at 48 Esmonde Road is located between Takapuna metropolitan centre and the northern motorway (SH1). Almost an island surrounded on three sides by coastal mangroves, it is connected to the major land mass of Takapuna only by Esmonde Road which runs across the northern boundary of the site. The site is elliptical in plan shape, with a longer dimension (east-west) of almost 200m and a shorter dimension of approximately 130m resulting in a site of just over 2 hectares. It rises steeply from the coastal edge to a flatter portion in the centre of the site which sits at a height of just over 10m above sea level.

The centre of the site at the highest point is currently occupied by the Harbourside Church, a late twentieth century building that consists of a large auditorium and ancillary church functions and is surrounded by surface car parking. The site currently does not provide any formal public access and the church building, set back 35m from Esmonde Road, provides little in the way of urban activation.

The proposal seeks to replace the church function with a high-quality, contemporary “urban village”, a collection of buildings providing a new, highly connected, compact neighbourhood offering a unique urban lifestyle. A number of apartment buildings will be supported by amenities such as shared workspaces, cafe, fitness/wellness facilities and a variety of resident communal open spaces both internal and outdoor. Public access will be provided both across / through the site and around the edge providing a new access to the coastal edge.

## 1.3 Project vision

- To create a new, highly connected, compact neighbourhood offering a unique urban lifestyle
- Provide a mixture of uses, predominantly residential offering a vibrant culture and contemporary urban living
- Supporting amenities such as shared workspaces, cafe, fitness/wellness facilities and a variety of resident communal spaces- at podium, mid-level and rooftop
- Provide new walking and cycling routes connecting to the immediate surroundings and to the city centre
- Re-vegetate and restore the coastal edge
- Maximise immersion in, and engagement with nature and the surrounding context



## 2. Context and Site Analysis





## 2.1 Site location

The site is located approximately 5km from Auckland city centre and just over 800m (direct line) from the centre of Takapuna. In addition to the city centre and central Takapuna, a number of areas of high employment lie within 4km of the site including Wairau Valley, Smales Farm, North Shore Hospital, Barry's Point Road, AUT North Shore campus and the Warehouse Way business park giving the site very high accessibility to employment opportunities.

- Site
- 1 Takapuna
- 2 Akoranga bus Station
- 3 SH1
- 4 Esmonde Road
- 5 Lake Road
- 6 Wairau Valley
- 7 Smales Farm
- 8 North Shore Hospital
- 9 Barry's Point Road
- 10 AUT North Shore Campus
- 11 Warehouse Way Business Park

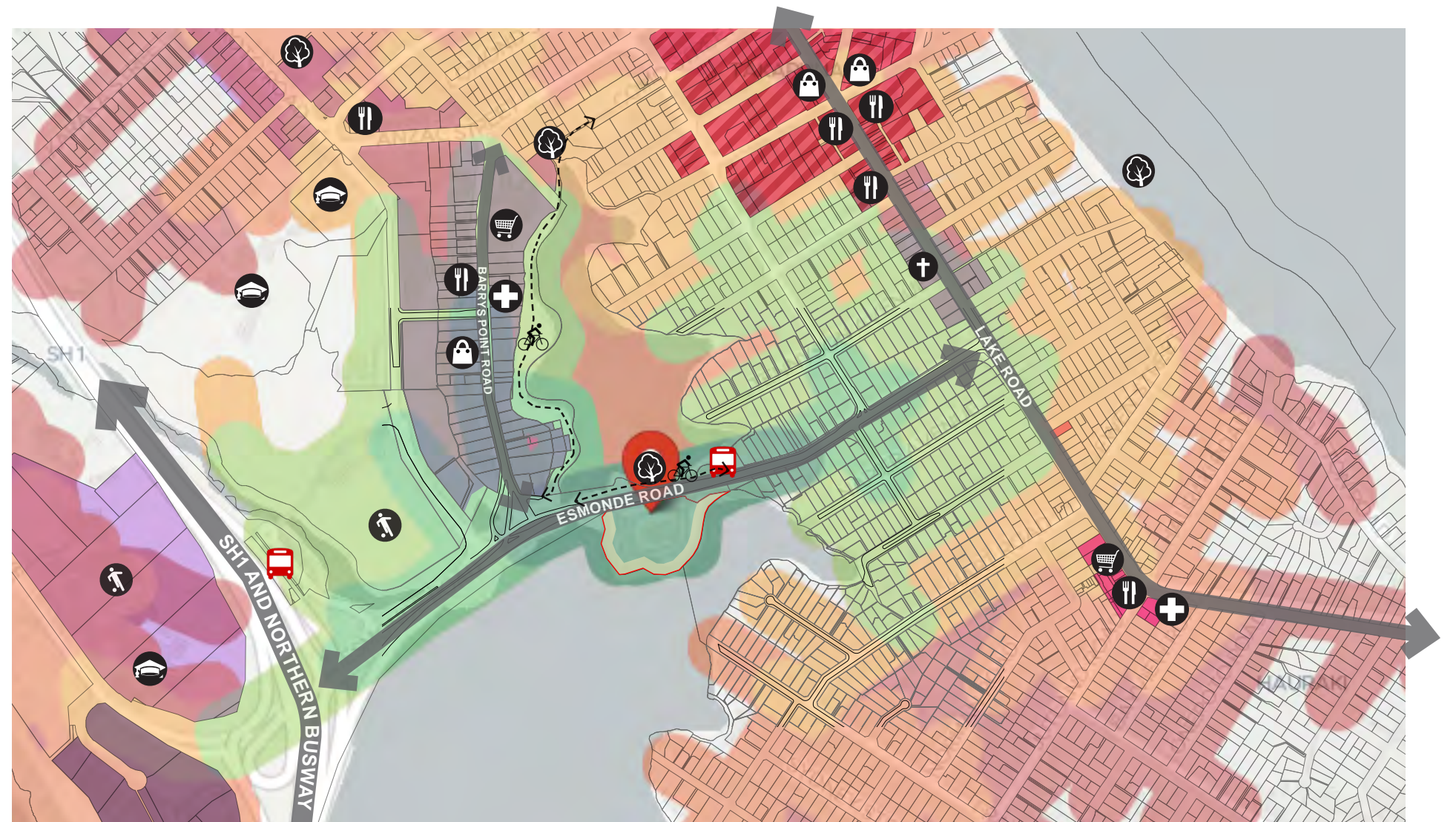






## 2.2 Accessibility

The site provides good walking access to nearby facilities including open space and a supermarket at the northern end of Barry's Point Road. Akoranga bus station, part of the high-frequency Northern Busway is just over 10 mins walk, although there is also an express bus stop immediately adjacent to the site which travels directly to Auckland city centre with no further stops in between.

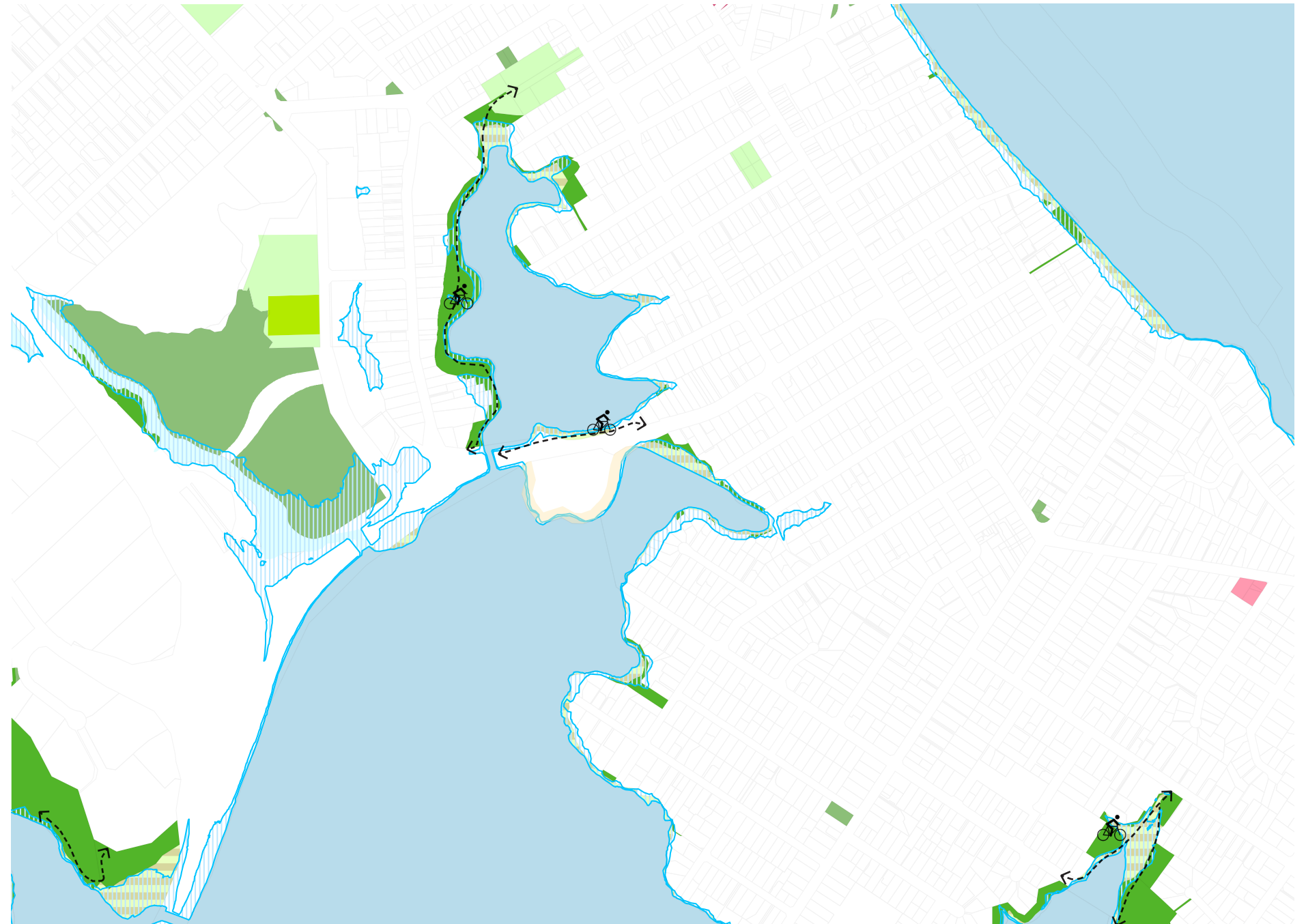


Facilities	Walking distance
Retail Centre	5 min
Food and Beverage	10 min
Supermarket	15 min
Reserve / Park	20 min
Medical Centre	25 min
Education Facility	30 min
Sports Field	



## 2.3 Access to open space

A small reserve is located immediately opposite the site, whilst a much larger space at Barry's Point Reserve is approximately 10 minutes' walk to the west. A new walkway / cycleway to the rear of Barry's Point Road along the coastal edge provides an alternative amenity space as well as a connection to the nearby supermarket and Takapuna centre.



←---→ Cyclepath

Waterways

Green/Open/Recreational Space

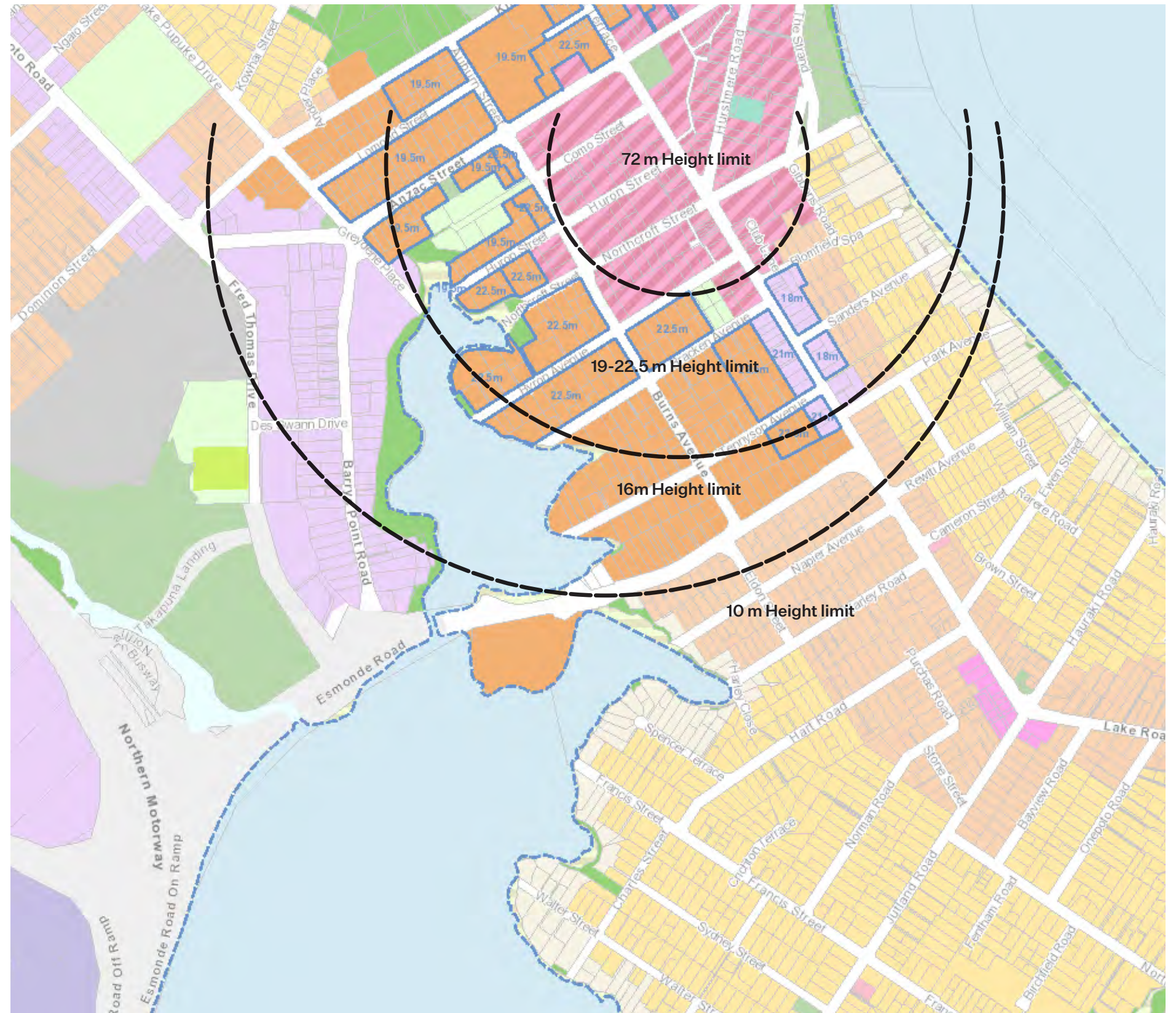




## 2.4 Statutory planning context

The site currently lies within the Terraced House and Apartment Building (THAB) zone of the Auckland Unitary Plan (Operative in part, 2016). Land to the north is also within the THAB zone, with additional height allowed as you move closer to Takapuna centre, where the Metropolitan zone allows buildings up to 72.5m in height.

- Unitary Plan Zones**
- Residential**
- Single House Zone
  - Mixed Housing Suburban Zone
  - Mixed Housing Urban Zone
  - Terrace Housing and Apartment Buildings Zone
- Open Space**
- Conservation Zone
  - Informal Recreation Zone
  - Sport and Active Recreation Zone
  - Community Zone
  - Civic Spaces Zone
- Business**
- Metropolitan Centre Zone
  - Local Centre Zone
  - Mixed Use Zone
  - General Coastal Marine Zone

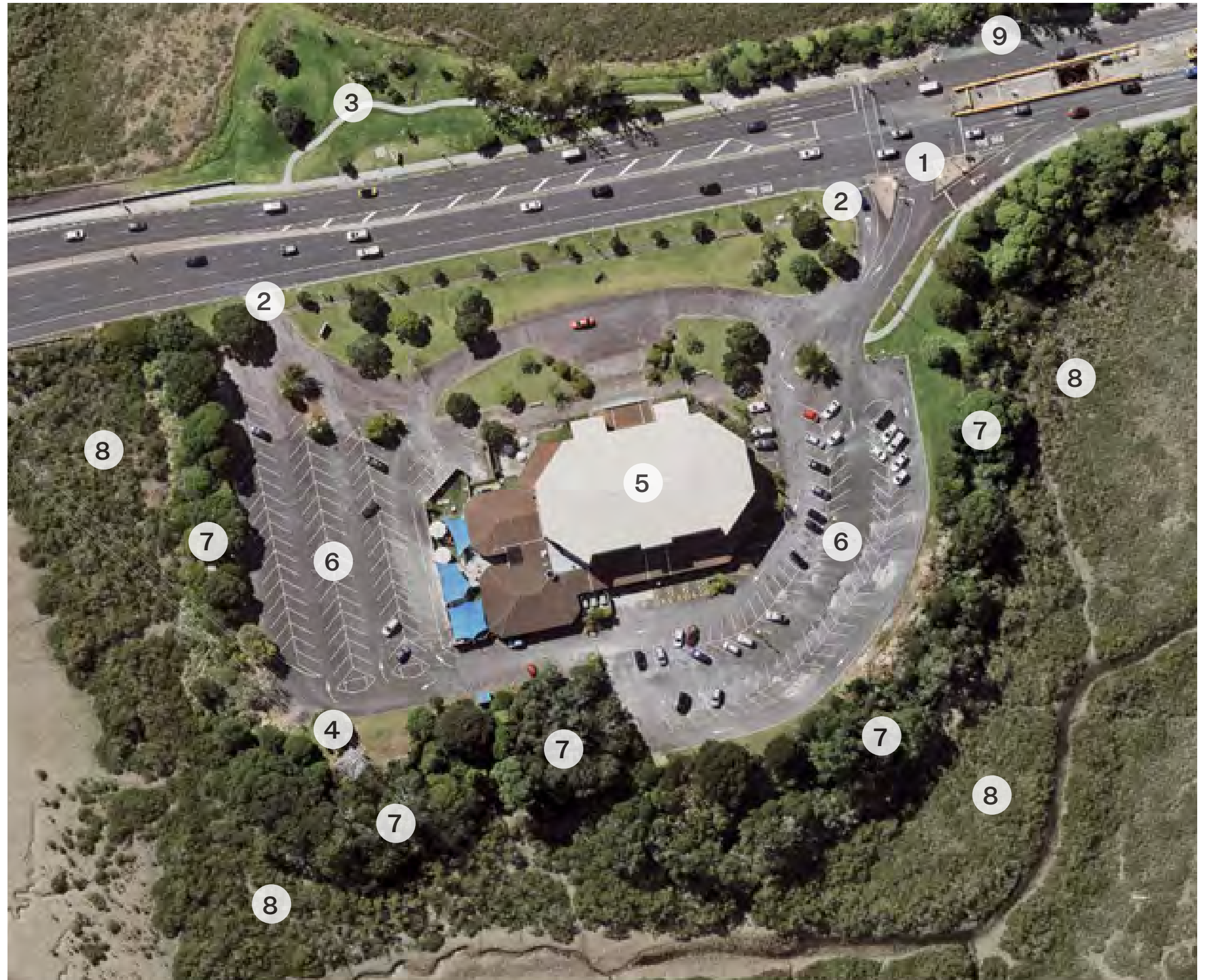


Extract from Auckland Unitary Plan (Operative in part, 2016)



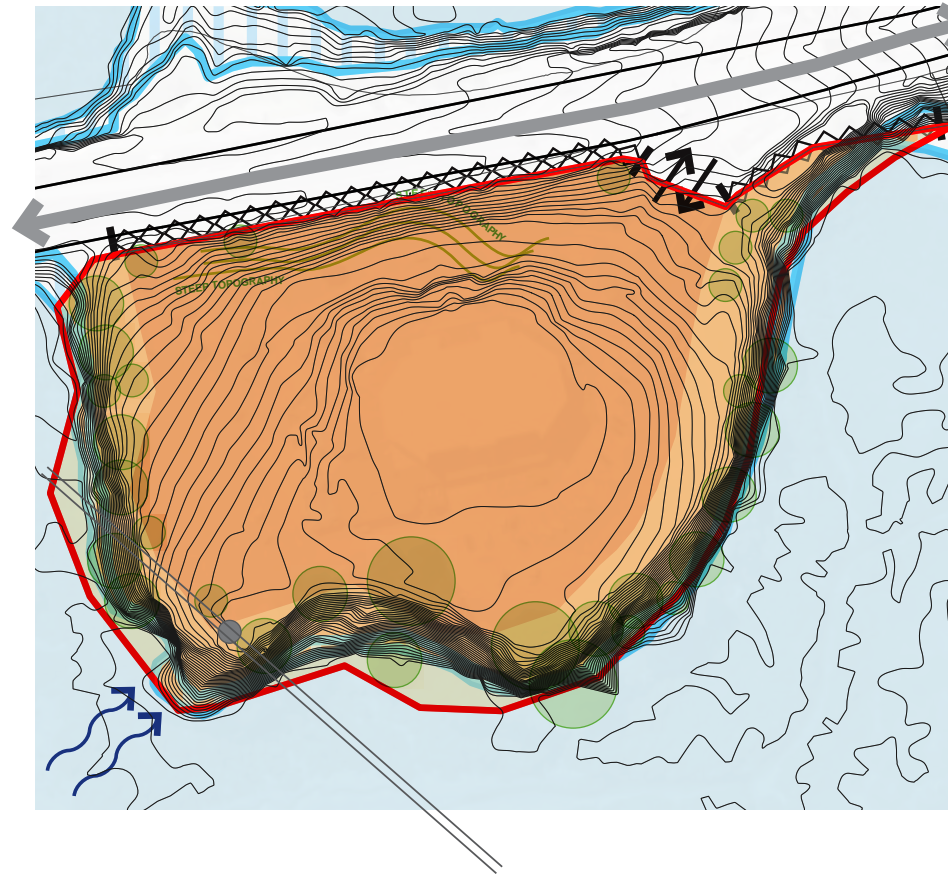


## 2.5 Existing site



- 1 Main site access
- 2 Left egress only
- 3 Existing Reserve
- 4 High voltage power lines
- 5 Harbourside Church
- 6 Surface parking
- 7 Mature coastal trees
- 8 Mangroves / Coastal vegetation
- 9 Bus stop









## 2.6 Site constraints and opportunities



### Constraints

-  THAB Zone - 16m maximum compliant height
-  20M Riparian setback
-  Vehicle access restriction
-  Existing vehicle entry
-  Busy arterial road frontage
-  Prevailing cold SW wind
-  Overhead transmission lines
-  Protected trees
-  Steep Terrain

### Opportunities

-  Views - At compliant heights
-  Views - At non-compliant heights
-  Existing signalled site access
-  Existing bus stop
-  Arterial road exposure
-  Existing pedestrian / cycle amenity
-  Potential pedestrian / cycle link
-  Existing mature trees



## 2.7 Key views of the site

The site lies on the northern edge of Shoal Bay (part of Waitemata Harbour) and with its almost island character is highly visible from a number of directions. However, most people will view the site from the busy Esmonde Road and nearby Northern Motorway (SH1).



Figure 1. Drone footage from South



Figure 2. Drone footage from SW





Figure 3. View from north of Esmonde Road



Figure 5. View from north - east of Esmonde Rd



Figure 7. View from south east (drone footage)



Figure 4. View from east of Esmonde Road - Eldon St intersection



Figure 6. View from east of Spencer Terrace



Figure 8. View from south of Francis Street



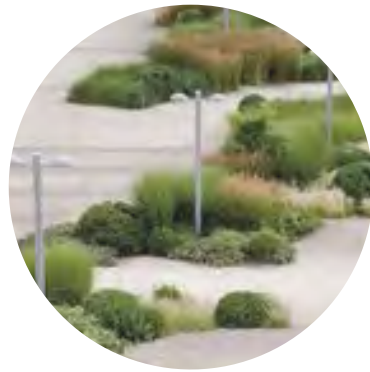
### 3. Design Response - Masterplan



### 3.1 Key design drivers to strengthen mana and form of 'Te Patu'



Island as nexus



Express local geo-morphology



Reinstate coastal forest



Maximise outlook



- Maximise visual and physical connectivity with surrounding context and community
- Draw the public through the site to engage with the commercial offerings and reinforce the development as part of the city's fabric and broader pedestrian and cycle network
- Provide separated public and private amenity - urban plaza space for workers, visitors and the broader community and communal outdoor space for local residents

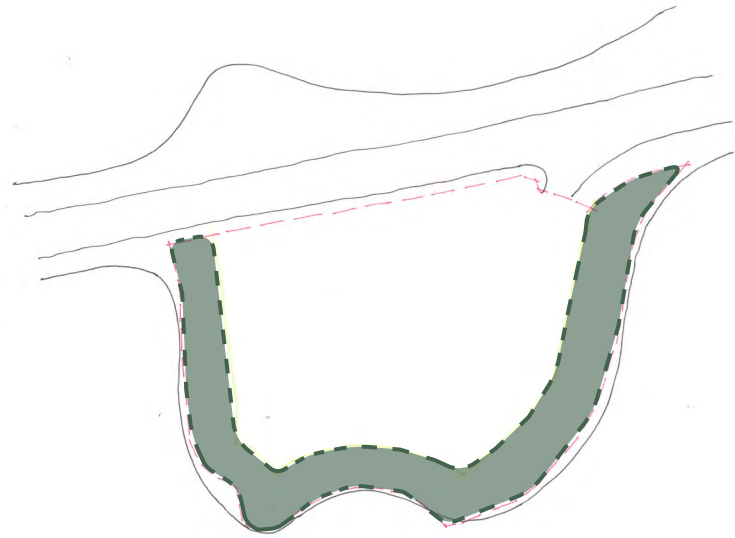
- Integrate nature inspired forms, materiality and movement patterns that speak to and reflect the surrounding context - the meandering tributaries of the estuary, emergent mangrove plantings and sandbanks and the stratified bedrock of the remnant peninsula - the podium landscape and built form rises out of the geomorphology
- Utilise level change and mounding to define public private separation and spatial programming and reflect the unique topography of the site

- Enhance contextual landscape rather than undermine it by encouraging coastal forest to penetrate the internal spaces of the development
- Revegetate the site, integrate bio-filtration to maximise indigenous bio-diversity and habitat referencing the inlet at its healthiest
- Maximise immersion and engagement with the natural environment in a human scale setting

- Buildings float above canopy of trees maximising outlook and engagement with broader context of Takapuna, city and harbour
- Provide opportunities for residents and the broader community to engage with both the immediate coastal reserve setting and the broader natural environment

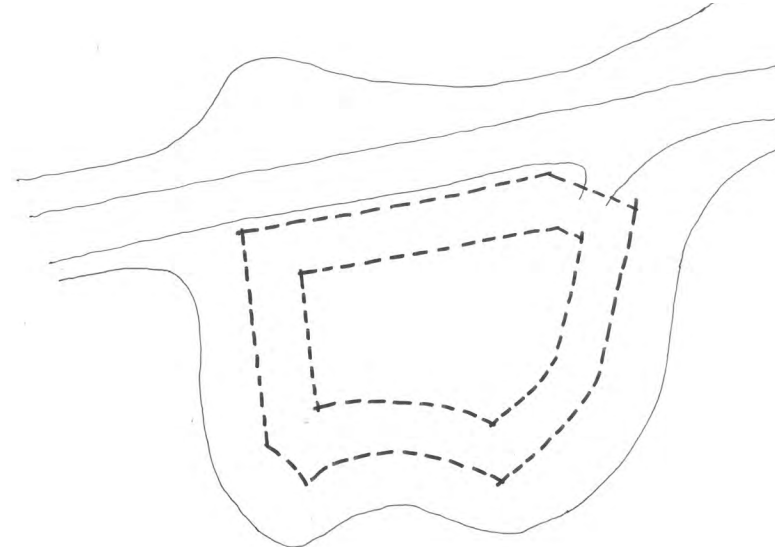


### 3.2 Key design moves



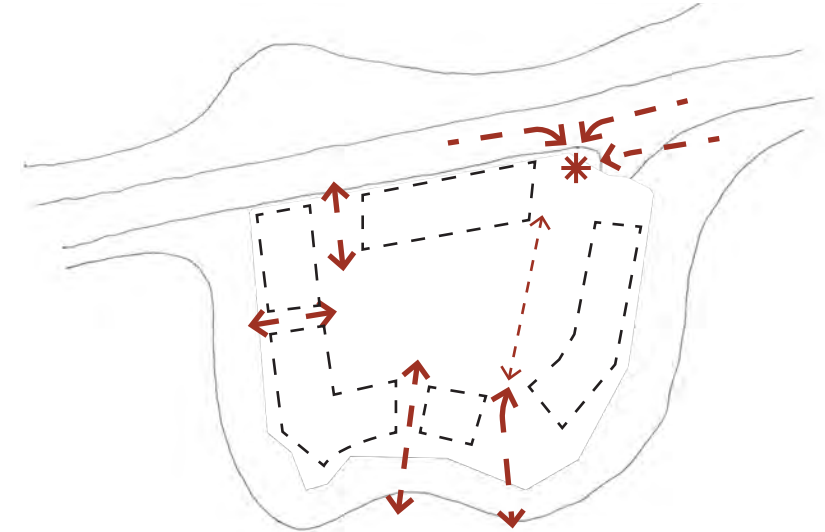
#### 20m Esplanade reserve

- Recognise importance of coastal edge- create 20m Esplanade reserve



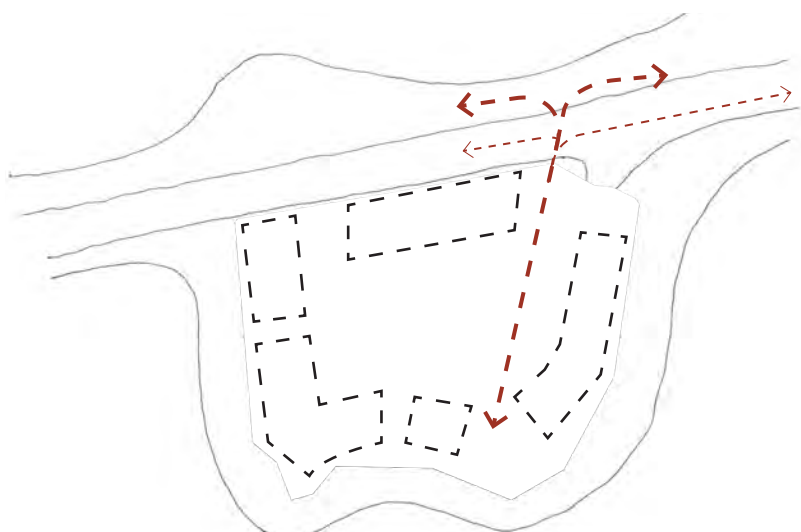
#### Perimeter Buildings

- Reinforce the island setting
- Recognise that the buildings will be viewed from all sides - provide "frontage" in perimeter form



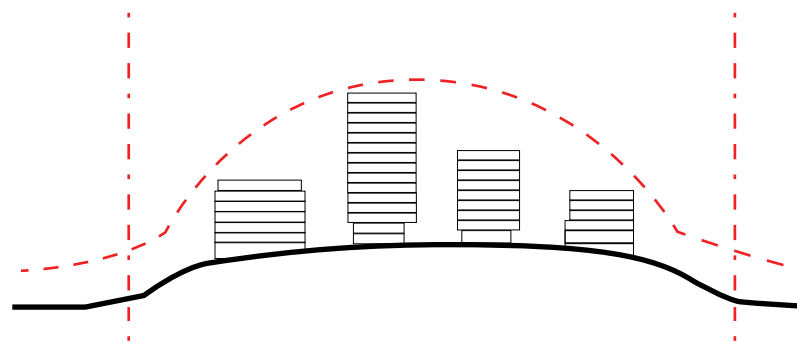
#### Create openings through the buildings

- Allow views in and out of the perimeter buildings
- Openings respond to access points
- Create strong sense of arrival using openings through perimeter



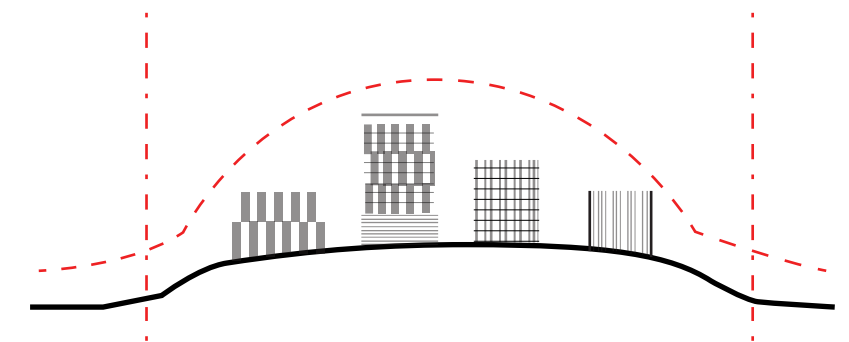
#### Connections to neighbourhoods and public transport

- Maximise connections to existing urban neighbourhood and public transport



#### Massing to respond to topography

- Reinforce land-form/topography by using building form that is lower towards the edges
- Rising towards the centre



#### Massing articulated to read as multiple buildings

- Breaking up massing to avoid monolithic forms

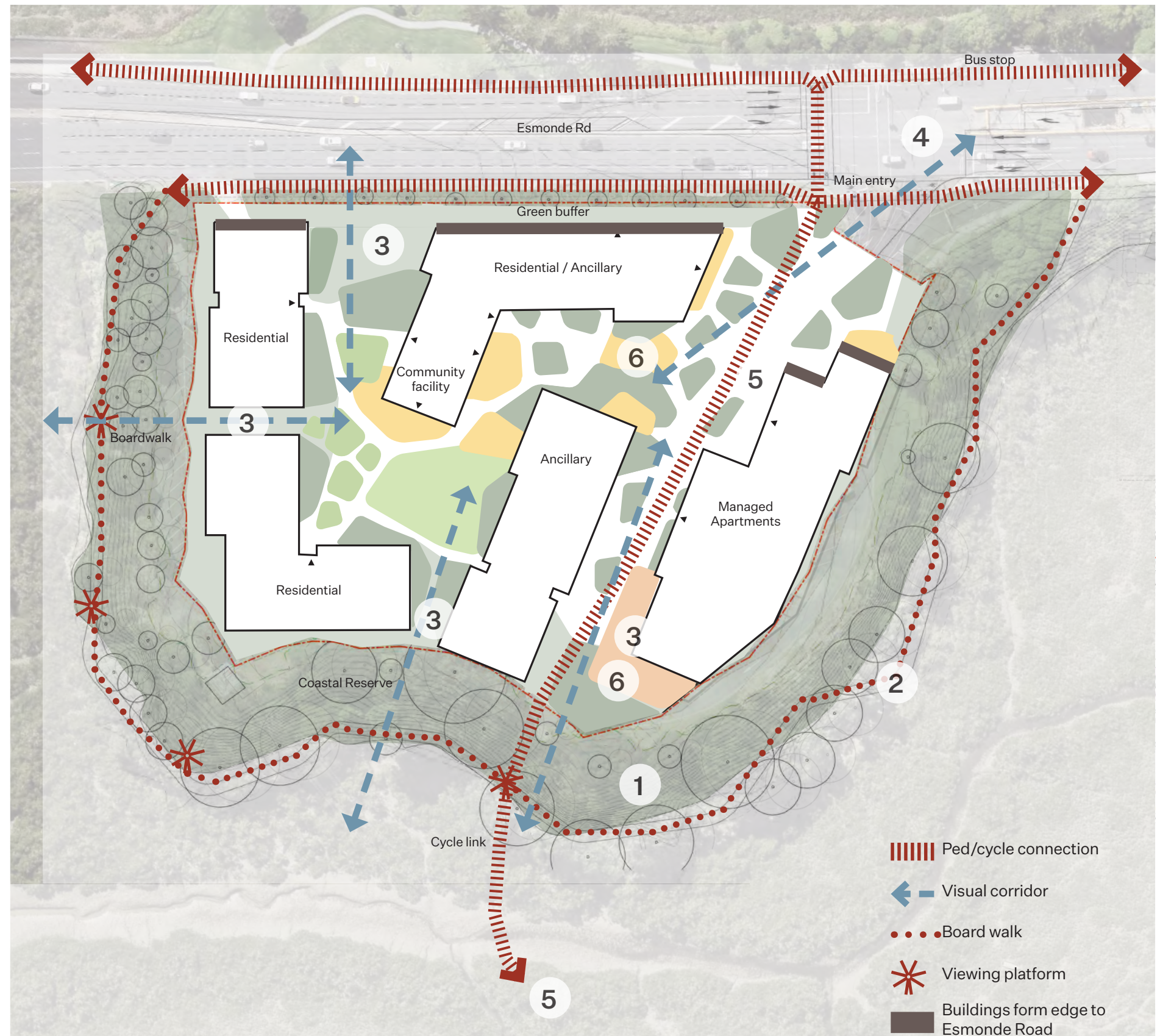




### 3.3 Masterplan elements

Responding to the client's vision and objectives and the context and site analysis, the key design drivers and design moves result in the proposed masterplan. The main elements of this masterplan relate directly to the key design moves described earlier, but can be described as follows:

- 1. A 20m strip of land is provided around the coastal edge of the site,** recognising the steepness of the bank and the presence of a number of mature coastal trees. This strip could become an esplanade reserve vested by Auckland Council. However, the land is steep containing exposed tree roots and so would not be suitable for public access.
- To provide access to the water's edge, **a boardwalk is proposed around the perimeter of the site** at the lower level (allowing an appropriate distance above sea level). This would be publicly accessible providing both walking and cycling connectivity around the site as well as introducing previously unavailable access to the water's edge.
- Buildings are arranged around the perimeter of the site** to create an attractive frontage on all edges, recognising that the "island" site is seen from all directions. However, gaps are created between the buildings to avoid a "fortress" response, and to allow views both in and out of the development. Buildings along Esmonde Road in particular will be designed to provide a high degree of activation and visual interest, avoiding overly blank or solid elements, recognising the high number of people using this major arterial corridor. However, given the traffic speeds and volumes, it is not considered appropriate to create active frontage in the form of retail that would require and encourage vehicles stopping on the carriageway.
- The existing vehicle intersection with Esmonde Road is used to create the main entrance to the development.** The current intersection is poor from a pedestrian and cycle perspective with multiple crossings required, no assistance to cross on some legs and fast sweeping slip turns for vehicles. It is proposed to reconfigure the intersection to provide much safer and accessible crossings for pedestrians and cyclists. This intersection will then provide easy access for residents and users of the new development to move towards/from Takapuna, the east-bound bus stop located on Esmonde Road, Barry's Point Road and walkway and the Akoranga busway station.
- A walking and cycling connection across the mangroves to Francis Street** (Hauraki peninsula) is indicated in line with Auckland Transport and the Local Board's proposal to improve connectivity between the Francis Street area and Esmonde Road / Barry's Point Road / Akoranga busway station. This would cut out a significant distance for residents of the Francis Street area and make cycling in particular more attractive. Pedestrian and cyclists could either move through the centre of the new development or around the external edge of the site.
- A series of high-quality open spaces** are proposed within and around the development. The eastern portion of the site, highly visible from Esmonde Road, will be publicly accessible and will consist of a slow-speed shared space bordered by a small number of ancillary non-residential uses such as a café / restaurant, convenience store and medical facility (to be determined). The western portion will be raised on a podium above the level of Esmonde Road (with car parking under) to create communal open spaces for use by the residents.

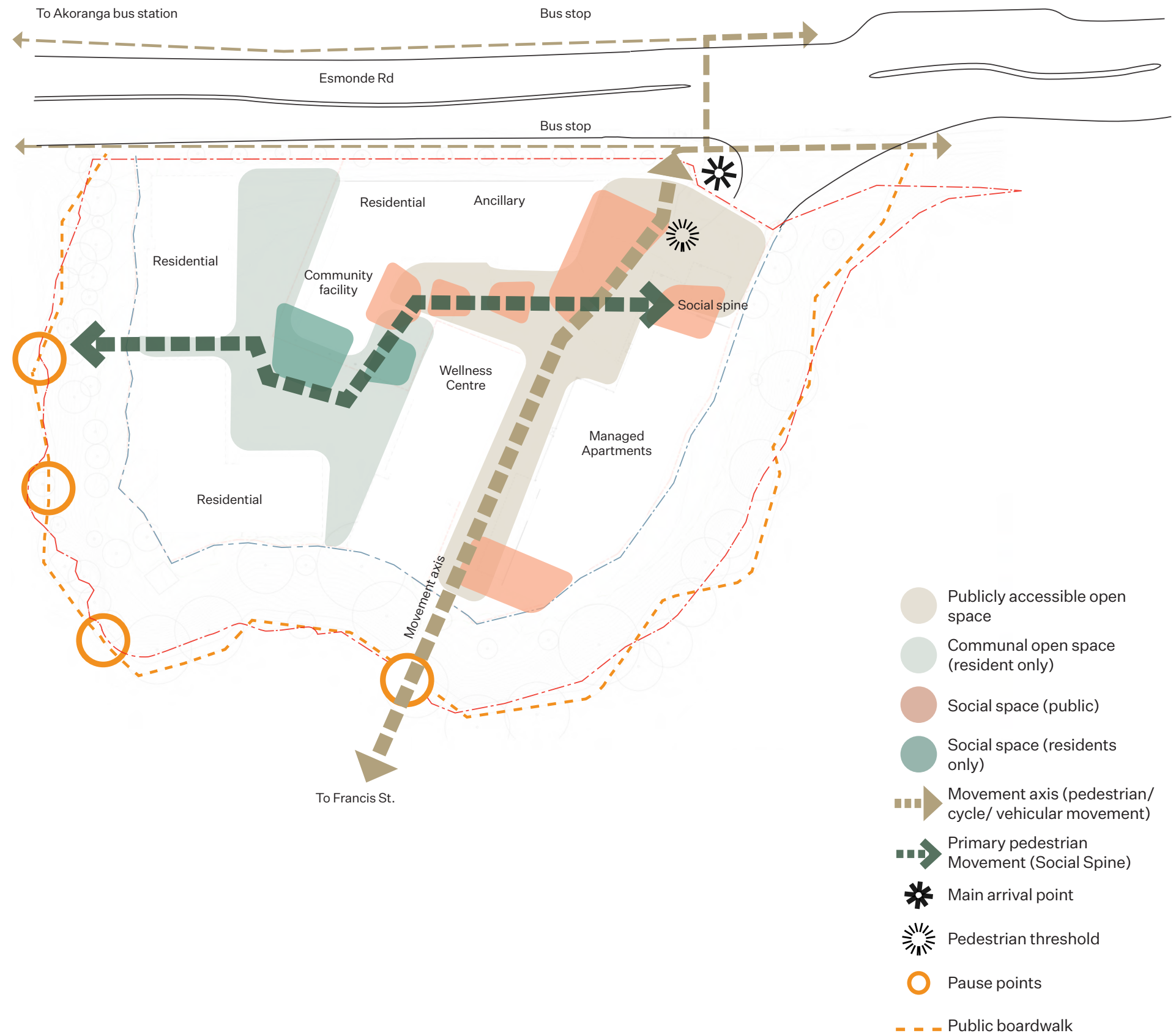






### 3.4 Allocation of space

- **Publicly Accessible Open Space** - The main entry becomes a comfortable high quality urban space. A pedestrian threshold signifies the start of a shared zone with continuous paving encouraging slow vehicular movement and prioritising pedestrians and cyclists. Vehicular access paths and pick-up drop-off zones are defined either by low kerbs, bollards or steel markers.
- A series of large planters accommodate for vehicular movements whilst maximising greening and pedestrian and cycle permeability and connectivity between the hotel, commercial facilities, outdoor cafe seating areas, proposed bus stop and upper podium.
- Public activity nodes are arranged along the social axis in order to activate the spaces and routes. They are located at key junctions, entry points and adjacent to ancillary uses including hotel and commercial tenancies which may include food and beverage and a pit stop and or/destination for cyclists.
- **Community Open Space** - Podium level offerings are primarily for residents and include outdoor communal spaces providing a range of opportunities for socialization and play promoting a relaxed and friendly coastal vibe.
- **Movement Axis** - The north south axis becomes the primary movement axis for pedestrians and cyclists linking the site to the broader context both visually to the bay and the city beyond and physically with a new pedestrian/ cycling bridge (to future detail) to the south of the site linking to the suburb of Hauraki.
- **Primary Pedestrian Movement** - The east west axis defines the social axis moving from public communal open spaces to more intimate private outdoor spaces.
- **Public Boardwalk:** An elevated boardwalk (currently concept only - refer to appendix) and a series of viewing platforms at key vantage points are integrated sensitively into the coastal reserve/ mangrove zone surrounding the site.





### 3.5 Landscape character

The landscape character aims to both express and reinforce the significant geo-morphology and coastal forest ecologies and reflect the mixed use character of the development in relation to both the immediate and broader site context. Materiality, planting, form, movement and spatial programming come together to provide a range of experiences as one moves through the site from a urban edge and sophisticated civic plaza to a more informal residential courtyard reinforcing connection to nature within a relaxed domestic setting.

The entry into the site along Esmonde Road is characterised by a safe and friendly pedestrian and cycle orientated at grade entry. People are drawn into the central civic plaza through a number of meandering pathways leading to key commercial and amenity nodes including a number of outdoor cafe seating areas. The civic plaza becomes a vibrant heart for the development and a pit stop for cyclists. A number of large mounded raised planters emerge within the civic plaza, drawing the coastal ecologies into site. Groves of Nikau Palms and native trees providing human scale, shade and shelter whilst lower level plantings reflect a high and layered tapestry of scale, colour, texture and form.

Immersion in nature increases as one moves through the civic space towards the central stair enclosed by lush plantings of palms and ferns. A number of seating terraces integrated into the stair provide opportunities for both respite and social gathering. An outdoor restaurant/ bar - the city deck, anchors the development to the south providing further immersion in nature and outlook towards the coastal reserve.

The upper level residential courtyard is broken down into a series of smaller spaces of various scales including a central lawn, sheltered BBQ area, garden rooms, and a number of flexible spaces associated with the central community facility offering opportunities for social gathering, exercise, community gardening and play. Narrow pathways meander through a visually rich natural environment which integrates a colour, smell and seasonality, providing both privacy and outlook for residents.

The materiality provides an additional layer which grounds the development in its context. The ground plane provides visual interest through integrating a range of paving tones and textures to reflect the layering of the organic matter of the forest floor. The vertical walls of the planters almost rise up out of the existing site to create seating walls made of in situ concrete and salvaged bedrock celebrating the geology of the site, whilst ensuring a sophisticated design outcome. Timber is integrated into the seating walls of the planters and the seating terraces to soften the spaces, provide warmth and comfort and speak to the pre-European hardwood trees of the coastal forests that would of once dominated the site.

The boardwalk (currently concept only) is a lightweight structure which sensitively weaves through the mangroves reflecting the meandering tributaries of the estuary offering a series of timber platforms/ pause points for both immersion and engagement with the surrounding waters edge and coastal forest and capturing views of city and harbour beyond.



1. COMMUNITY GARDEN



2. ACTIVE LAWN



3. OUTDOOR SEATING/ CAFE



4. MOUNDED PLANTERS



12. KIDS PLAY



13. GARDEN ROOMS



14. PAUSE POINT - VIEWING DECK



8. GREEN FINGERS



9. OPEN LAWN/ BBQ AREA



10. BOARD WALK



11. CITY DECK



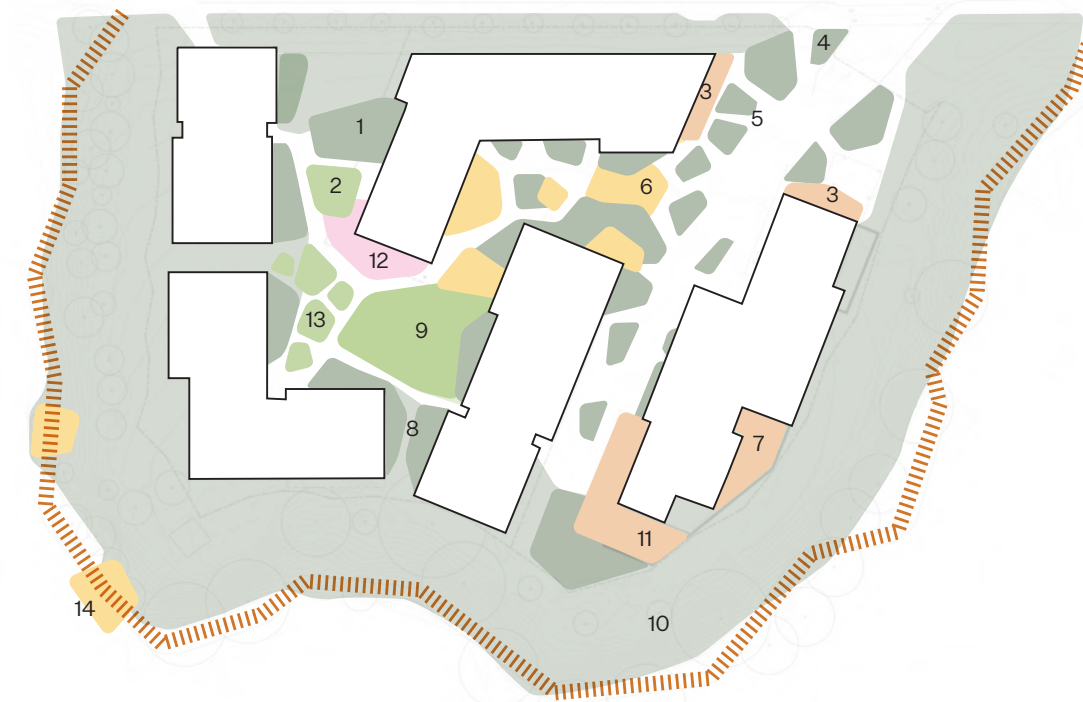
5. BIKE STANDS/ CHARGING STATION AND PUMP



6. SEATING TERRACES



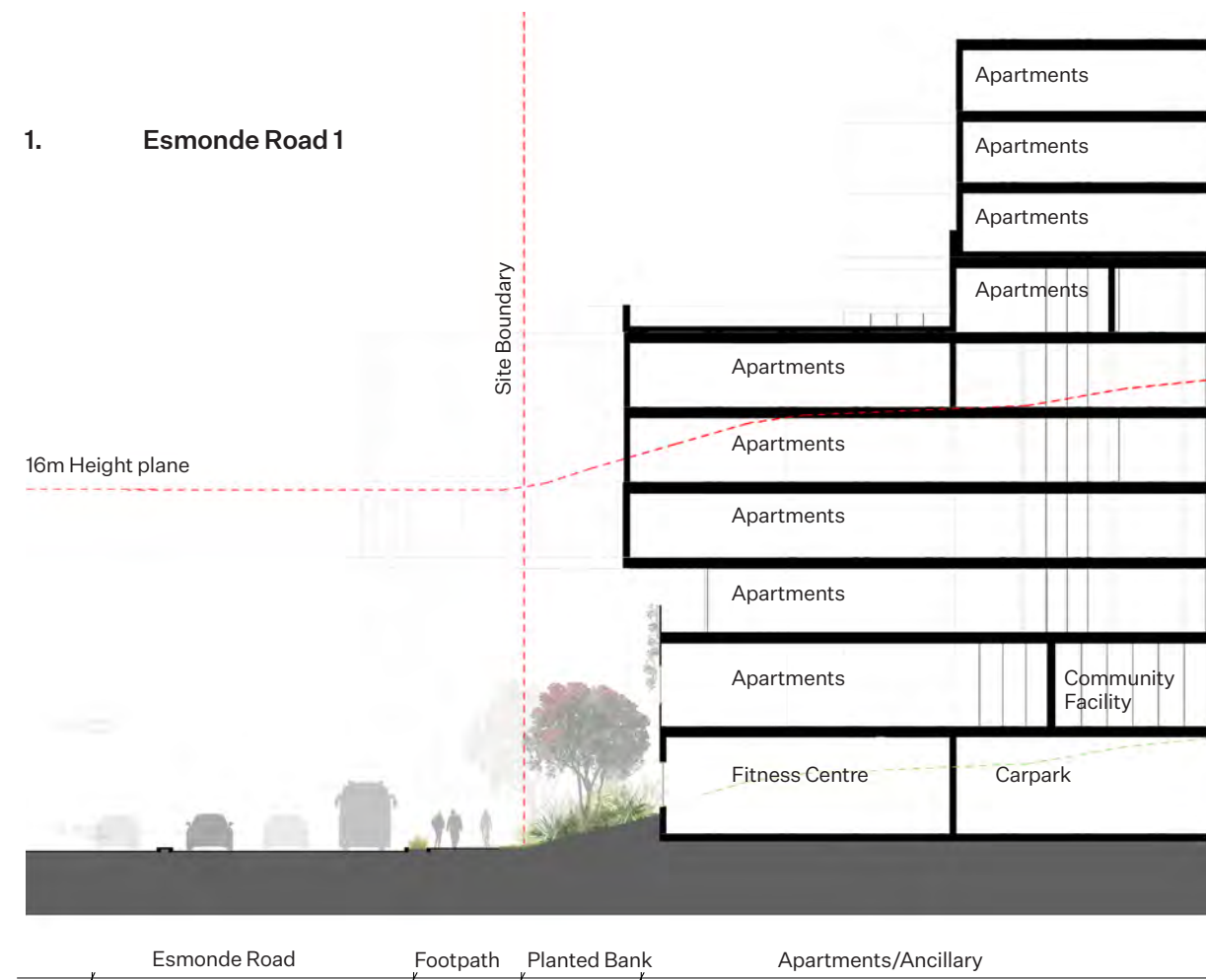
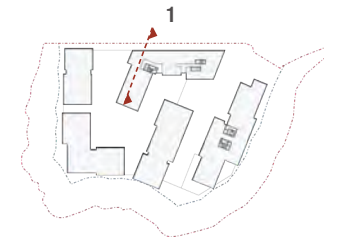
7. EAST TERRACE

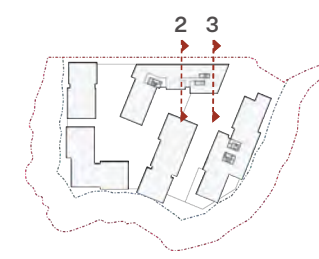




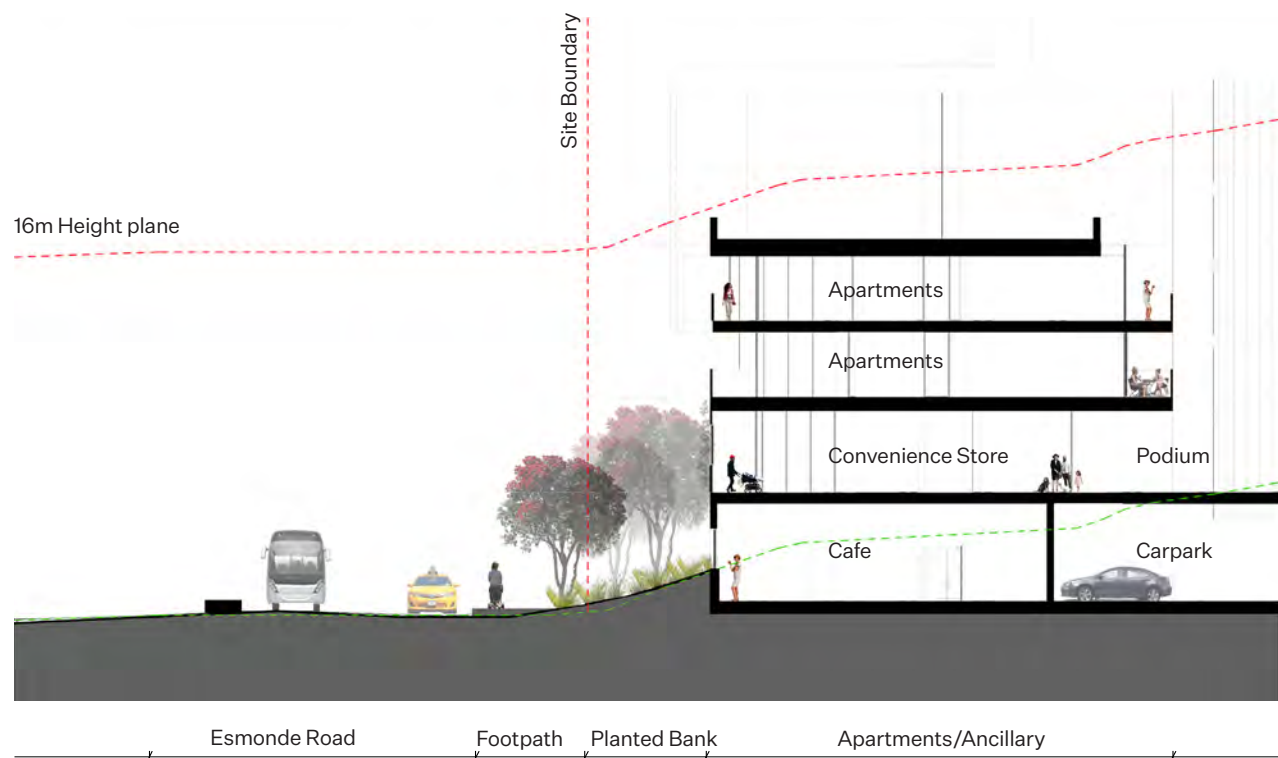
### 3.6 Site interface

The following pages show a series of cross sections around the perimeter of the site to illustrate the proposed interface of buildings with the adjacent space – Esmonde Road along the northern boundary and the potential esplanade reserve around the other three sides of the site. The building heights and arrangements as illustrated for cross-sections 1-3 and no.4 represent the proposed buildings for Stages 1 & 2 of this development as per the approved Resource Consent. The building heights for the other cross-sections are indicative only as the buildings in future Stage 3 of the masterplan are yet to be designed fully.

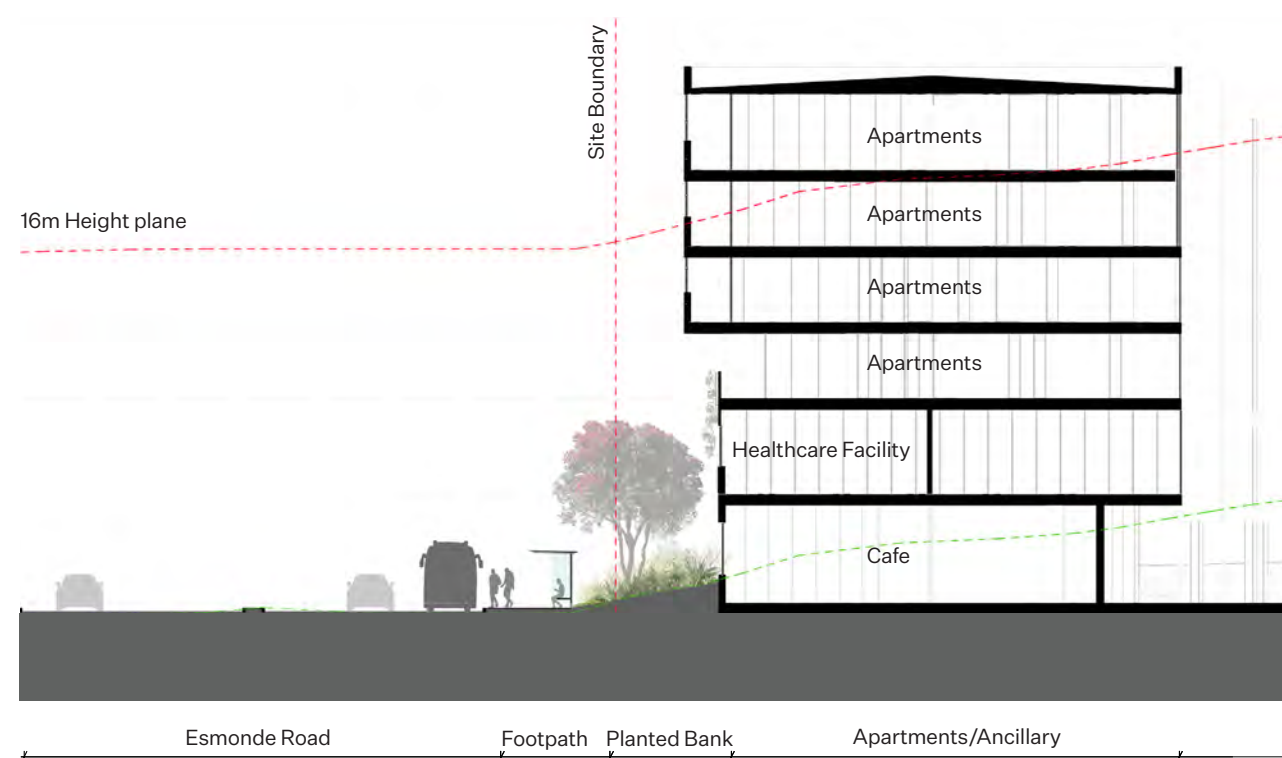


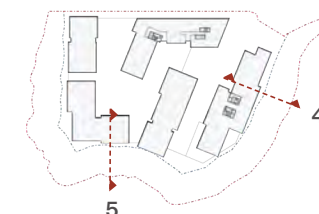


2. Esmonde Road 2

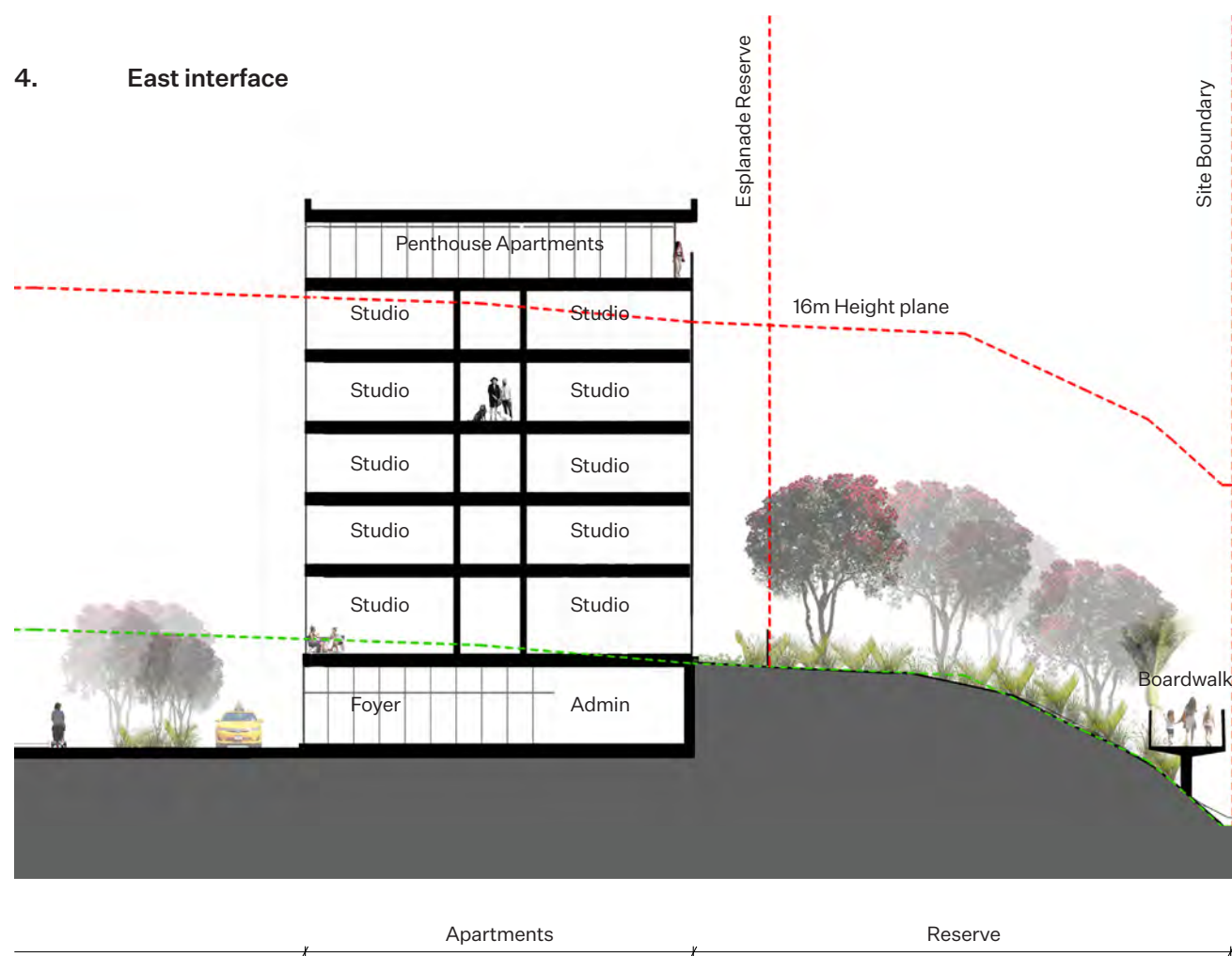


3. Esmonde Road 3

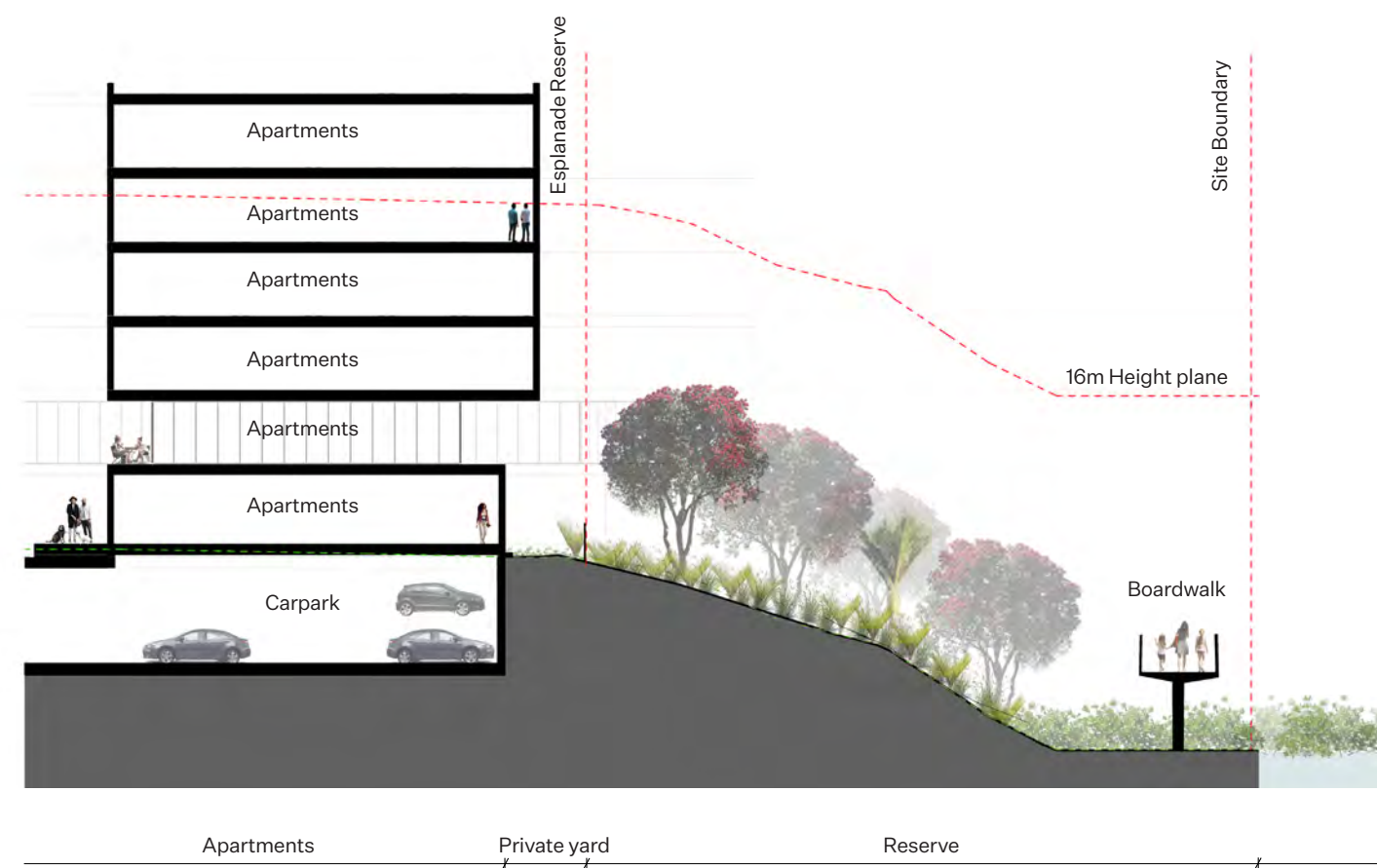


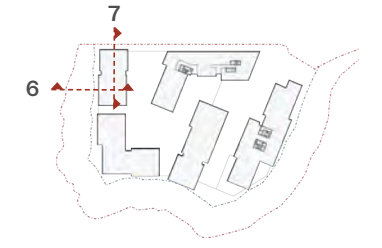


4. East interface

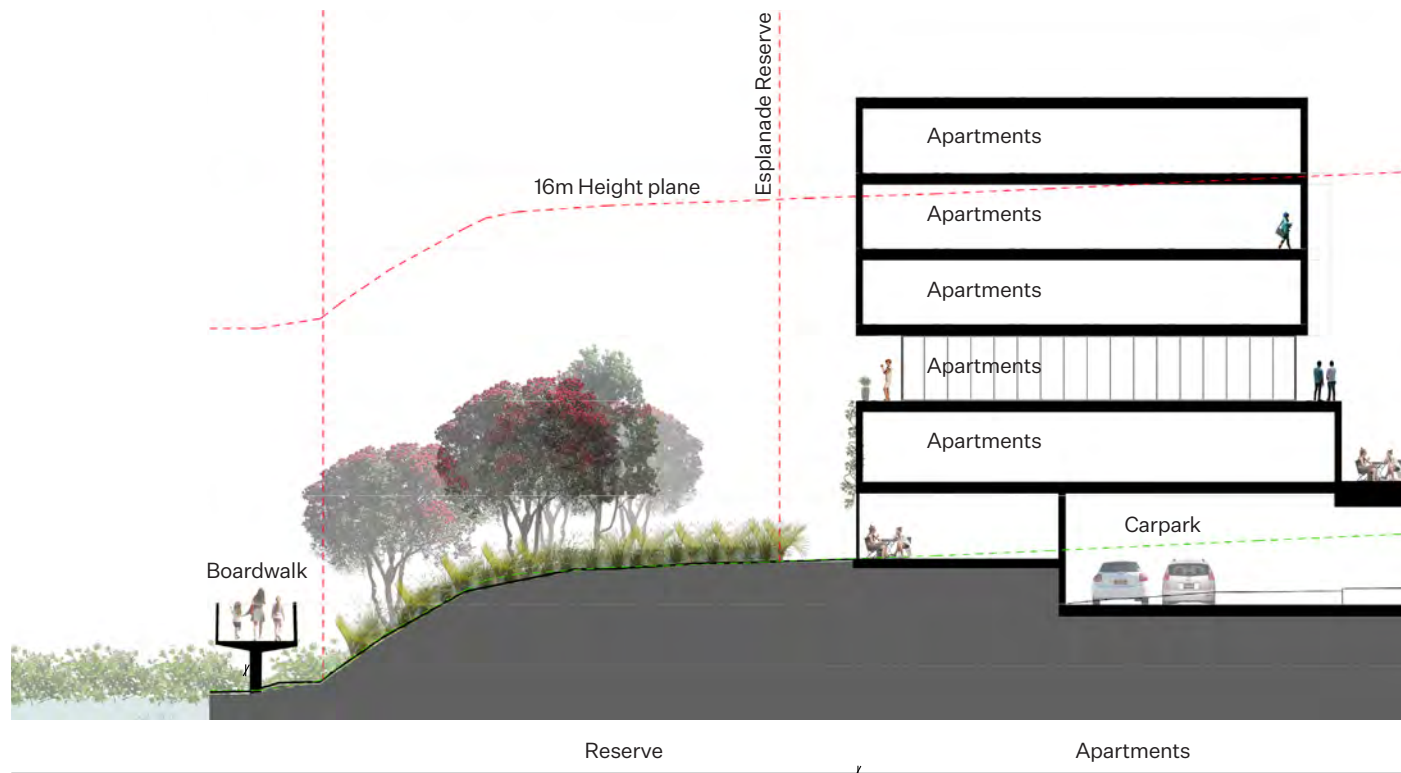


5. South Interface (future stage)

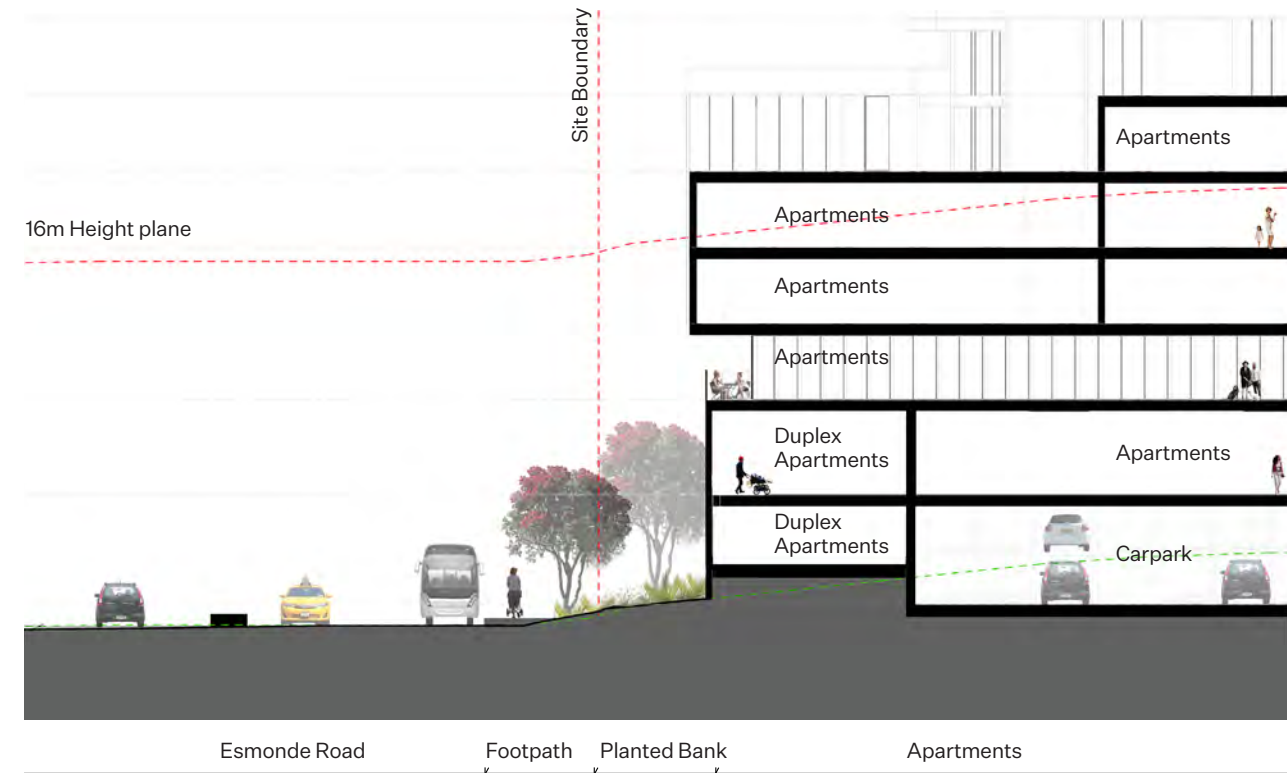




6. West interface (future stage)



7. North interface (future stage)





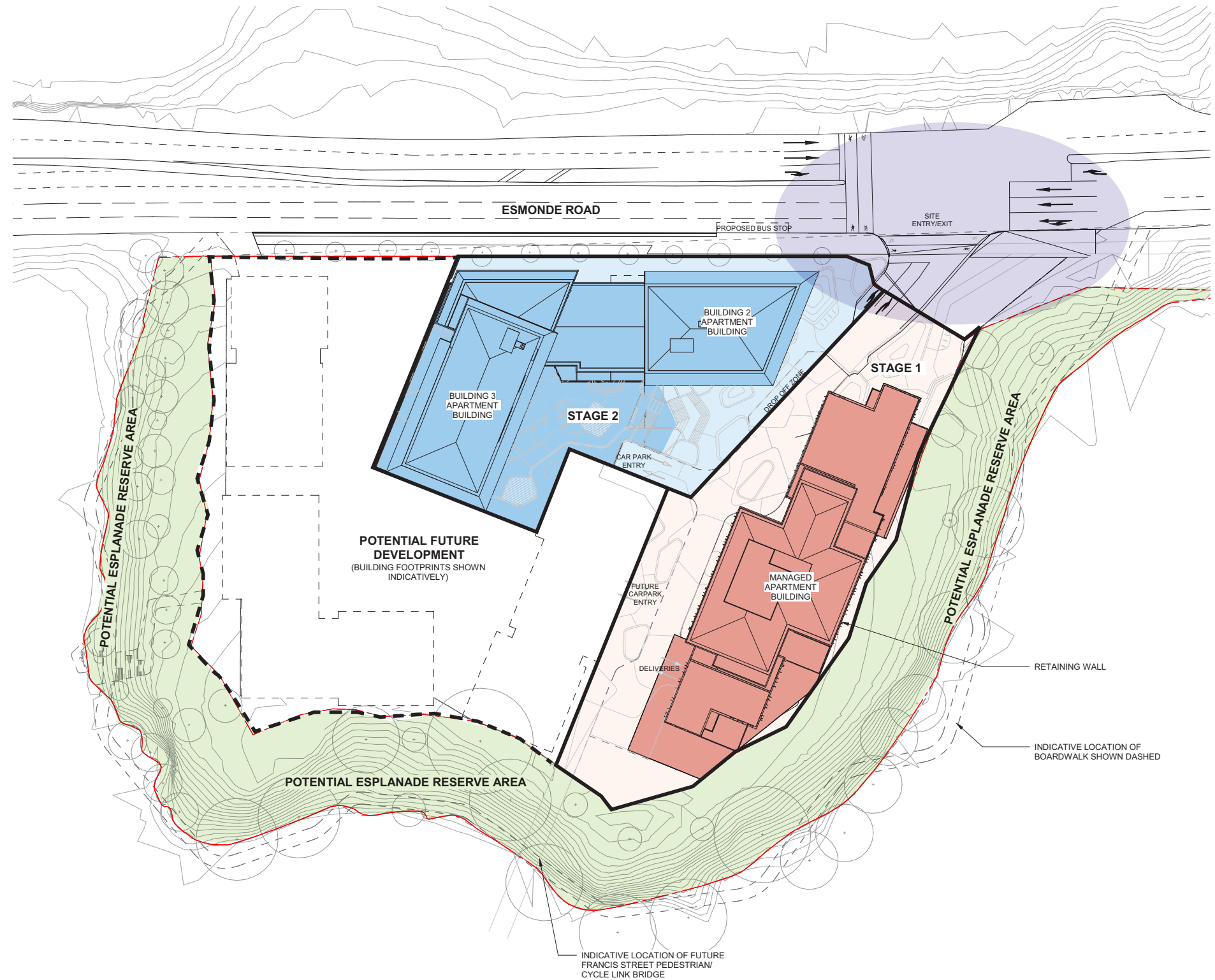


### 3.7 Staging plan

The adjacent plan shows the extent of Stage 1 (pink) and Stage 2 (blue) and the landscape areas to be included within these stages. These have already been the subject of a Resource Consent application which was approved by Auckland Council in March 2021.

Future Stage 3 (dotted in white) will be the subject of later separate consents if this Plan Change is successful.

Works to the intersection and crossings on Esmonde Road will be included within Stages 1&2, whilst the potential esplanade reserve including coastal edge boardwalk and walking/cycling connection to Francis Street will be part of future Stage 3.



- Stage 1
- Stage 2
- Stages 1 & 2  
(Road entry configuration)
- Future Stage 3
- Future Stage  
(Potential Esplanade Reserve)

## 4. Building Massing

## 4.1 THAB Zoning

This section discusses the proposed building massing and should be read in conjunction with the detailed Planning Report and the Visual Impact statement.

As stated in Section 2.4, the site is located with the Terrace House and Apartment Building (THAB) Zone of the Auckland Unitary Plan (Operative in part, 2016).

The description of this zone is as follows:

- The Residential – Terrace Housing and Apartment Buildings Zone is a high-intensity zone enabling a greater intensity of development than previously provided for. This zone provides for urban residential living in the form of terrace housing and apartments. The zone is predominantly located around metropolitan, town and local centres and the public transport network to support the highest levels of intensification.
- The purpose of the zone is to make efficient use of land and infrastructure, increase the capacity of housing and ensure that residents have convenient access to services, employment, education facilities, retail and entertainment opportunities, public open space and public transport. This will promote walkable neighbourhoods and increase the vitality of centres.
- The zone provides for the greatest density, height and scale of development of all the residential zones. Buildings are enabled up to five, six or seven storeys in identified Height Variation Control areas, depending on the scale of the adjoining centre, to achieve a transition in height from the centre to lower scale residential zones. This form of development will, over time, result in a change from a suburban to urban built character with a high degree of visual change.

To manage the height of buildings and to achieve an urban built character of predominantly five storeys, the THAB zone states that buildings must not exceed 16m in height (unless subject to the Height Variation Control, which this site is not).

As part of the Auckland Council and Central Government joint work programme on housing and urban development a workstream looked at how to achieve quality intensification and the Auckland Council Chief Economist Unit was tasked with investigating the reasons why the THAB zone may be being developed sub-optimally. A subsequent report by Auckland Council and Ministry for the Environment – Joint Work Programme Quality Intensification (THAB Zone) – specifically identified planning regulations, methods and practice that act as unnecessary constraints to the delivery of quality housing intensification with the THAB zone.

It made a number of critical observations including:

- Despite being intended as the zone to help deliver the greatest intensification towards Auckland’s aspiration to be a more compact city, only 6.5% of the residentially zoned area of Auckland is within the THAB zone, and unfortunately a significant amount is in lower value areas where it is not yet viable to build apartment buildings. Consequently there is a lack of suitable THAB zoned sites in areas where apartments are viable.
- Even in those more market attractive areas, there are common issues that limit delivery of apartment buildings:
  - The “typical” Auckland site of approximately 40m x 15m is not conducive to good quality apartment design solutions.
  - Sites are constrained with tight height in relation to boundary rules, especially as the sites are often adjacent to sites with lower density zoning.
  - Much of the THAB zoned land is already occupied by multi-units in fragmented ownership.

The current maximum height of 16m is unworkable for 5 storeys when taking into account typical floor to floor heights and roof pitch allowance. It becomes uneconomical (due to construction materials, provision of elevators etc) to switch from a three-storey walk-up construction methodology to an apartment construction methodology for just one additional level of building.

The costs associated with apartment development paired with higher land costs in higher value areas can also prohibit apartment development.

A further deterrent is the assessment criteria which are used to guide the substantive decision making under section 104 of the RMA with the visual dominance assessment criteria within the THAB zone identified as problematic. The THAB zone is often only at the beginning of the transformation to a higher-density environment such as a town or metropolitan centre. Therefore, the surrounding development is generally detached dwellings, so an adjoining apartment building will always have a dominance effect. Interviewees also noted that the additional modelling required to show the visual impact of the development on the adjoining properties adds significantly to the cost of the land use consent.

Auckland Council and Ministry for the Environment – Joint Work Programme Quality Intensification (THAB Zone), November 2019.

All of these issues highlight that there are actually relatively few sites that are really well suited and equipped to accommodate the type of development expected and required for Auckland’s intensification. This makes it even more important that when a site is suitable, such intensification should be maximised and the opportunity should not be missed.

It is considered that 48 Esmonde Road is such a site.





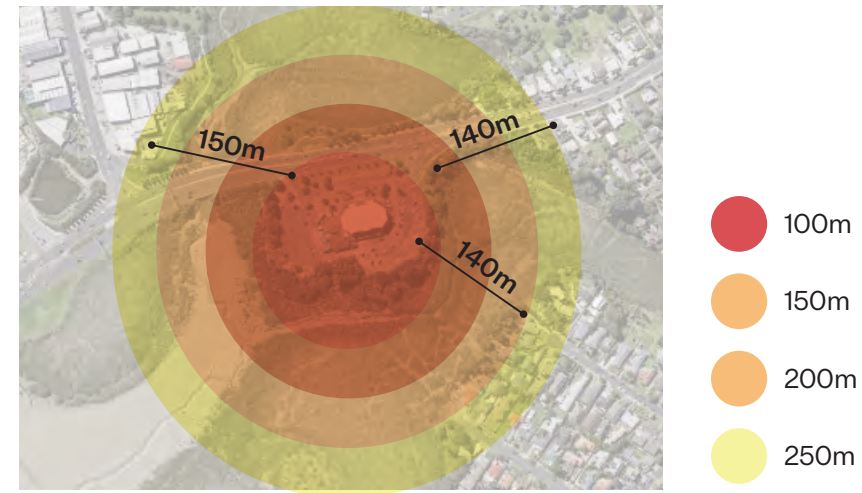
## 4.2 Proximity to neighbours

The site is unusual in that it is a relatively large site in single ownership with no adjoining neighbours. The closest residential houses in Esmonde Road (to the east) are approximately 120m away from the nearest proposed building, whilst the closest residential houses to the south east in Spencer Terrace are approximately 130m away.

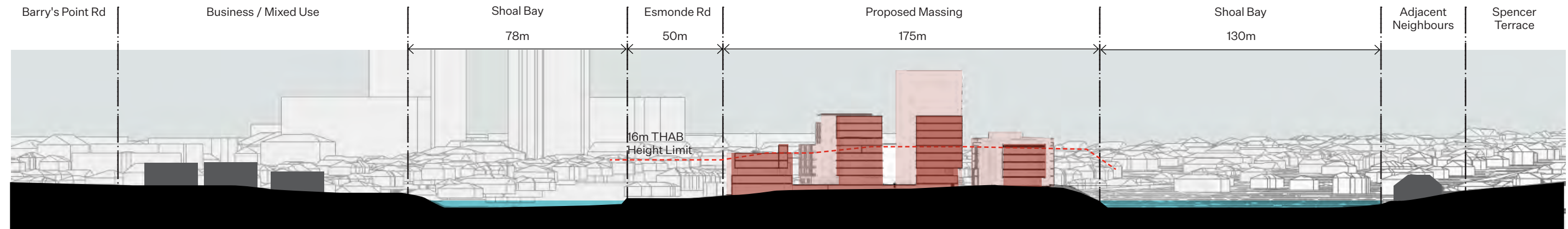
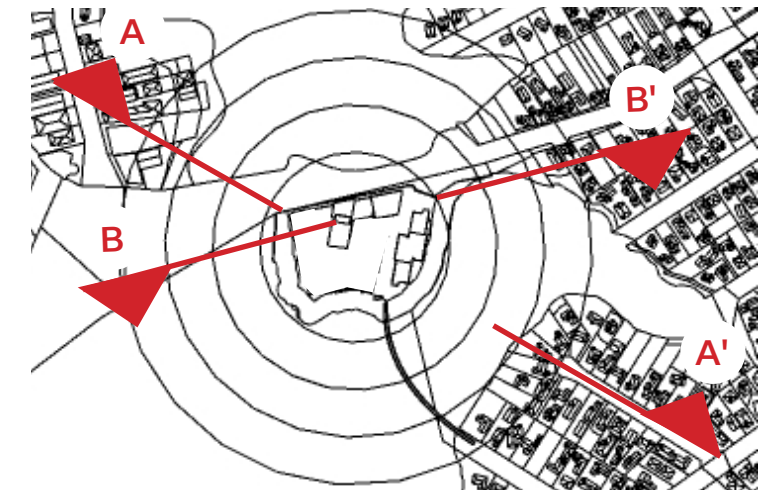
With this distance it means that there is no issue of overlooking and loss of privacy. Similarly the proposed buildings will not cast any shadow on residential properties.

The adjacent plan and following cross sections illustrate the distances to nearby residents in relation to the proposed height of the buildings.

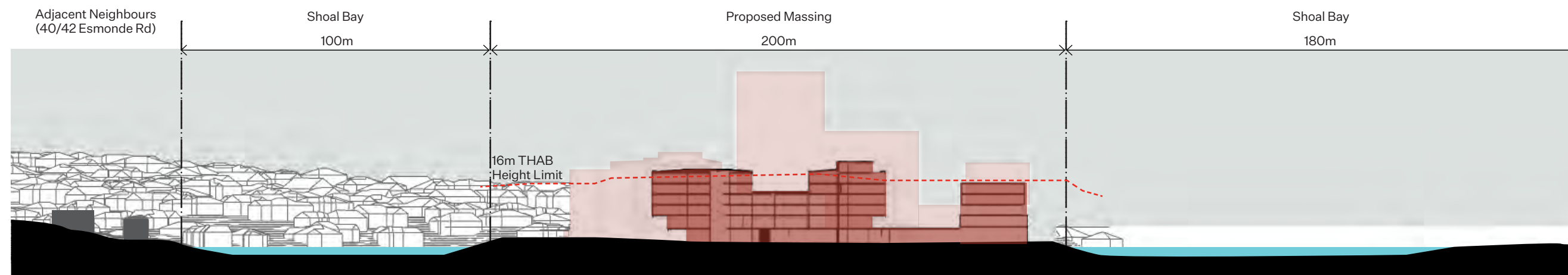
### Proximity to nearby residents



### Key plan



### Section AA'



### Section BB'

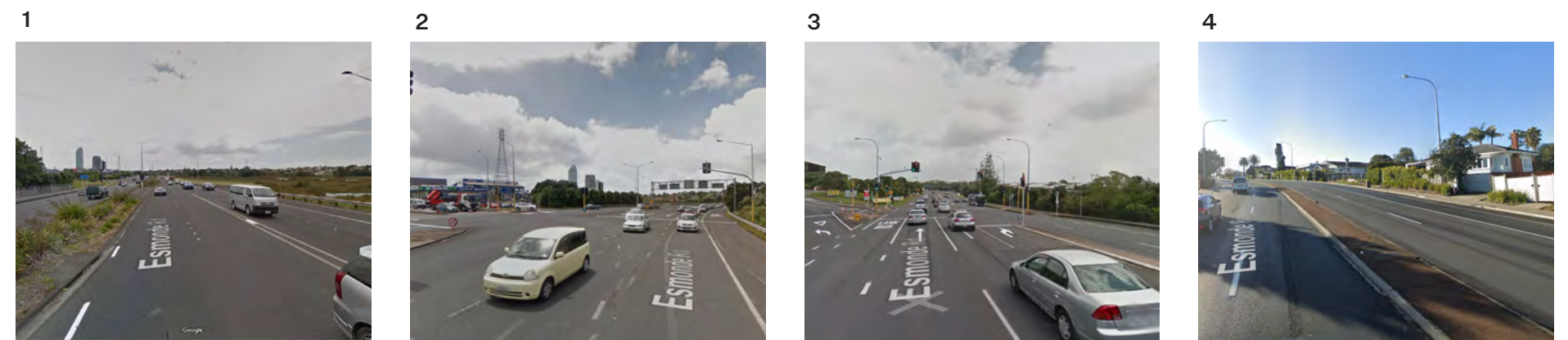
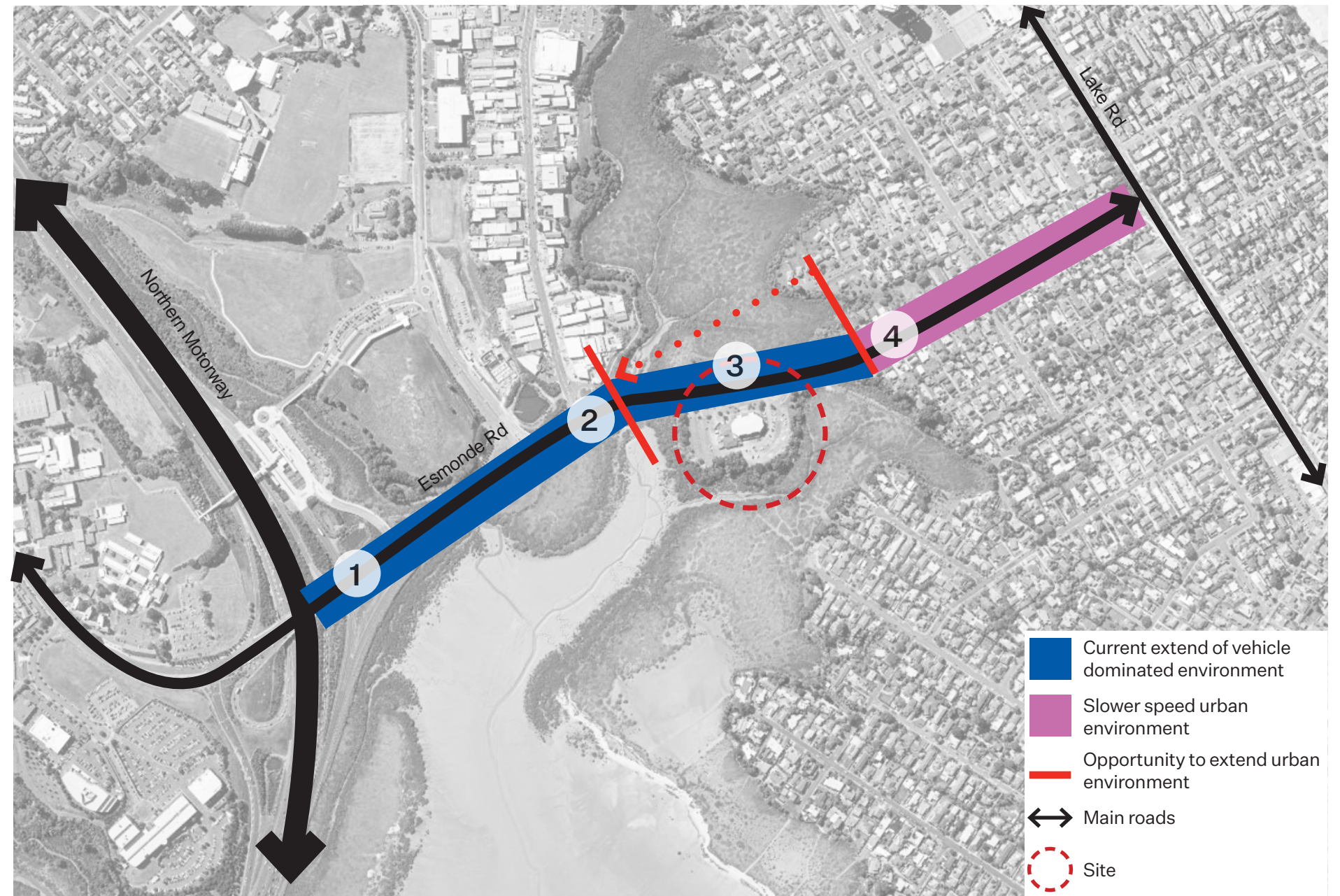




### 4.3 The street environment

Esmonde Road between SH1 and the start of the low-rise residential buildings on the rise up to Lake Road is currently a vehicle dominated highway environment. One of the positive impacts of the proposed development is that it can help to create a new gateway to Takapuna and replace some of this highway environment with a more attractive urban environment, effectively bringing the entrance to Takapuna west by approximately 300m towards the southern end of Barry's Point Road and reducing the extent of high-speed motorway-like environment.

Motorway-Urban transition







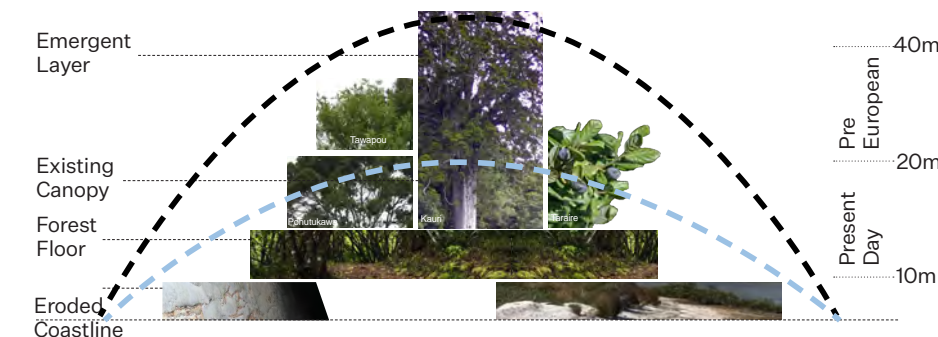
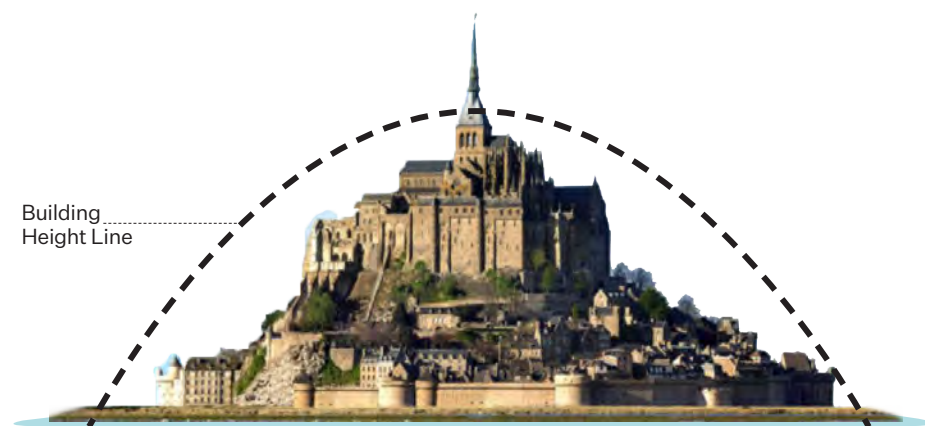
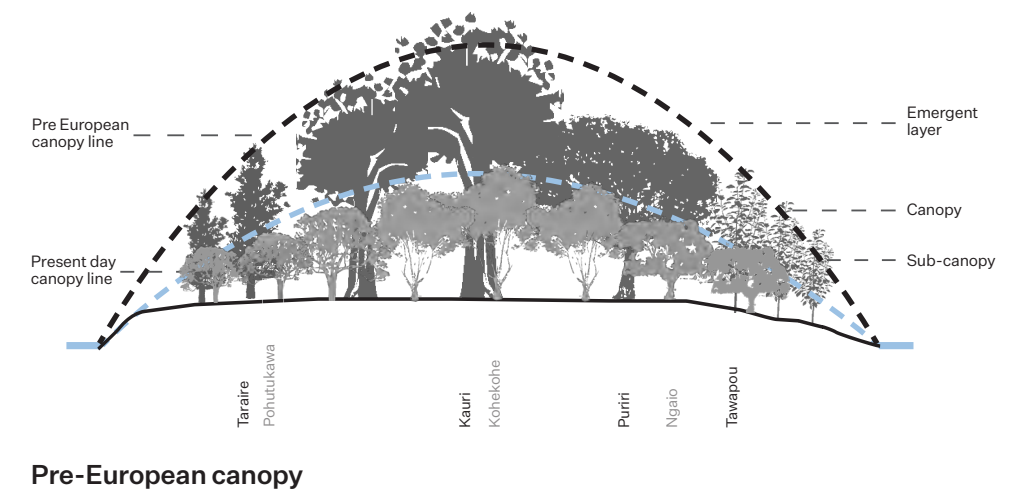
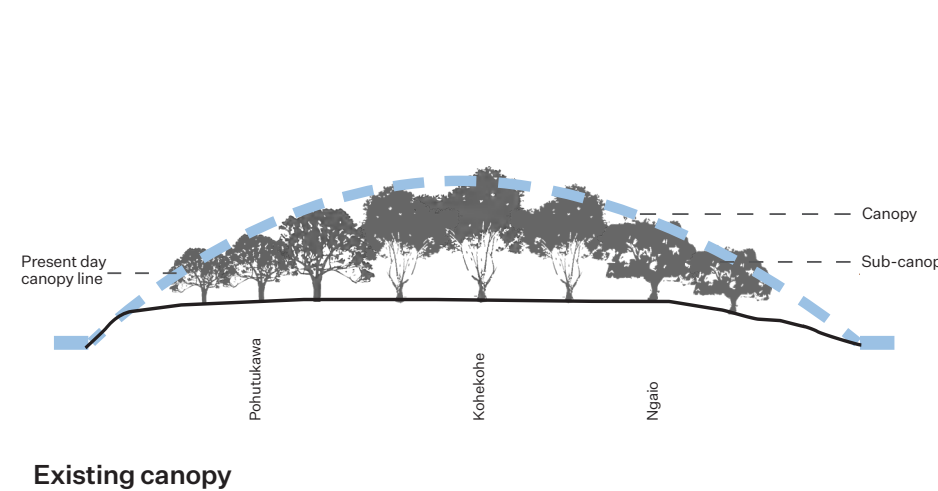
## 4.4 Informing the proposed massing

The site sits on a promontory surrounded by mangroves, almost island-like. Being conscious of minimising visual impact issues, it was decided to reinforce the island-like form by limiting the height of development around the perimeter and to concentrate the massing in the centre. The precedent used to illustrate this was Le Mont-Saint-Michel, a French stronghold with a 1000+ year built history.

Whilst Le Mont-Saint-Michel is a good example of massing & proportion of development, it had less relevance from a local context perspective.

For this we looked at the history of the site itself and through research & discussion with the arborists from Peer Brown Millar. It was soon established that there was a pre-European forested canopy that was much more pronounced than what is currently on site. Species such as Pūriri and Taraire flourished, accompanying the Pohutukawa which still occupy the periphery of the site today. The shorter species hugging the coastline with the larger trees in the middle.

Furthermore it was entirely conceivable that much taller trees including Kauri grew on the more elevated (central) area of the site, creating an emergent canopy profile not too dissimilar to that of Le Mont-Saint-Michel, only much more relevant to use as a conceptual framework in developing the narrative and elevations of the development.







## 4.5 Proposed massing response

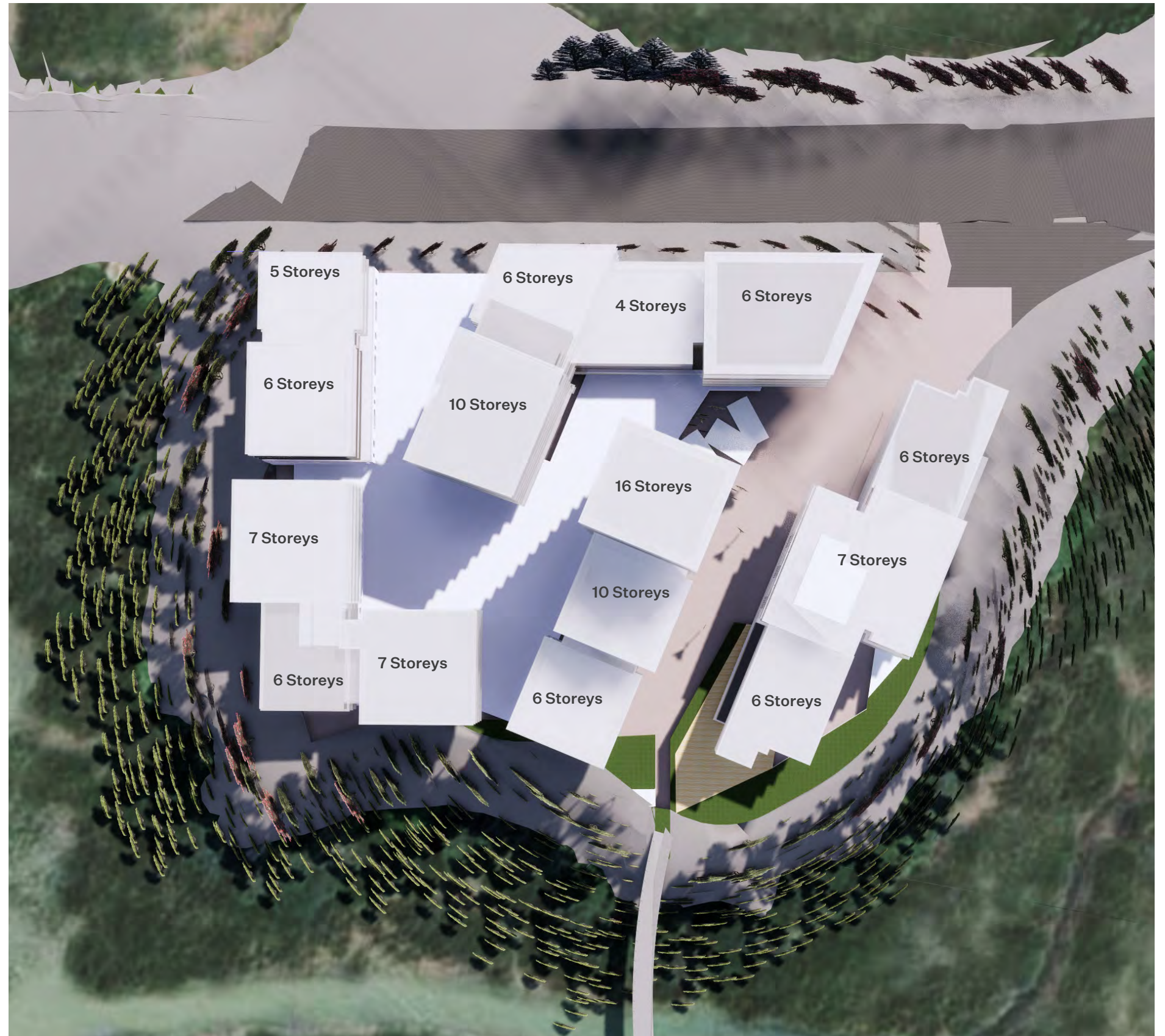
Given all of the above, it has been considered that the site is well placed from a strategic urban design / planning perspective to accommodate building forms greater than the 16m expressly allowed by the Auckland Unitary Plan THAB zoning.

After lengthy discussions with Council Officers and the Auckland Urban Design Panel, the building massing shown in the adjacent image and following 3D image was considered to be an appropriate built form response.

The concept behind the proposed built form / massing has been designed as follows:

- To create an open space zone (20m esplanade) around the three sides of the “island” that have contact with the waters edge, with no buildings (other than structure associated with the coastal walkway) within this zone.
- To create an urban edge along Esmonde Road commensurate with the width of that road in order to create an appropriate street-wall design response. The width of Esmonde Road in this location is approximately 25m. Good practice urban design would suggest that an equivalent building height on the edge of the road corridor creates a comfortable urban street environment, which would equate to 6/7 storeys.
- The outer edge or perimeter of the site should contain the lowest buildings, directly responding to and rising up from the existing tree canopy around the edge of the site without dominating this landscape character. Recognising that the existing THAB zoning allows for buildings of approximately 5-storeys in this location, this would suggest a building form of between 5-7 storeys around this edge of the site.
- In response to the likely natural history of the site and the shape of the land, any taller building elements should be set behind this outer-edge and rise up towards the centre of the site. An inner ring of buildings between 7 and 10 storeys is considered appropriate in this respect.
- At the very centre of the site, it is considered that a single taller element could help to reinforce the shape of the land and respond to the natural history of the site that is likely to have contained taller trees away from the coastal edge. In this regard, it is suggested that a single tower element up to 16 storeys could be appropriate, subject to the highest design quality controls and assessment criteria.

Aerial View







Axonometric view



## 4.6 Visualisations

The following visualisations show the proposed building form inserted into actual photographs of the site.

Nine viewpoints have been selected following discussions with Council Officers reflecting the most critical public viewpoints of the site. See adjacent plan for the location of these viewpoints.

For each viewpoint, three images are shown as follows:

- An existing photograph, taken specifically with a 50mm lens (taken mid 2020).
- The existing photograph with the proposed buildings from Stage 1 & 2 accurately inserted. These buildings have been consented, and this therefore represents the proposed receiving environment.
- The existing photograph with the proposed buildings from Stage 1 & 2 that have already received Resource Consent, together with the massing of the buildings proposed in Stage 3 of the masterplan. As no detailed architectural design of the buildings has yet been carried out, the buildings are shown as simple block models with lines to indicate the proposed storey heights. It must be noted that this effectively represents just one potential development scenario. Other massing scenarios may be possible, although the proposed planning provisions and controls around height and massing are deliberately tight so that there is likely to be little variation in such scenarios. These planning provisions and alternative scenarios are discussed in greater detail in Part 2 of this report.

Mr Stephen Brown's Visual Impact Report will address the issue of visual impact more thoroughly, but it is considered that from an urban design perspective, given the distance to the nearest adjacent residential properties, the visual impact of these proposed buildings (even with the additional height over the THAB height limit) is no more than minor when taking into account the major change in urban form anticipated by the Unitary Plan within the THAB zone.





Viewpoint 1 - Francis Street

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 2 - Esmonde Road (looking west)

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 3 - Bracken Avenue

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 4 - Estuary Walkway

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 5 - Napier Avenue

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 6 - Tennyson Avenue

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 7 - Barry's Point Road

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 8 - Esmonde Road (looking East)

Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing





Viewpoint 9 - Northern Motorway overbridge

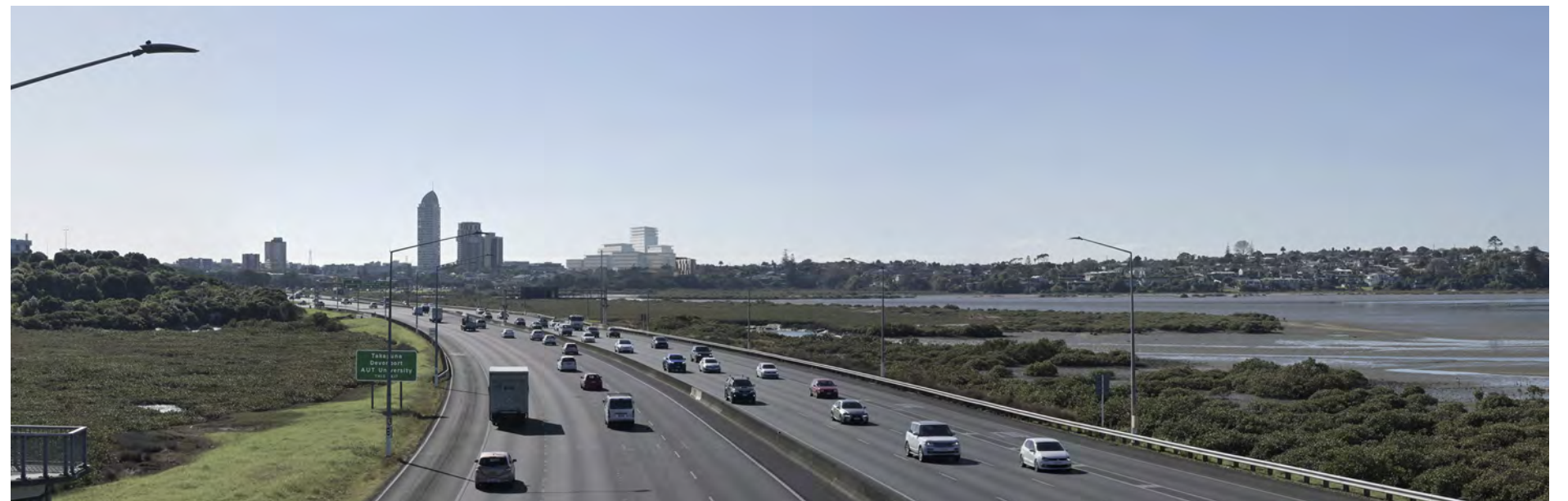
Existing



Buildings already received Resource Consent



Buildings already received Resource Consent - together with proposed masterplan building massing



## 5. Part 2 - Proposed urban design controls



## 5.1 Urban design controls

Part 1 of this report provides the explanation as to how this particular proposed masterplan has been arrived at. The built form and massing proposed in the masterplan has been carefully crafted in a direct response to the particular locational characteristics of the site, which forms almost an island type setting.

The planning process is such that the masterplan itself does not form part of the consenting process. Rather, through this Plan Change application a Precinct Plan and accompanying set of planning provisions has to be created in order to guide future development, recognising that the proposed masterplan described in Part 1 of this report is potentially just one development scenario. However, it is considered that the design principles that have guided this masterplan as well as the broad outline of the proposed urban form / massing are the most appropriate for this site, and as such these elements should be incorporated into the proposed planning provisions to ensure that any potential future development follows this approach, whilst allowing a small degree of flexibility in the manifestation of the proposed outcome.

The design outcome for the site will be guided and controlled by a detailed set of planning provisions which contain a number of both qualitative and quantitative design assessment criteria.

These precinct plan provisions are explained in detail in the accompanying planning report by Mr Michael Campbell.

Qualitative design criteria for buildings and spaces includes assessment to cover the following topics:

- Design Principles for developing the site (key design moves)
- Building design and external appearance, with a high quality architectural and urban design response
- Building mass and form including architectural quality of the skyline as viewed from both ground level and the surrounding area including the coastal environment
- Coastal aspect and view shafts
- Provision of internal green space
- Passive surveillance
- Streetscape (particularly Esmonde Road)
- Building colour, glare and landscaping

In addition to these qualitative controls, there are a number of spatial or quantitative controls that are proposed to ensure an appropriate design response to the site, in line with the proposed masterplan.

These controls are explained on the following pages, which cover the following topics:

- Site coverage (impervious surfaces)
- Building coverage
- Building height

It must be noted that these are just 3 spatial controls designed particularly to control and ensure an appropriate 3-dimensional built form response. The precinct plan provisions set out a host of additional quantitative and qualitative controls and assessment criteria to help guide the overall design outcomes for the site.



## 5.2 Planning Control Areas to shape built form

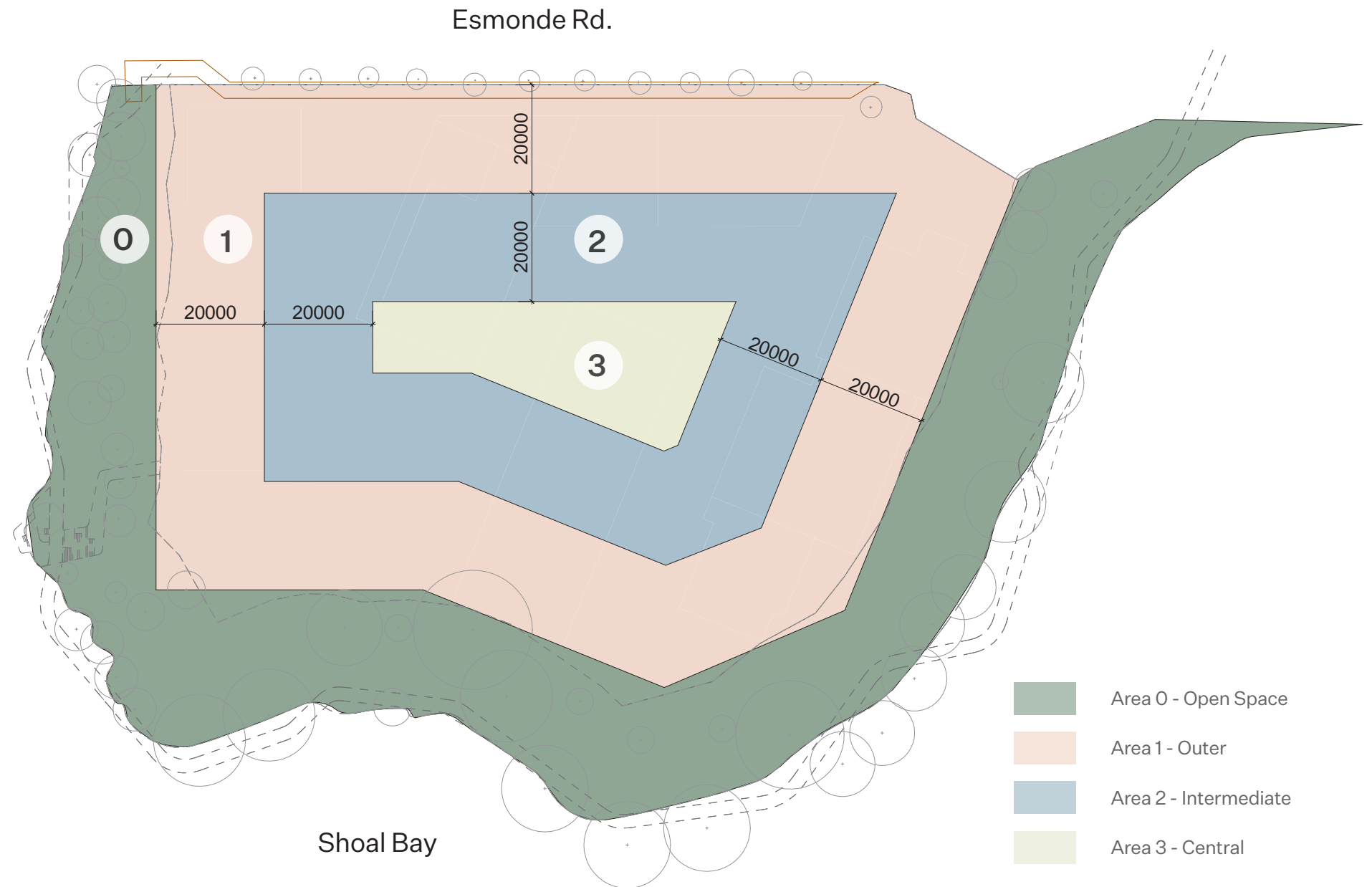
In order to control the built form / massing outcomes, for the purposes of applying planning controls it is proposed that the site is divided into a series of concentric rings or Planning Control Areas, each with its own coverage and height controls. This is a direct response to the design concept underpinning the built form and massing as described in detail on page 31 of this report.

Each of these areas is 20m in depth, starting with the outer Open Space area or Esplanade Reserve.

Each of the Planning Control Areas that allow for buildings / development is then a series of concentric rings each approximately 20m in depth recognising the typical depth of an apartment building.

This results in a relatively small Central Area for the tallest building element, ensuring that any such element represents just a small proportion of the overall development and does not dominate the site.

The diagram showing these proposed Planning Control Areas and corresponding table showing the proposed controls is shown adjacent.



	Maximum Impervious	Maximum Building Coverage	Maximum Heights	Minimum Heights
Area 1	90%	60%	a. Up to RL23 (5 storeys) - 100%. b. Up to RL26.5 (6 storeys) - 90% c. Up to RL 30 (7 storeys) - 40%	4 storeys above ground level (RL10).
Area 2	95%	60%	a. Up to RL30 (7 storeys) - 100%. b. Up to RL41 (8-10 storeys) - 35%	4 storeys above ground level (RL10).
Area 3	100%	60%	a. Up to RL41 (10 storeys) - 100%. b. Up to RL62 (11-16 storeys) - 35%	(4 storeys above ground level (RL10).



**JASMAX**

2 Marston Street, Parnell, Auckland 1052  
PO Box 6648, Wellesley St, Auckland 1141

+64 9 366 9626  
[www.jasmax.com](http://www.jasmax.com)