

Beachlands South Plan Change Masterplan Design Report

28 MARCH 2022

FINAL ISSUE



Design and Consultant Team

This report has been prepared by Studio Pacific Architecture, Jasmx, Studio Woodroffe Papa and Woods Bagot on behalf of the Beachlands South Ltd Partnership.

We wish to acknowledge the input from the wider consultant team who have contributed their knowledge to the design development to date.

- Brown Ltd - Landscape and Visual Impact
- GWE - Infrastructure
- Harrison Grierson - Stormwater and Infrastructure
- Ngai Tai ki Tāmaki - Mana Whenua
- Stantec - Traffic and Transport
- Tonkin + Taylor - Ecology
- Unio - Planning

Copyright

© Studio Pacific Architecture, Jasmx, Woods Bagot and Studio Woodroffe Papa, 2022

Document Issue Record:

Rev A	28 October 2021	WIP
Rev B	24 November 2021	DRAFT
Rev C	7 December 2021	DRAFT FOR REVIEW
Rev D	23 December 2021	FINAL DRAFT
Rev E	10 February 2022	REVISED DRAFT
Rev F	4 March 2022	REVISED DRAFT
Rev G	21 March 2022	REVISED DRAFT
Rev H	28 March 2022	FINAL ISSUE

Working With Mana Whenua

We are partnering with tangata whenua Ngāi Tai ki Tāmaki.

The development Partnership includes the Guardians of New Zealand Superannuation, Russell Property Group and partners, and Ngāi Tai Hāpai Development Limited Partnership.

The private plan change has been developed in consultation with mana whenua and includes a number of initiatives that have been developed through a series of hui and engagement with Ngāi Tai ki Tāmaki.

This forms a strong affiliation with the mana whenua of the land and the New Zealand Super Fund who are long term investors with a very strong financial backing.



Contents

Working With Mana Whenua	3	2.4 Movement and Transport.....	36
Contents	4	2.4.1 A Sustainable and Healthy Movement Network...	36
Contents	4	2.4.2 Primary Collector with Public Transport	38
Section 01		2.4.3 Primary Collector (Village Centre).....	39
Introduction.....	6	2.4.4 Primary Collector (School Zone).....	40
1.1 Purpose of This Document.....	8	2.4.5 Village Centre Secondary Road.....	41
1.2 Document Road Map	10	2.4.6 Village Centre Secondary Road (One-sided).....	42
1.2.1 Related Documents	10	2.4.7 Local-Collector Street.....	43
1.3 Beachlands South Vision and Key Outcomes .	12	2.4.8 Local Street	44
1.3.1 Vision:	12	2.4.9 Local Street (One-sided).....	45
1.3.2 Key Outcomes	12	2.4.10 Home-zones	47
1.4 Design Principles and Objectives	14	2.5 Built Form and Housing	48
1.4.1 Partnership	14	2.5.1 Compact Neighbourhoods	48
1.4.2 Low-Carbon & Biodiversity.....	14	2.5.2 Local Centre Zones	50
1.4.4 Neighbourhood Identity.....	14	2.5.3 High Density Zones	51
1.4.3 Thriving Local Community	14	2.5.4 Medium Density Zones.....	52
1.4.5 Kaitiakitanga	15	2.5.5 Low Density Zones	53
1.4.6 Sponge City.....	15	Section 03	
1.4.7 Diverse Communities	15	Sub-precinct Plans	54
1.4.8 Modal Shift	15	Sub-precinct Plans	56
1.5 Structure Plan Elements	16	3.1 Marina Point Sub-precinct.....	58
1.5.1 Key Spatial Design Moves	16	3.1.1 Overview.....	58
Section 02		3.1.2 Movement	60
Plan Change		3.1.3 Built Form	60
Design Response	18	3.1.4 Open Space.....	60
2.1 Design Response	20	3.2 Village Centre Sub-precinct.....	64
2.1.2 Introduction	20	3.2.1 Overview.....	64
2.2 Sustainability.....	21	3.2.2 Movement	66
2.2.2 Sustainability Assessment.....	21	3.2.3 Built Form	66
2.2.3 Sustainability Strategy.....	21	3.2.4 Open Space.....	66
2.3 Open Space Network	22	3.2.5 Village Centre.....	68
2.3.1 An Integrated Open Space Network	22	3.2.6 Innovation Hub	69
2.3.2 Celebrate the Coastal Edge and Links to the Coast	24	3.3 Community Sub-precinct.....	72
2.3.3 A Diverse Range of Opportunities for Recreation and Play	26	3.3.1 Overview.....	72
2.3.4 An Ecological Approach to Planting	28	3.3.2 Movement	74
		3.3.3 Built Form	74
		3.3.4 Open Space.....	74

3.3.5 Hotel and Conference Centre.....	76	4.3 Streets and Movement Outcomes	106
3.4 Coastal Sub-precinct	80	4.3.1 Safe and walkable streets	106
3.4.1 Overview.....	80	4.3.2 High-quality street design.....	106
3.4.2 Movement	82	4.3.3 Streets, open space and public realm is well overlooked.....	106
3.4.3 Built Form	82	4.3.4 Street trees and street character.....	106
3.4.4 Open Space.....	82	4.3.5 Pedestrian crossings	106
3.5 Golf Sub-precinct	86	4.3.6 Positive frontages to street	106
3.5.1 Overview.....	86	4.3.7 Green links provide frequent through-block connections.....	106
3.5.2 Movement	87	4.3.8 Car parking	106
3.5.3 Built Form	87	4.3.9 Play-along-the-way and doorstep play	106
3.5.4 Open Space.....	87	4.3.10 Seating and resting areas.....	106
3.6 Employment Sub-precinct.....	94	4.4 Open Space Outcomes.....	107
3.6.1 Overview.....	94	4.4.1 Open spaces are multi-purpose and have a wide range of uses.....	107
3.6.2 Movement	96	4.4.2 Open spaces are accessible and inclusive.....	107
3.6.3 Built Form	96	4.4.3 Positive frontage to open spaces and reserves .	107
3.6.4 Open Space.....	96	4.4.4 Open spaces are safe and well-overlooked	107
3.7 Illustrative Plan	98	4.4.5 Easy access to open space and nature	107
3.7.1 Purpose of Illustrative Scenario.....	98	4.4.6 Open spaces are well-connected.....	107
Section 04		4.4.7 Open spaces are adaptable and resilient.....	107
Design Outcomes	102	4.4.8 Open spaces are designed to adapt to surrounding development.....	107
4.1 Introduction.....	104	4.4.9 Native planting species are complementary to existing ecosystem groups.....	107
4.1.1 Beachlands South Design Review Panel.....	104	4.4.10 Ecological significant spaces and key habitats are clearly demarcated	107
4.2 Built Form Outcomes	105	4.5 List of Figures	108
4.2.1 Walkable and compact neighbourhoods.....	105		
4.2.2 Ensure sufficient density to enable walkable neighbourhoods	105		
4.2.3 Buildings have positive frontages to streets and open spaces	105		
4.2.4 Variety of development models	105		
4.2.5 Maintain a coastal village character	105		
4.2.6 Maximise key view corridors and connection to nature.....	105		
4.2.7 Balance privacy for residents and surveillance on the street.....	105		
4.2.8 Building form is varied and diverse	105		
4.2.9 Buildings and landscaping is responsive to the existing landform	105		
4.2.10 Corner lots provide legibility to residential areas	105		

Section 01

Introduction

1.1 Purpose of This Document

This Masterplan Design Report has been prepared in support of a private plan change request by the Beachlands South Ltd Partnership (the Applicant) to the Auckland Unitary Plan Operative in Part (AUP). The plan change seeks to rezone approximately 307 hectares of land currently zoned Rural – Countryside Living, between Whitford-Maraetai Road and Jack Lachlan Drive to Local Centre Zone, Mixed-use Zone, Terraced Housing and Apartment Buildings Zone, Mixed Housing Urban Zone, Open Space Zone and Future Urban Zone.

The plan change proposes to apply precinct provisions which will specify the specific character, activity and built form outcomes for the Plan Change Area (PCA). This approach will successfully facilitate the transition from rural countryside land uses to the expansion of an existing Beachlands Maraetai Coastal Town to a sustainable and innovative community in an integrated and comprehensive manner.

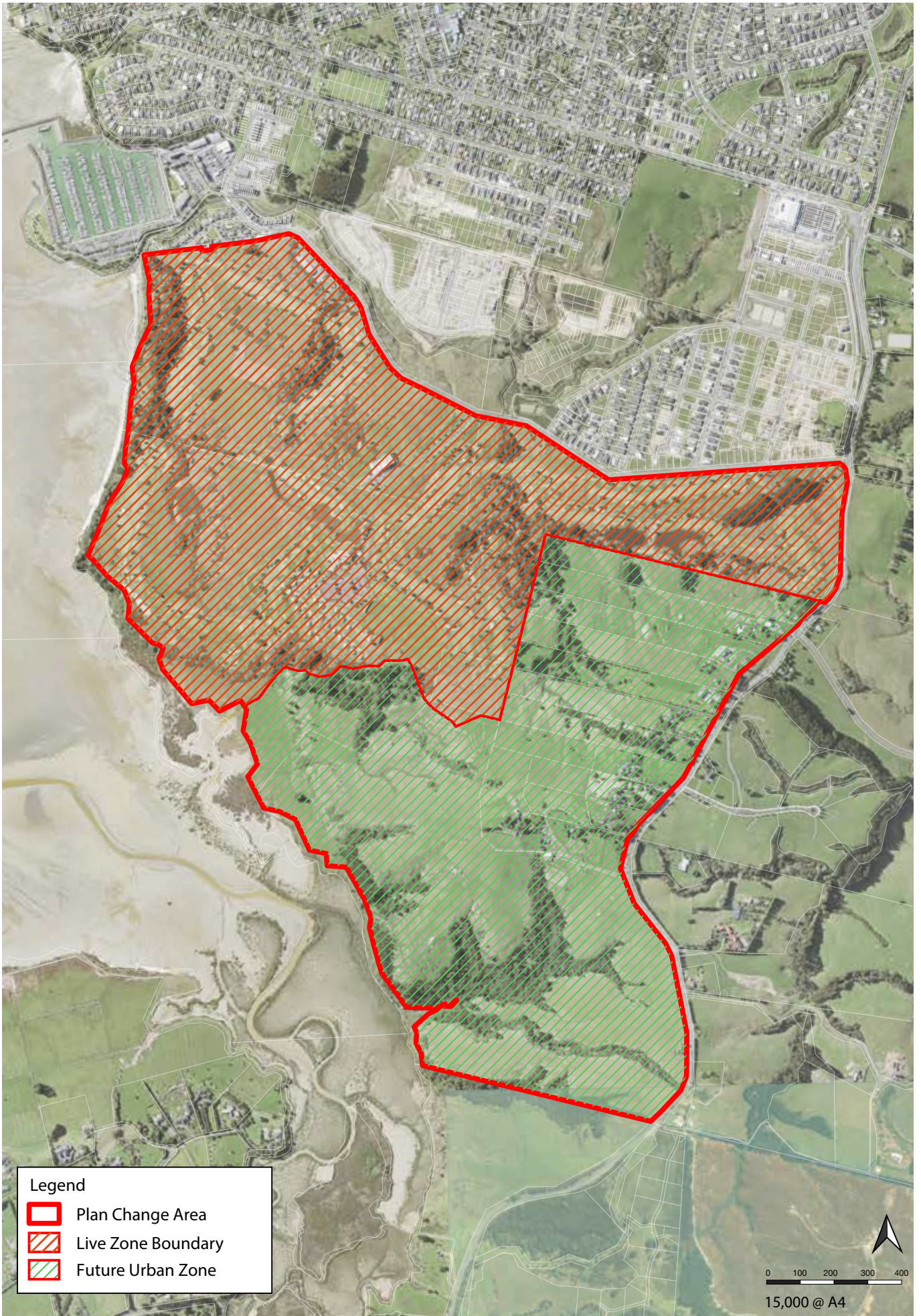
The Beachlands South PCA shown on Figure 1, achieves a contiguous boundary with the existing rural-coastal settlement area of Beachlands-Maraetai to the north. It is a physically well-defined and contained by the arterial route of Whitford-Maraetai Road along the east, and an extensive coastal edge along the west.

As indicated on Figure 1, this plan change proposes that the property currently known as the Rydges Formosa Golf Resort, at 110 Jack Lachlan Drive and a small area of the property at 620 Whitford-Maraetai Road, is rezoned to Local Centre Zone, Mixed-use Zone, Terraced Housing and Apartment Buildings Zone, Mixed Housing Urban Zone and Open Space Zoning, while properties south of the Live Zone Boundary are to be zoned as Future Urban Zone, which encompasses the following properties: the remainder of 620 Whitford-Maraetai Road and 668, 678, 680, 682, 692, 702, 712, 722, 732, 740, 746, 758 and 770 Whitford-Maraetai Road.

Whitford-Maraetai Road is the most direct arterial route providing access to the PCA from wider urban areas of the Auckland region. A key feature and locational attribute of the PCA is the relationship to the Pine Harbour Ferry Terminal which offers a commuter ferry service to downtown Auckland. This presents the significant opportunity for a modal shift and the planning for land use and transport integration to create a truly sustainable and vibrant coastal community.

This Masterplan Design Report discusses the key elements of this proposal, responding to the outcomes and objectives outlined by the Beachlands South Structure Plan and Neighbourhood Design Statement, each component has been considered individually and collectively will deliver an integrated, connected and resilient development.

Figure 1. Beachlands South Plan Change Area



1.2 Document Road Map

1.2.1 Related Documents

This Masterplan Design Report is not the sole source of design controls or guidance for the PCA. It is expected to be read in conjunction with several other documents that provide insight to the design intent and spatial design outcomes sought by the Beachlands South Ltd Partnership. Other documents include:

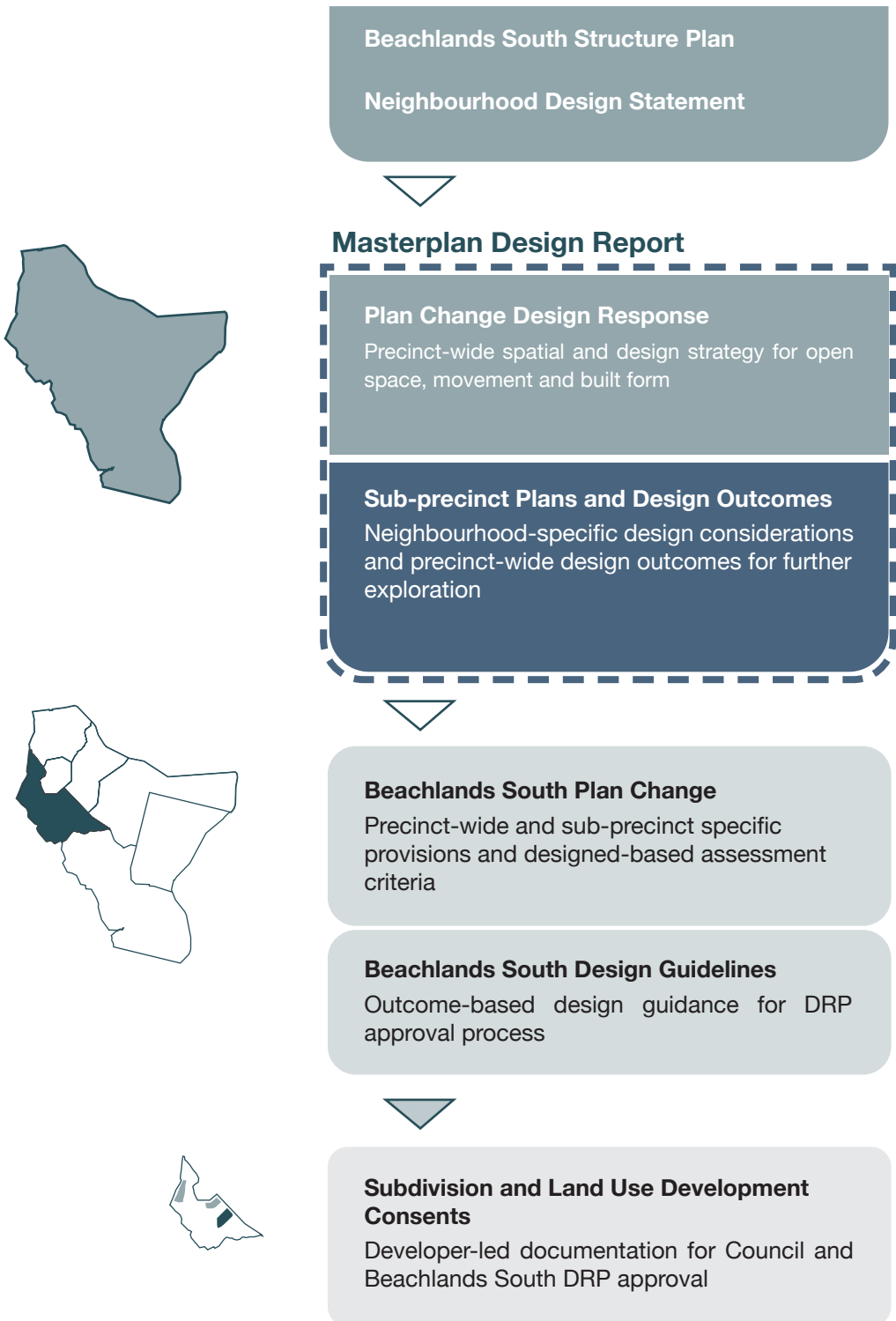
- The Beachlands South Structure Plan
- Neighbourhood Design Statement
- Sustainability Strategy
- Beachlands South Urban Design Assessment
- Beachlands South Precinct (and Sub-precinct) Provisions
- Beachlands South Design Guidelines

Other statutory and non-statutory documents should also be referenced including but not limited to:

- Auckland Unitary Plan
- Auckland Design Manual
- Te Aranga Design Principles
- New Zealand Urban Design Protocol

The following illustration of the stages of work are intended to guide the design process and outlines the relevant documents to be referred to along the way.

Proposed Implementation Strategy:



1.3 Beachlands South Vision and Key Outcomes

1.3.1 Vision:

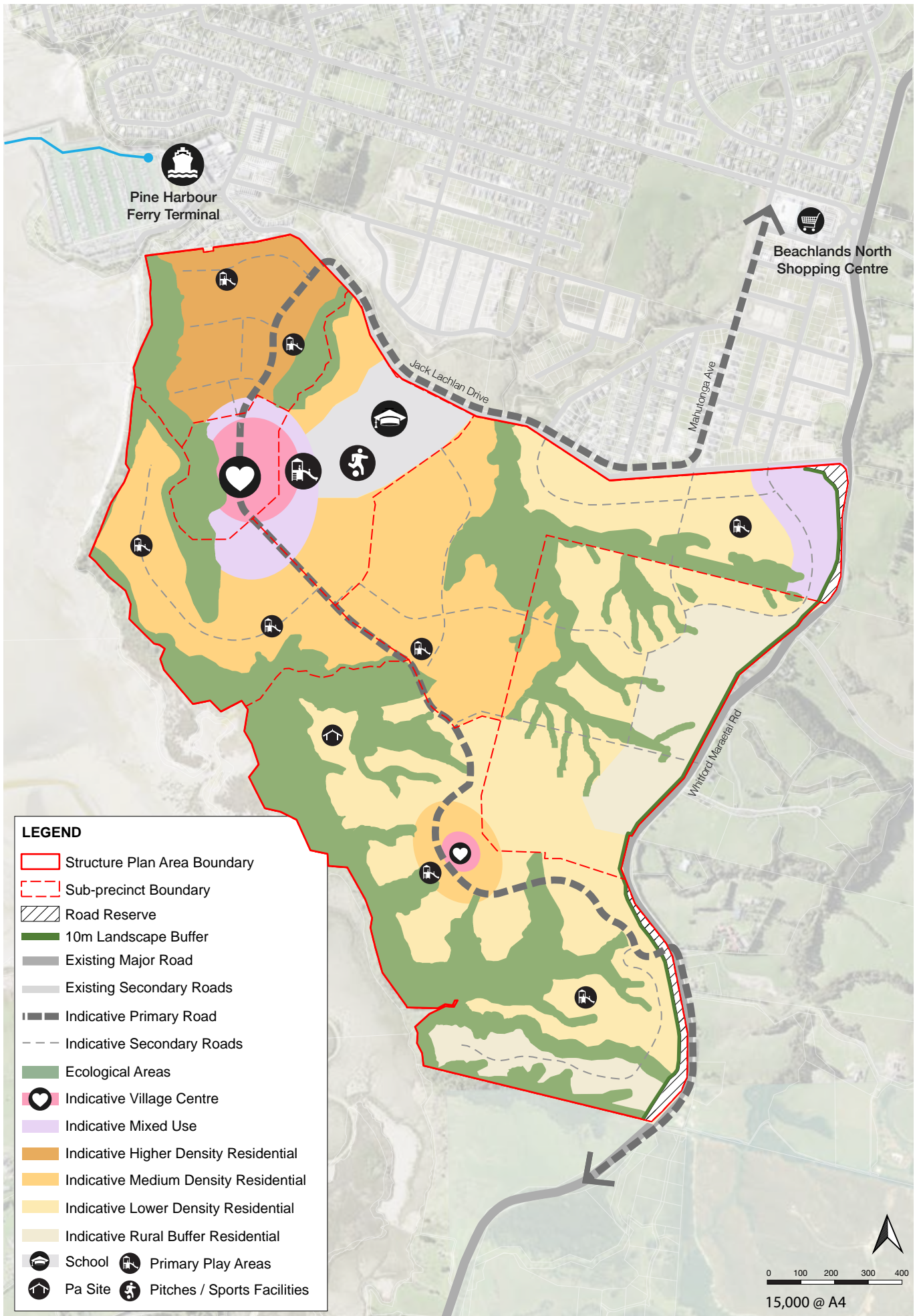
Beachlands South is a place defined by its symbiotic relationship with the natural environment. Seamlessly extending and connecting with the existing town of Beachlands, it draws upon the existing rural coastal character of the area.

It is an innovative, regenerative, sustainable, and resilient development that will thrive for many generations to come.

1.3.2 Key Outcomes

- Values important to mana whenua are recognised and adopted, including protecting and enhancing the coastal, estuarine, foreshore and ecological areas
- Mauri Tu & Te Taiao – the natural environment of gullies, native bush and coastal edge are protected, restored and regenerated. Significant ecological areas are enhanced, positively impacting upon the wider ecological network and existing Beachlands community
- Kaitiakitanga – the natural environment is looked after by a variety of stakeholders including mana whenua and members of the future community
- Whakawhanaungatanga – partnerships are created and fostered with community and stakeholders to deliver positive community outcomes
- He Ara – people and amenities are connected by a network of sustainable, safe and accessible transport options
- A publicly accessible coastline provides opportunities to engage with this sensitive natural environment whilst also protecting it
- A network of high-quality and safe open spaces and recreation areas that meet the needs of the growing Beachlands community
- A commercially successful development that provides economic benefits to the Beachlands community
- A diverse range of future-focussed, local employment and business development opportunities
- A sustainable development and infrastructure framework, that is efficient in energy and resources and has a low carbon footprint
- Built environment which is complementary to the existing landform and coastal setting
- A variety of high-quality housing choices across the spectrum including private, public and affordable housing
- Compact neighbourhoods that promote and nurture a sense of wellbeing and belonging
- A range of social, cultural and recreational amenities for both the new community and the existing Beachlands residents

Figure 3. Beachlands South Structure Plan Drawing



1.4 Design Principles and Objectives



1.4.1 Partnership

Establish long-term partnerships with local iwi, key stakeholders and the community.

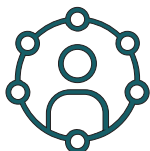
- A collaborative decision-making process where key partners and the existing and future community are engaged
- Establish targets and measurable goals to monitor the project's progress to achieving the Vision, Key Outcomes, Design Principles and Design Moves
- A project governance structure that has clearly defined roles and responsibilities to enable the community and partners to monitor success
- A commercially-viable development supported by stakeholders



1.4.2 Low-Carbon & Biodiversity

Balance nature and development to address the twin global emergencies on climate change and biodiversity loss.

- Reduce and mitigate the carbon footprint of the development through sustainable masterplanning and the design of buildings, landscape and infrastructure
- Protect, enhance and expand native planting habitats for native flora & fauna to thrive
- Enhance the on-site native forest network to maximise its carbon capture potential
- A commercially-viable development supported by stakeholders



1.4.4 Neighbourhood Identity

Promote a strong sense of belonging through a unique compact spatial plan.

- Ensure each sub-precinct has a distinct character that reflects its relationship with nature, the existing landscape, and a strong sense of place
- Cluster social uses in compact, liveable, safe (CPTED) and well-connected neighbourhoods to foster a sense of local community
- Establish a strong 'sense of ownership' with opportunities for community custodianship and governance



1.4.3 Thriving Local Community

Create a local and self-sufficient heart for the Beachlands Community

- Provide social infrastructure and local amenities to complement the existing Beachlands township and community needs, such as a secondary school.
- Design a built environment that embodies principles enabling and upholding the mental, social, cultural and physical wellbeing of residents and visitors of Beachlands South.
- Design local centres to be highly accessible (walkable and cyclable) hubs, with strong connections to the existing open space network and existing community



1.4.5 Kaitiakitanga

Connect people with nature to cultivate a strong sense of custodianship and well-being.

- Recognise and celebrate local mana whenua, cultural and ecological values of Beachlands
- Create opportunities to form meaningful relationships with nature to promote custodianship and engagement with the natural environment
- Maintain high-value ecological areas with enhanced restoration for the benefit of the local and wider community



1.4.6 Sponge City

Generate an innovative and resilient three waters management strategy.

- Protect, enhance and restore the estuarine edge and waterways in Beachlands South
- Create an integrated stormwater, wastewater and potable water infrastructure system
- Achieve long-term benefits to the wider community and surrounding natural environment



1.4.7 Diverse Communities

Foster a diverse community through adaptability and choice in the built environment, integrating residential and non-residential uses.

- Provide high-quality housing choice through innovative typologies and ownership models that support diverse communities and affordability
- Encourage adaptable, mixed and shared use spaces and zoning to enable flexibility and better work-life balance
- Provide opportunities for diverse ways of living and working to promote long-term resilience and self-sufficiency for Beachlands



1.4.8 Modal Shift

Encourage a modal shift by establishing a healthy and well-connected movement network.

- Design streets as places - not solely movement corridors
- Prioritise active and public transport modes (including car share) to reduce car dependence
- Design a permeable and legible movement network to promote a well-connected community
- Design attractive and functional car-free housing typologies

1.5 Structure Plan Elements

1.5.1 Key Spatial Design Moves

The following diagrams illustrate the six key spatial organising elements that form the basis of the Structure Plan.

Natural Ecological Area

One of the most distinctive and notable features of Beachlands South is the extensive network of gullies that cover the site, some containing ecologically significant habitat and culturally significant waterways that once gave life to important food sources, some of which hold archaeological remnants, such as around the pā site. As such retaining these gullies and other significant natural and ecological features form the foundation of the spatial organisation of this expanding Beachlands community.

Corresponding with the many gullies throughout Beachlands South is the undulating topography that provides areas with excellent views across the Hauraki Gulf, with Rangitōtō, Motuihe, Motutapu and Waiheke Islands on the horizon.

Spine Road

The spine road weaves its way across the landscape bending and straightening to orientate towards these key view shafts. The spine road forms a central organising element, from which subsequent local roads extend into characteristically unique neighbourhoods or sub-precincts.

Village Centre

The Village Centre is imagined in a key location where the landform lays flat and sits in line with a stunning view shaft to Rangitōtō Island. This location is strategically appropriate as it is in proximity to the existing Pine Harbour Marina and existing Beachlands neighbourhoods while maximising potential new development capacity, provides amenity to new neighbourhoods and is aligned into the spine road, enabling future public transport connections.

Compact Neighbourhoods

Beachlands South will be an innovative and low-impact development that is sustainable and resilient. A core design principle that underpins this vision is its commitment to promote compact, liveable and well-connected neighbourhoods and enable a modal shift, encouraging people to adjust to active modes of transport through creating a walkable movement

network.

Social Infrastructure

Clustering social uses and community facilities around the Village Centre creates a “heart” for the community, strengthening the spatial cohesion of existing and future communities of Beachlands.

Transit-adjacent Community

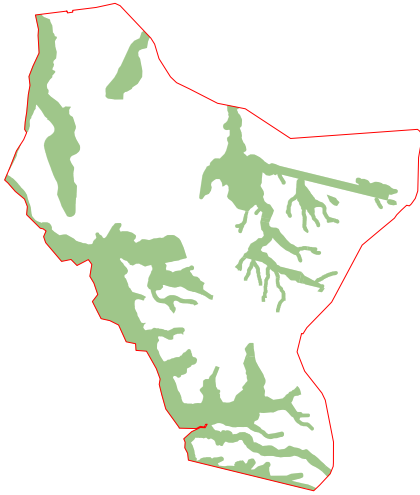
The location and function of the Village Centre ‘heart’ informs the way in which residential density is assigned, with higher densities allocated in proximity to high frequency public transport and near to community facilities and amenities. The residential density of the precincts naturally lowers further away from both these new local facilities and from the existing Pine Harbour Marina, with the lowest densities being located at the southern end of Beachlands South.

Network of Walkways and Cycleways

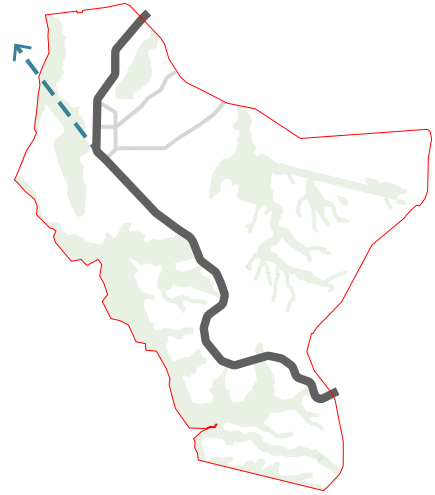
A recent survey in Hobsonville Point has found that the coastal walkway is used daily or weekly by 69% of residents, making it the most frequently used feature in Hobsonville Point.

As a compact and walkable development, Beachlands South is supported by a network of walkways and cycle paths, with a variety of routes for residents wanting to go to different places, vary their daily walks or for active recreational tracks. The pathways will range from the more challenging gully paths for walkers only, a dramatic coastal pathway that winds its way around the coastal edge and pathways throughout the on-street network for walkers and cyclists, keeping neighbourhoods and the community connected, safe and healthy.

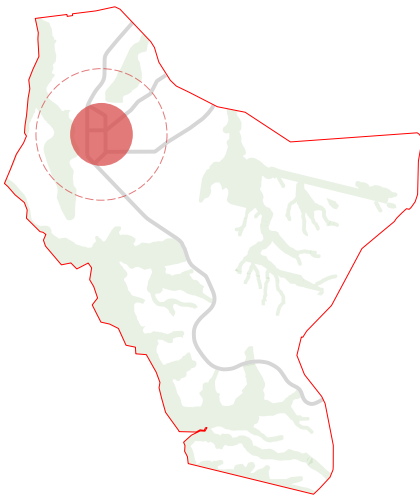
Figure 4. Beachlands South Key Spatial Design Moves



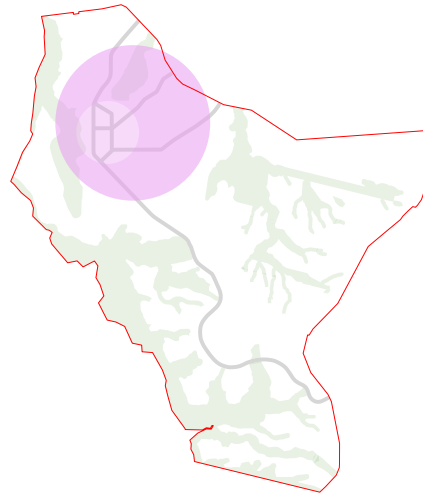
Retain, protect and enhance natural ecological areas



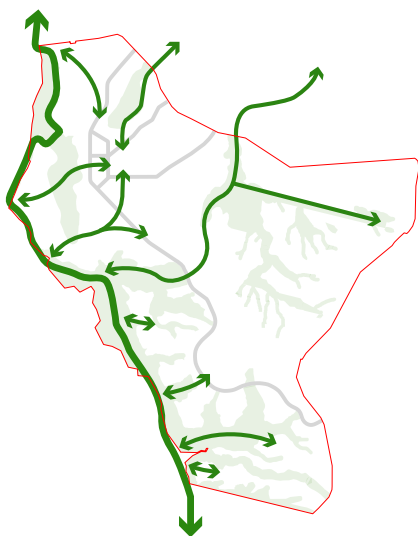
Creation of a spine road as a central organising element



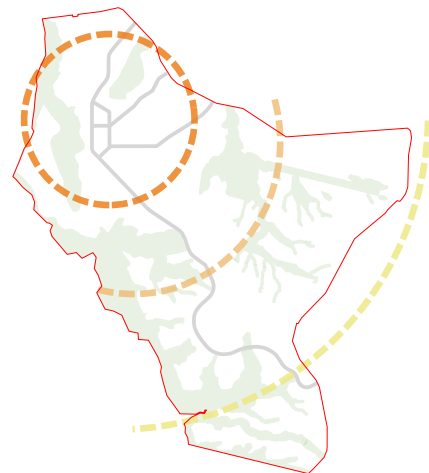
Locate the village centre in the heart of the development and close to the existing Pine Harbour Marina



Establish local employment opportunities, community facilities and social infrastructure to support the existing and future Beachlands community



Provide an extensive network of walkways and cycleways to maintain and enhance public access to and along the coastal edge



Assign residential density in response to proximity to high frequency public transport and community facilities