

# Beachlands South Plan Change Urban Design Assessment

30 March 2022

FINAL



## Design and Consultant Team

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- Tonkin + Taylor - Ecology
- Unio - Planning

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# Contents

<b>Section 01</b>		<b>Section 04</b>	
<b>Introduction</b> .....	<b>4</b>	<b>Conclusion</b> .....	<b>44</b>
1.1 Purpose of This Document.....	6	4.1 ASSESSMENT OF PROPOSED PRECINCT PLAN PROVISIONS.....	46
<b>Section 02</b>		4.2 CONCLUSION .....	47
<b>Assessment Methodology</b> .....	<b>10</b>	4.3 FIGURES .....	48
2.1.1 New Zealand Urban Design Protocol .....	12		
2.1.2 Building for Life 12 .....	12		
2.1.3 Creating a Practical Set of Urban Design Principles for New Zealand .....	13		
<b>Section 03</b>			
<b>Urban Design Assessment</b> .....	<b>14</b>		
3.1 CONTEXT .....	16		
3.1.1 Response to existing landscape .....	16		
3.1.2 Scale and character of local context .....	21		
3.1.3 Visual Impact of Built Form and Landscape Features....	21		
3.1.4 Existing buildings .....	21		
3.2 CHARACTER.....	24		
3.2.1 Inspiring Character, Architecture, Spaces and Places....	24		
3.3 CHOICE .....	26		
3.3.1 Facilities.....	26		
3.3.2 Flexibility and Adaptability .....	29		
3.3.3 Housing types and tenures .....	29		
3.4 CONNECTIONS .....	30		
3.4.1 Modes and Public transport .....	30		
3.4.2 Connections to surroundings .....	34		
3.4.3 Respecting existing buildings.....	35		
3.5 CREATIVITY.....	36		
3.5.1 Innovation and Distinctiveness .....	36		
3.5.2 Legibility .....	38		
3.5.3 Street design .....	38		
3.5.4 Public and private spaces .....	38		
3.6 CUSTODIANSHIP .....	40		
3.6.1 Environmental responsiveness.....	40		
3.6.2 On going care and maintenance .....	40		
3.6.3 External appearance and materials.....	40		
3.6.4 Resident and visitor parking .....	41		
3.7 COLLABORATION.....	42		
3.7.1 Collaboration.....	42		

# Section 01

# Introduction



# 1.1 Purpose of This Document

This document forms part of the submission for a Private Plan Change at Beachlands South by the Beachlands South Limited Partnership (comprising of The Guardians of New Zealand Superannuation Fund and parties associated with the Russell Property Group).

The purpose of this document is to provide an objective urban design assessment of the proposed plan change and accompanying spatial framework / illustrative master-plan. It will assess the proposal against recognised and accepted best practice urban design principles.

The plan change seeks to rezone approximately 307 hectares of land currently zoned Rural – Countryside Living, between Whitford Maraetai Road and Jack Lachlan Drive.

Of the total 307 hectares, approximately 159 hectares is proposed for “live zoning” to a mix of the following zones:

- Residential - Terrace Housing and Apartment Building
- Residential - Mixed Housing Urban Zone
- Residential – Large Lot
- Business – Mixed Use
- Business – Local Centre
- Business – Light Industry
- Open Space – Active Sport and Recreation

The balance of the land (the southern part of the site) is proposed as Future Urban Zone. The zoning pattern for this part of the site will be determined as part of a future plan change.

The proposed zoning plan and proposed sub-precinct plan can be found on the following pages of this report.

It should be noted that the emerging Medium Density Residential standards (MDRS) have been adopted in the proposed planning provisions and this urban design assessment recognises this inclusion.

The plan change further seeks to apply precinct provisions to facilitate the transition from rural countryside land uses to the development of a new sustainable and expanded coastal town in an integrated and comprehensive manner.

The proposed plan change contains the following masterplan design elements for which it seeks formal approval:

- Proposed zoning – including the location of the village centre, employment areas and other non-residential elements.
- A high-level street network and hierarchy – including the position of the central / organising spine road and road reserve widths of the major street network.

- The location and size of sub-precincts - including the key design moves and spatial elements that underpin each precinct together with any additional planning provisions that are proposed over and above the Unitary Plan provisions.

Accompanying the Plan Change is a Masterplan Design Report which sets out the vision and design intent for Beachlands South, including a proposed illustrative masterplan and visualisations of the intended design outcomes. It includes illustrative street cross-sections and landscape and built form outcomes. It is the developer’s intent to deliver this vision and masterplan.

However, as this content is illustrative only, it will not formally be approved as part of the Plan Change. Therefore this content has been assessed as part of this urban design assessment, but it is recognised that certain aspects of the design are “envisaged” as opposed to being formally guaranteed as part of the Plan Change documentation.

This report forms part of a number of documents supporting the submission for a Private Plan Change. This report should be read in conjunction with the Planning Report and proposed precinct provisions (Unio) and the Landscape and Visual Impact Assessment (Brown Ltd).

This focus of this urban design report is the following Plan Change documents:

- “Beachlands South Plan Change - Masterplan Design Report” Revised draft - dated 21<sup>st</sup> March 2022 produced jointly by Studio Pacific Architecture, Jasmax, Studio Woodroffe Papa and Woods Bagot.
- “Beachlands South Sustainability Strategy” Revision 8 - dated 18<sup>th</sup> March 2022.
- “Beachlands South Neighbourhood Design Statement” Revision C - dated 17<sup>th</sup> November 2021

These documents set out a detailed context and site analysis together with a design vision and outcomes; design principles and objectives; key spatial design moves and a detailed design response.

It is not the purpose of this Urban Design Assessment to repeat this analysis and design response. Rather it is to demonstrate that the proposed design response represents current urban design best practice.



Figure 1. The existing site - looking south-east from Pine Harbour marina

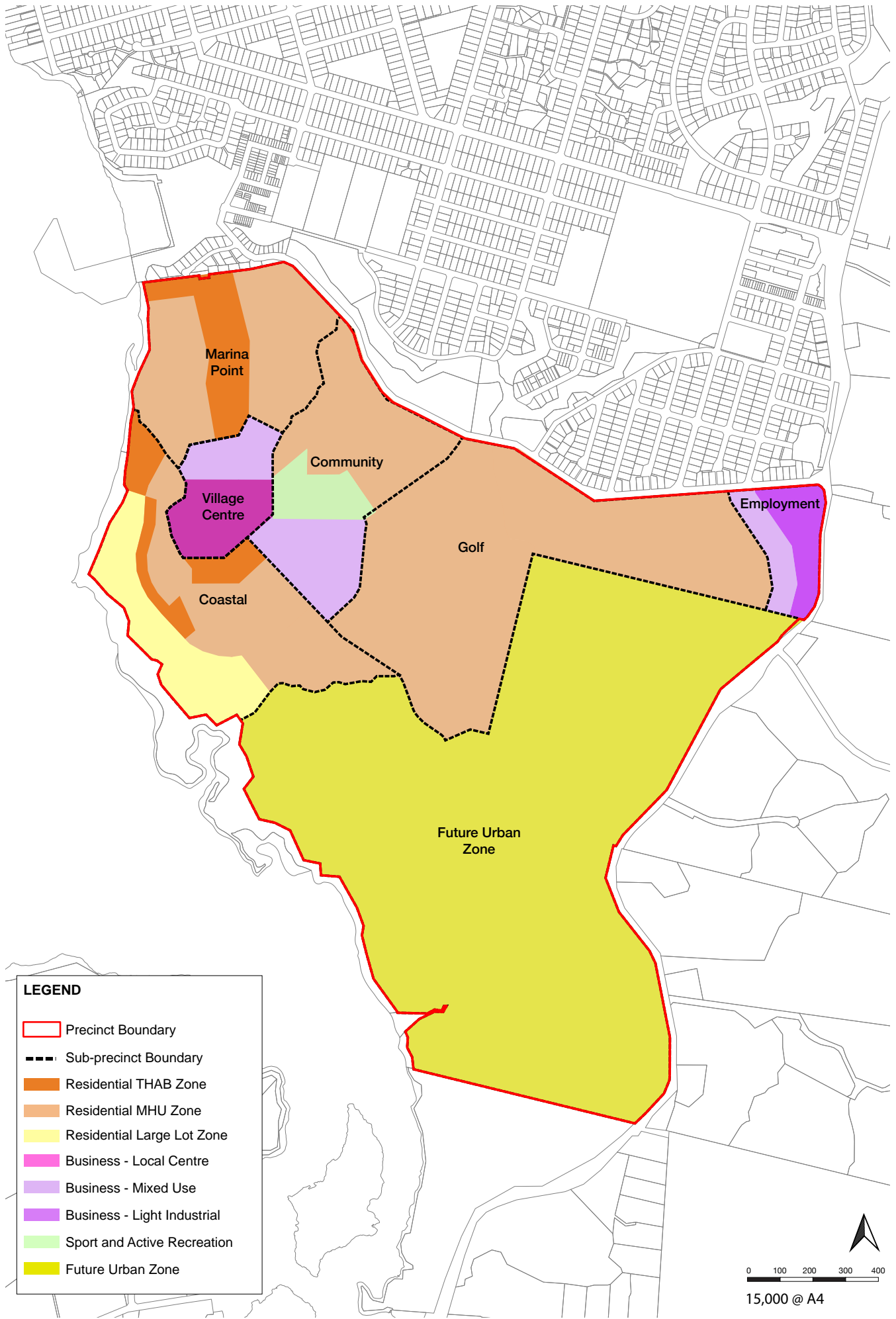


Figure 2. Proposed zoning plan



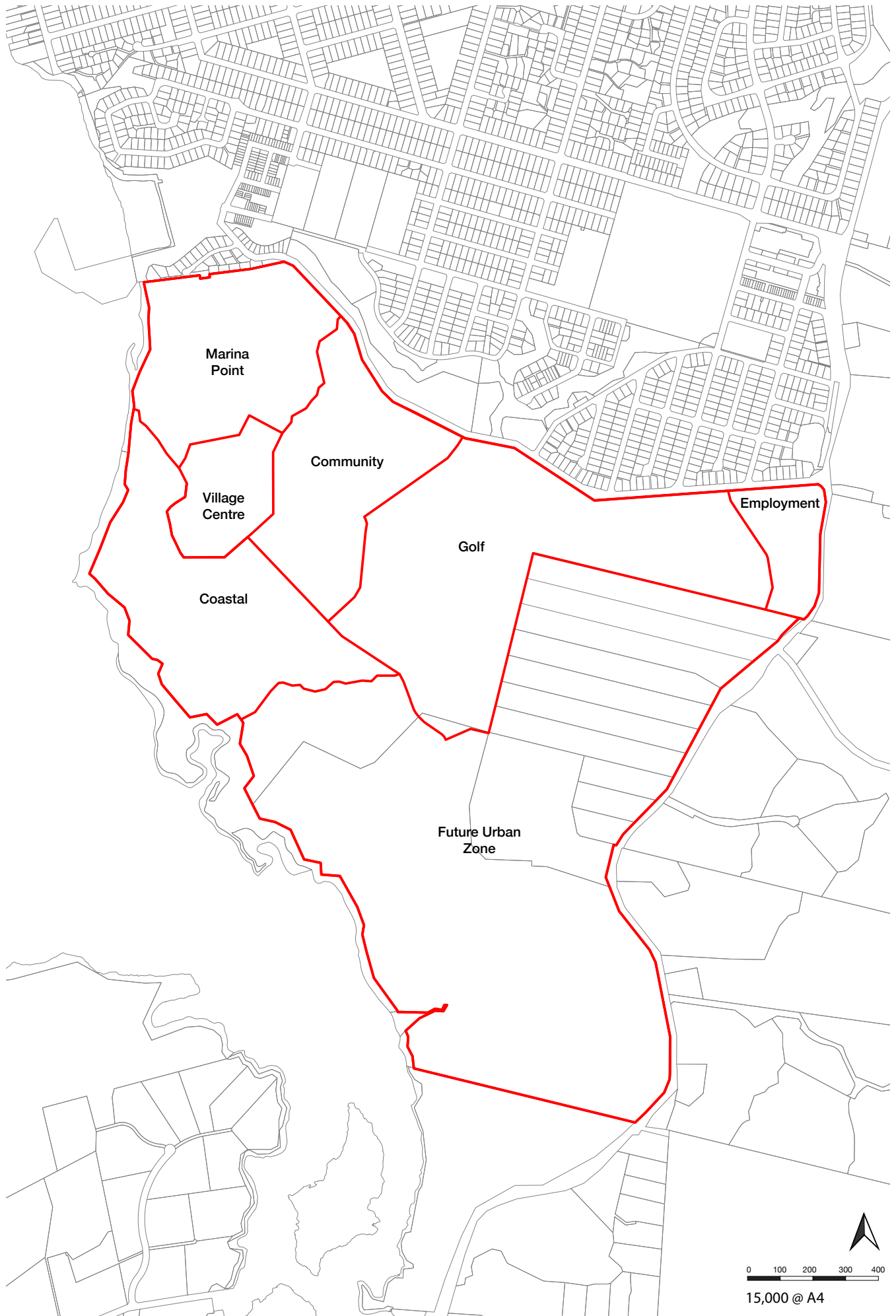


Figure 3. Proposed sub-precinct plan

# Section 02

## Assessment Methodology



In order to provide a comprehensive and rigorous assessment, it is important to reference against an established, recognised and accepted set of best practice urban design principles. Such an approach will provide an objective report and will help to provide consistency against other similar projects.

However, there is no formally recognised set of urban design principles within New Zealand that is suitable for application to large-scale developments, particularly at the relatively early stage in the continuum of development – such as a plan change – where no detailed building / street / open space design has been carried out.

### 2.1.1 New Zealand Urban Design Protocol

Within New Zealand, the Urban Design Protocol (Ministry for the Environment, 2005) is considered to be the most recognised and accepted document with respect to defining what good urban design means in a New Zealand context.

It identifies seven essential design qualities that create quality urban design: “the seven Cs”. They are:

- Context
- Character
- Choice
- Connections
- Creativity
- Custodianship
- Collaboration

However, the Urban Design Protocol defines these seven “C’s” as a combination of design processes and outcomes. They are not a set of urban design principles, and they have not been set out in a form that can be practically applied to a development proposal as a means of assessment.

In order to use them as such, they require a degree of expert interpretation to form them into a set of design best practice urban design principles that can then be used consistently to assess the design merits of particular **proposals**.

### 2.1.2 Building for Life 12

To assist in this interpretation, the UK has a particularly relevant set of design principles designed specifically for this purpose. The Building for Life 12 (BfL12) (Design Council, Third Edition 2015) is considered as the industry standard for guiding and assessing the design of new residential developments. It is formed into 12 topics, each with questions that are already framed to make an assessment of any particular proposal. It is designed to be used at all stages of the development process – which means it can be applied to both early concepts such as Plan Changes, as well as detailed designs such as subdivision and land use consents.

Further information can be found by using this link:

<https://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition>

The topics covered by the BfL12 are set out below. Helpfully, a series of questions are posed around each topic that can be asked of the proposal to assist in the means of assessment.

#### Integrating into the neighbourhood

1. Connections  
Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; while also respecting existing buildings and land uses along the boundaries of the development site?
2. Facilities and services  
Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, bars or cafes?
3. Public transport  
Does the scheme have good access to public transport to help reduce car dependency?
4. Meeting local housing requirements  
Does the development have a mix of housing types and tenures that suit local requirements?

#### Creating a Place

5. Character  
Does the scheme create a place with a locally inspired or otherwise distinctive character?
6. Working with the site and its context  
Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
7. Creating well defined streets and spaces  
Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
8. Easy to find your way around  
Is the scheme designed to make it easy to find your way around?

#### Street and Home

9. Streets for all  
Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
10. Car parking  
Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?
11. Public and private spaces  
Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
12. External storage and amenity space  
Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Not all of the questions are relevant at the Plan Change stage. For example, detailed design of buildings, provision of storage space etc. is yet to be considered, so questions on these topics are not yet relevant.

### 2.1.3 Creating a Practical Set of Urban Design Principles for New Zealand

The questions posed in the Design Council's BfL12 are helpful to identify the particular topics that are relevant for assessing large scale (predominantly residential) proposals. These have then been applied to the NZ Urban Design Protocol's Seven C's to form a list of questions that represent best practice urban design principles in a New Zealand context, utilising the Protocol's headings that most design professionals across New Zealand are familiar with.

The focus for these principles is on qualitative urban design aspects rather than quantitative measures such as measurement of dimensions and areas, which may vary according to different expectations, lifestyle choices, and district plan regulations.

As with any set of urban design principles, there is inevitably a degree of overlap between some of the topics, especially as good design should be a holistic response rather than a series of silo topics. This overlap is particularly so with the New Zealand Urban Design Protocol where the search for seven topics beginning with the letter "C" has resulted in quite a degree of overlap.

For example, "Context", "Character" and "Creativity" all touch on the requirement to respond to the local context by creating a distinctive and memorable place with a distinctive character. Questions relating to each of the topics have therefore been formulated to limit overlap, but inevitably some duplication will occur.

This results in a New Zealand set of urban design principles and corresponding questions as set out below:

#### Context

- Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- Does the development respond to and reinforce locally distinctive patterns of development and landscape features?
- How does the scheme respond to the scale and character of the local context, taking into account current strategic policy directions?
- What is the combined impact of the proposed development (built form and landscape features) when seen in relation to its surroundings?

#### Character

- Does the scheme create a place with a locally and culturally inspired or otherwise distinctive character?
- Does the development create locally appropriate and inspiring architecture, spaces and places?

#### Choice

- Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, bars / cafes / restaurants?
- Is the design flexible and adaptable so it can continue to reflect good practice urban design principles through the

length of the development process and over time?

- Does the development have a mix of housing types and tenures that suit local requirements, particularly the distinct cultural characteristics of the surrounding community?

#### Connections

- Is the development easy to move around by multiple modes, in particular by walking and cycling to reduce dependency on the private car?
- Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
- Does the scheme have good access to public transport to help reduce car dependency?

#### Creativity

- Have innovative approaches been used to promote diversity and make a distinctive and memorable place?
- Are there special features to make this development more memorable and easy to find your way around?
- Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
- Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?

#### Custodianship

- Does the design manage resources carefully through environmentally responsive and sustainable design solutions?
- Does the scheme demonstrate methods for minimising its ecological footprint?
- Does the scheme demonstrate how it enhances the site and local environment?
- Is there a clear strategy for the on-going care and maintenance of buildings, streets and spaces?
- Are the external appearance and functionality of materials and design elements used in both public and private areas of good quality?
- Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?

#### Collaboration

- Is there evidence of collaboration in order to produce the proposed design?

# Section 03

# Urban Design Assessment



## 3.1 CONTEXT

- Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and microclimates?
- Does the development respond to and reinforce locally distinctive patterns of development and landscape features?
- How does the scheme respond to the scale and character of the local context, taking into account current strategic policy directions?
- What is the combined impact of the proposed development (built form and landscape features) when seen in relation to its surroundings?

### 3.1.1 Response to existing landscape

One of the most distinctive features of the Beachlands South development area is the extensive network of steep-sided gullies which contain natural water-courses and a variety of ecologically significant habitat.

The opening line of the Vision Statement is to create “a place defined by its symbiotic relationship with the natural environment.” Furthermore, Section 1.5 of the Masterplan Design Report sets out the key spatial design moves that have underpinned the design proposal, and the first of these key moves is to work with the existing topography by retaining, protecting and enhancing these natural ecological areas. (see Fig.1 below).

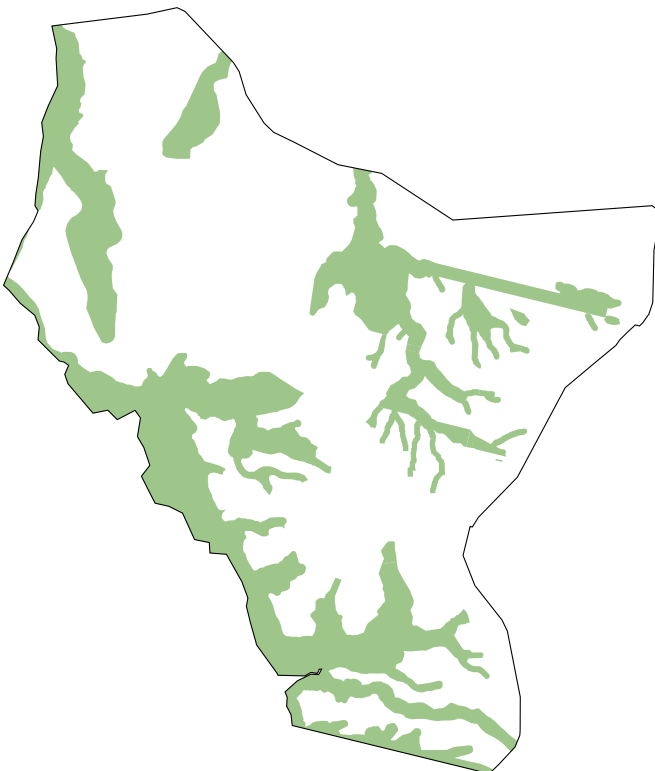


Figure 4. Retain, protect and enhance natural ecological areas

The importance of this approach is reflected in the Vision and the key moves, as this underpins the whole design philosophy of minimising disturbance to the existing topography and working with the natural landscape, as opposed to attempting to flatten the site to create simplified housing parcels that has become increasingly common on large scale residential projects.

These areas will be incorporated into an Ecological Protected Area Network (EPAN) which will be kept free of development and subject to revegetation and riparian planting.

The extent of this EPAN is significant – over 80 hectares out of a total Plan Change area of approximately 307 Hectares – representing over a quarter of the site.

The areas between the gullies are generally much gentler in slope, and the design intent is to also minimise earthworks and disturbance of the natural contour of the land. It must however be noted that the largest part of the site – 110 Jack Lachlan Drive – is currently used for a golf course (over 170 Hectares). When this was constructed in the late 1990’s, it involved extensive earthworks to re-contour the land, and so the landscape that is currently there has already been heavily modified. Many of the water-courses, ponds and vegetation have been artificially created or planted in the last 25 years.

Nevertheless, the intent is to work with this topography, retaining as many water features and natural habitats as possible.

[The subject of ecology and wildlife habitats is covered in far greater detail in the Ecology Report by Tonkin & Taylor.]

The existing landscape falls gently from a high point of approximately 75m on Whitford Maraetai Road along the eastern boundary of the site, down to the coastline along the western edge. This allows for views towards the Hauraki Gulf and islands from large parts of the site. Inevitably urban development of the land (buildings and planting including street tree planting) will change the character of the land from the large open expanses of the golf course and farmland and reduce the extent of views. However, the elevation changes will mean that views over the land towards the Hauraki Gulf will remain from the higher parts of the site and care has been taken to ensure some key viewshafts will remain. Notably, the central “spine road” which forms the main organising element of the design is oriented towards Rangitoto, such that those travelling north-west along the street will have a direct view of Rangitoto.

Streets have been laid out to maximise views and access to the coastal edge. It is envisaged that the primary street network is complemented by a network of slow-speed streets / home-zones that will be created perpendicular to the coastal edge and natural gully network in order to maximise views and connections to these natural features.

An extensive network of walkways and cycleways is also envisaged that will allow public access to the landscape that is not currently provided.





Figure 5. Illustrative example of home-zone connecting street to the gully network



Figure 6. Illustrative visualisation showing an example of a re-planted ecological gully





Figure 7. Existing photograph showing views from the higher part of the site towards the Hauraki Gulf

### 3.1.2 Scale and character of local context

The existing built form character of Beachlands (and Maraetai) is dominated by post-war suburban development consisting of almost exclusively one and two storey suburban stand-alone homes. Since its original suburban inception as a “Marine Garden Suburb” in the 1920’s, the settlement has expanded in a series of ad-hoc suburban extensions with gradually increasing house sizes in gradually decreasing section sizes, but still relatively large sections when compared to central Auckland.

More recent times has seen the introduction of a few different building typologies. A new town centre has been built on the eastern edge of Beachlands with larger buildings including a large supermarket and home improvement store along with 2 storey terraced housing. Closer to the Pine Harbour marina, a taller apartment building (5 storeys) has been built together with 2 and 3 storey terraced housing, changing the character of this location to feel more urban. It is considered that this is a positive change, reflecting the changing character of Auckland around its key transport infrastructure.

This is in line with the stated direction of all strategic planning policy within the region – ranging from the Auckland (Spatial) Plan 2050 (June 2018); and the Auckland Unitary Plan (Operative in part – November 2016). This has been further reinforced by the more recent National Policy Statement on Urban Development 2020 (July 2020) which mandates Councils to zone land in close proximity to rapid transit stops (including ferry terminals) to at least 6 storeys.

[Issues relating to the strategic planning justification for this Plan Change are covered in much greater detail within the Planning Report by Unio. The purpose of this section of this report is to discuss the character of the intended built form proposed by strategic planning policy only.]

Whilst the existing built form character of Beachlands is predominantly one and two storey suburban housing, this is mandated and expected to change by government policy (both Central and Local govt.).

The development proposal reflects this strategic planning policy approach, whilst also recognising the local context. Within walking distance of the ferry terminal and village centre (800m), the higher-density Auckland Unitary residential zones are proposed – Terraced House and Apartment Building (THAB) and Mixed Housing Urban (MHU). This allows for a range of residential dwellings from 5 and 6 storey apartment buildings through 2 / 3 storey terraced housing to small-lot houses (both attached and stand-alone).

Although the Future Urban Zone has no proposed zoning at this stage, it is anticipated that housing density would decrease in line with national and local policy and include a mixture of Single House and Large Lot zones. This would result in one and two storey housing of various sizes, but relatively suburban in character similar to the more recent housing found in Beachlands.

### 3.1.3 Visual Impact of Built Form and Landscape Features

This topic is covered in much greater detail in the separate Landscape and Visual Impact report by Brown Ltd. In his findings, Mr Stephen Brown concludes the following:

- The landscape, natural character and amenity effects arising from the proposed Plan Change would be limited – typically of a low to moderate order – particularly once planting and revegetation within its reserves, buffer strips, streets and down the coastal escarpment, becomes more established.
- The proposal would be consistent with the relevant AUP/RPS and Whitford Sub-precinct B provisions. Although the current precinct provisions would be replaced by new provisions specific to Beachlands South, it appears that the proposed Plan Change would maintain the more significant values of the Beachlands area and the intent of the current objectives and policies applicable to Sub-precinct B.

Inevitably when considering a re-zoning from rural to urban zones there will be a change in character of the landscape. However, Mr Brown concludes that the visual impact of this change is low to moderate.

### 3.1.4 Existing buildings

Given the current use of the land is predominantly as a golf course (110 Jack Lachlan Drive) and farmland (620 Whitford Maraetai Drive) there are very few existing buildings across the site. These are limited to:

- The golf clubhouse / conference centre and associated visitor accommodation in the form of 25 stand-alone villas.
- Sports / recreation building containing a defunct swimming pool, gym and indoor courts
- Golf club maintenance sheds
- Incidental golf structures such as rain shelters
- Eleven large stand-alone houses along with associated out-buildings, sheds etc. running beside Whitford Maraetai Road.



Figure 8. Existing golf club house building and adjacent visitor accommodation villas

The golf clubhouse / conference centre is proposed to be retained within the development proposal largely in its current format. It will continue to operate as the centre of golf operations (changing rooms, shop, administration, bar and general home of the golf community). It is also proposed to continue as a restaurant, conference facility / wedding venue and hub for visitor accommodation. Whilst the visitor accommodation in the form of 25 stand-alone villas was appropriate in a large open golf course setting, they would represent a very inefficient use of urban land, taking up almost 4 hectares. Their mock-Mediterranean design looks quite out-dated and so it is proposed that these buildings are removed. It is proposed that they will be replaced by a modern hotel building, located immediately adjacent to the golf clubhouse / conference building so that the two can operate seamlessly, with the existing building still providing the bar and catering element of the hotel operation.

The sports / recreation building was built in the same style as the golf clubhouse and visitor accommodation villas, but has been unused for some time. Nevertheless it represents a significant piece of infrastructure and it is proposed that this building is retained. It has been located in the part of the site allocated for the schools and it is hoped that it can provide a valuable resource as indoor courts and potentially swimming pool for shared use by the school and the local community.

The golf maintenance sheds are a simple set of industrial sheds that house the green-keeping equipment and a few other small light-industrial businesses. They offer no particular architectural character and are currently located in a valuable strategic location close to the ferry terminal. It is therefore proposed to remove these buildings. A golf maintenance facility will still be required for the remaining 9-hole course and the re-location / re-use of these buildings could be investigated.

A small stand-alone house also exists in this location. It is a small house from circa 1970's and has no architectural character. It is also proposed to be removed.

Some of the golf structures will remain on the golf holes that will be retained, but otherwise these small structures will be removed.

The eleven large houses (and associated out-buildings) located alongside Whitford Maraetai Road are all proposed to be retained within the development proposal as they offer a unique housing typology. The size of section that they are located on may be reduced, but will still represent significantly large houses and sections when compared to the rest of Beachlands and the proposed development.



Figure 9. Existing sports and recreation building



Figure 10. Existing golf maintenance buildings and single house

## 3.2 CHARACTER

- Does the scheme create a place with a locally and culturally inspired or otherwise distinctive character?
- Does the development create locally appropriate and inspiring architecture, spaces and places?

### 3.2.1 Inspiring Character, Architecture, Spaces and Places

As described in “Section 1 – Context”, first and foremost the masterplan has been based upon a sensitive design response to the existing landscape. The extensive network of planted gullies across the site will be quite prominent in the environment, clearly visible from many streets, open spaces and buildings. This will help to provide a distinctive character and one that is clearly locally inspired.

The relationship to the coast has also been a key design driver. A publicly accessible coastal walkway is proposed along the whole length of coast in the plan change area – almost 3km. This is to avoid privatising the coastal edge by placing houses backing onto the coast, and it is envisaged that any buildings and houses will be required to interface with this coastal walkway with a sensitive design response.

The central spine road has also been deliberately aligned for part of its length to provide views over the Hauraki Gulf to Rangitoto. Street trees will be designed to help frame these views. The street hierarchy in general has also been designed with many streets running perpendicular to the coastal edge to provide public views towards the water.

The village centre has been located in the heart of the community, within walking / cycling distance of the ferry terminal, but with a relationship to the coastal edge and also with views to Rangitoto. Detailed architectural and landscape design will take place in subsequent planning phases, but the intent is for a high-quality architectural and public realm design response.

The illustrative design for the village centre has undergone a significant level of design thinking in order to create a distinctive and memorable destination. The village centre visualisation indicates the envisaged design quality. The use of best practice urban design principles has guided the indicative layout for the village centre – including a sense of enclosure and continuity of building frontage; slow-speed multi-modal streets and discrete parking; a mix of uses including upper floor uses promoting natural surveillance; and the use of high-quality planting and materials.

The illustrative material provided demonstrates the envisaged high-quality design response that has a clear identity related to the existing coastal community and these are set out below.

The visualisations provide an indication of the potential architectural and landscape design response, but these will be subject to detailed design at subsequent planning stages. The visualisations, along with the proposed planning provisions and design guidelines (see below) will be used to guide subsequent design phases.

It is envisaged that a set of “Design Guidelines” will be produced to provide further control over the built form and landscape design outcomes. Elements such as building massing and form, colours and materials, boundary treatment and planting will be included in the design guidelines in order to ensure a consistent and high-quality design response from all subsequent design phases. The landscape and architectural design response, including colours and materials, will be expected to reflect the local vernacular of east Auckland and the coastal edge location. A planting palette will be developed to guide the new landscape, with an emphasis on locally relevant species and the restoration of native planting.

The design guidelines will complement and support the proposed precinct plan provisions.

It is envisaged that a Design Review Panel (DRP) will be created to review proposed developments and these will be assessed against the design guidelines. The DRP and design guidelines will be a private initiative in order to maximise design control and minimise the impact on stretched Council resources.





Figure 11. Illustrative visualisation - Marina Point precinct



Figure 12. Illustrative visualisation - Home-zone



Figure 13. Illustrative visualisation - Medium density residential precinct

## 3.3 CHOICE

- Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, bars / cafes / restaurants?
- Is the design flexible and adaptable so it can continue to reflect good practice urban design principles through the length of the development process and over time?
- Does the development have a mix of housing types and tenures that suit local requirements, particularly the distinct cultural characteristics of the surrounding community?

### 3.3.1 Facilities

It is recognised that the existing Beachlands / Maraetai settlement has a limited range of facilities – understandable considering the size of the existing population. The recent addition of a “town centre” development including full-scale supermarket and home-improvement store has significantly added to the facilities for the community, reducing the need to travel to East Auckland. However, the range of facilities is still not comprehensive. In particular, there is little business zoned land that can provide employment opportunities. Most significantly, there is no senior school which results in hundreds of children having to travel to East Auckland for school each day.

It is also considered that the recent town centre is quite “functional” in its design and fails to provide an attractive urban destination. Beachlands / Maraetai is an attractive destination for visitors, particularly in the summer where the coast and the beaches provide great amenity. However, it is considered that the town centre has missed the opportunity to provide a great urban destination to complement this natural amenity.

It is envisaged to provide a whole range of services within the new Beachlands South development, both to serve the new residents but also to complement the existing Beachlands facilities. However, the village centre in particular is envisaged to become an attractive visitor destination, helping to improve the tourism economy of the area. Whilst it is envisaged to have functional responsibilities (such as local shops, small supermarket etc.) it is expected to have an outstanding public realm with a large outdoor plaza space that has been located and oriented to enjoy views out over the coast and towards Rangitoto. A number of food and beverage facilities are expected to be provided to benefit from this space and outlook, which could include such uses as a craft brewery or local vineyard outlet. The recent success of The Landing at Hobsonville Point and the village centre at Long Bay have been used as precedents in this respect, providing significant numbers of visitors helping to boost the local economy.



Figure 14. Precedent - outdoor dining at Long Bay centre



Figure 15. Precedent - outdoor dining at Long Bay centre



Figure 16. Precedent - Food and beverage at The Landing, Hobsonville Point



Figure 17. Precedent - Food and beverage at The Landing, Hobsonville Point



Figure 18. Illustrative visualisation - Village centre showing a range of retail, food and beverage, community, employment and residential uses

By adding to the population of Beachlands / Maraetai, sufficient additional critical mass can be added that results in facilities such as a senior school (together with swimming pool facilities) becoming viable and achievable.

The proposal envisages a wide range of additional facilities to be provided to complement the existing facilities. This includes:

- New hotel to replace the existing visitor accommodation
- Retained conference / events facility and golf clubhouse, with bar and restaurant facilities
- Retained 9-hole golf course
- New village centre containing shops, cafes, restaurants, bars, small commercial office space, medical facilities, gym and leisure facilities
- The opportunity for community / public facilities such as a library or community meeting rooms (discussions with Auckland Council will be required).
- The opportunity for new schools covering the whole school age range (Years 1-13). This would be in the form of a primary school and intermediate / high school. Sites have been identified, but ultimately the Ministry for Education will be required to provide the school.
- Community sports pitches including indoor courts in the retained sports building close to Jack Lachlan Drive
- Community swimming facilities could be provided in the form of a shared facility with the school, either utilising the existing recreation building or providing a new building.
- Village park with high-quality playground for all ages, including seating, shade, gathering spaces etc.
- Network of walking routes including coastal paths (high-level and low-level) and paths through planted gullies, providing an extensive set of walking / jogging trails
- Innovation hub, providing a dedicated business location for office / workshop space
- Mixed use / light industrial zoned sites to encourage live/work units or workshop / storage space

For a new residential development, this is considered to be a large amount of additional facilities which will not only provide a high-level of amenity for future residents, but also for the existing community.

The majority of these new facilities are envisaged to be in the north-west corner of the development, amongst the most dense residential areas as well as being closest to the existing Beachlands community. In order that existing Beachlands' residents can access these new facilities, it is important that connections between the new development and the existing urban areas are strengthened and improved.

It is envisaged that Jack Lachlan Drive will become an important street in this regard. Currently it is signed as a 60kmh road and has no footpath for most of its length. A narrow, unformed footpath is on one side for the southern section. As such it is not attractive for either pedestrians or cyclists. Given that this street will form the interface between the existing community and the new development, it will be important that this street is upgraded with good quality walking and cycling facilities, street lighting and a drop in the speed limit to 50kmh. New crossings will also be required at key locations, particularly around the school area.



Figure 19. Existing Jack Lachlan drive

It is noted that this necessary upgrade has been acknowledged in the precinct provisions and a standard has been included requiring this to be provided at the appropriate time of particular activities.

Sites for new schools have been identified alongside Jack Lachlan Drive in the northern part of the site. This is to allow the easiest possible access for the existing Beachlands community. The streets either side of the school have the width to accommodate buses which may operate around the local area. Whilst the detailed design of the school and the streets will be part of later design work, the design concept for the school presents a private school street between the two local streets that will operate for school operations only – facilitating pick up and drop off for cars and buses as well as parking – thus keeping this operational aspect off local streets.



Figure 20. Location of potential walking / cycling connection between existing Beachlands community and the new schools in Beachlands South



Figure 21. View from Whawhaki Road, Beachlands - showing view of potential connection across the stream

To improve connections between the proposed school sites and the existing Beachlands community, an additional walking / cycling connection is envisaged across the creek (unnamed) that runs alongside Jack Lachlan Drive. This could connect to Whawhaki Road / Keshwara Road which runs north into existing Beachlands, thus forming an important north/south connection. This would require the construction of a small bridge over the creek and would require the input from Council organisations, but it is considered important that this connection happens.

### 3.3.2 Flexibility and Adaptability

The proposal is currently in the form of a Plan Change. This means that a “structure plan” is proposed to guide development along with a range of planning provisions and zones commensurate with zones contained within the Auckland Unitary Plan (Operative in Part). Whilst an Illustrative Masterplan has been provided, this is simply one potential development scenario that represents the design vision, objectives, principles and key spatial design moves. Similarly, the rendered visualisations provide an illustration of the intended design outcome.

As such, there is no fixed development proposal at present. The point of this Structure Plan approach is to provide a framework that is flexible and adaptable over time, whilst establishing good practice design principles that need to be followed.

### 3.3.3 Housing types and tenures

It is too early in the process to fully understand the precise mix of house types and tenures. As development progresses the market will ultimately help to determine the range of housing responses, although it is envisaged that a range of housing types and tenures will be provided.

One of the principal aims of the project’s Sustainability Strategy is to promote Health, Well-being and Culture. The aim is to create a built environment that embodies principles that foster the physical, mental, social, cultural and economic well-being of residents and visitors of Beachlands South. This includes design principles that align with Te Ao Māori values, providing neighbourhoods with strong emotional, visual and physical connections with nature, and including employment opportunity areas and public amenities that promote communities that can sustain themselves.

In order to build a genuine community, diversity of housing (both types and tenures) will be important.

The proposed land use zoning and planning provisions provide for a range of housing design responses ranging from Terraced House and Apartment Building zone (THAB) through to Large Lot zone. These planning zones will allow for a range of house types from 5/6 storey apartment buildings, 3-storey walk-up apartments, 2 and 3 storey terraced housing, through to 1 and 2 storey stand-alone housing.

Beachlands and Maraetai currently has a relatively narrow range of house types, with the vast majority of house sections sitting around 800m<sup>2</sup>, which in turn provides a much narrower price band. A relatively small number of smaller lots have recently been built close to the Pine Harbour ferry terminal along with a handful of apartments.

Beachlands South envisages a much greater diversity of lot size, facilitated by the different Unitary Plan zones. It is envisaged that house lot sizes will range from 180m<sup>2</sup> through to 1,500m<sup>2</sup> and a significant number of apartment buildings. The opportunity also exists for a retirement village as well as for community housing providers to become involved.

This is evidenced in the Illustrative Development Scenario plan.

## 3.4 CONNECTIONS

- Is the development easy to move around by multiple modes, in particular by walking and cycling to reduce dependency on the private car?
- Does the scheme have good access to public transport to help reduce car dependency?
- Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

### 3.4.1 Modes and Public transport

One of the biggest justifications for significant expansion of the existing coastal town of Beachlands is the presence of the Pine Harbour ferry terminal, providing a rapid transit connection (just over 30 minutes) to Auckland's central city which makes the settlement of Beachlands relatively unique.

As touched upon in Section 1 – Context, this aligns with both local and central government policy of providing intensive urban development within close proximity to rapid transit stops.

The location of the ferry terminal has had a significant impact on the design of the new residential areas. The proposed most intensive residential areas have been located at the northern tip of the site, within 400m (5 minutes walk) of the ferry terminal. Walking and cycling paths have been located to provide people with simple, legible connections to / from the ferry terminal, thus promoting these modes whilst the road (car) connection is more circuitous.

The central spine road through the development has the width to accommodate a public service bus and it is hoped that the existing bus service from Auckland to Beachlands / Maraetai can be diverted to come through Beachlands South. This will also help local residents to access the new facilities provided within the development.

It is envisaged that the primary streets within the street hierarchy have separated cycle lanes included, to provide safe cycling away from the carriageways as shown in the illustrative street cross-sections. These show that all streets have been designed with minimum carriage-way dimensions and elements to create side friction in order to create as slow a speed environment as possible, but still designed in accordance with Auckland Transport standards. At the lower end of the street hierarchy a series of home-zones are envisaged which provide ultra-slow speed shared environments where walking and cycling is given much greater priority.

Throughout the site, it is envisaged that there will be a network of walking and cycling paths, in order to provide both simple and convenient connections to community facilities as well as creating a network of recreational paths. It is estimated there will be more than 10km of off-road walking paths in order to create an environment where people can take leisure walks in a beautiful natural environment including 3km of coastal walkway.

Although the detailed design of the residential areas is to follow, there are clear design principles contained within the proposed planning provisions and design guidelines that aim to guide and control subsequent design phases. The intended design outcomes of these design principles are shown in the both the proposed street cross-sections and collectively in the Illustrative Scenario. The intent is to provide a series of streets that are well-connected for walking and cycling but require a slightly more circuitous route for the private car. The intent is to promote walking and cycling between the various elements of the plan change area.

See the Transport report by Stantec for more details on transport matters.

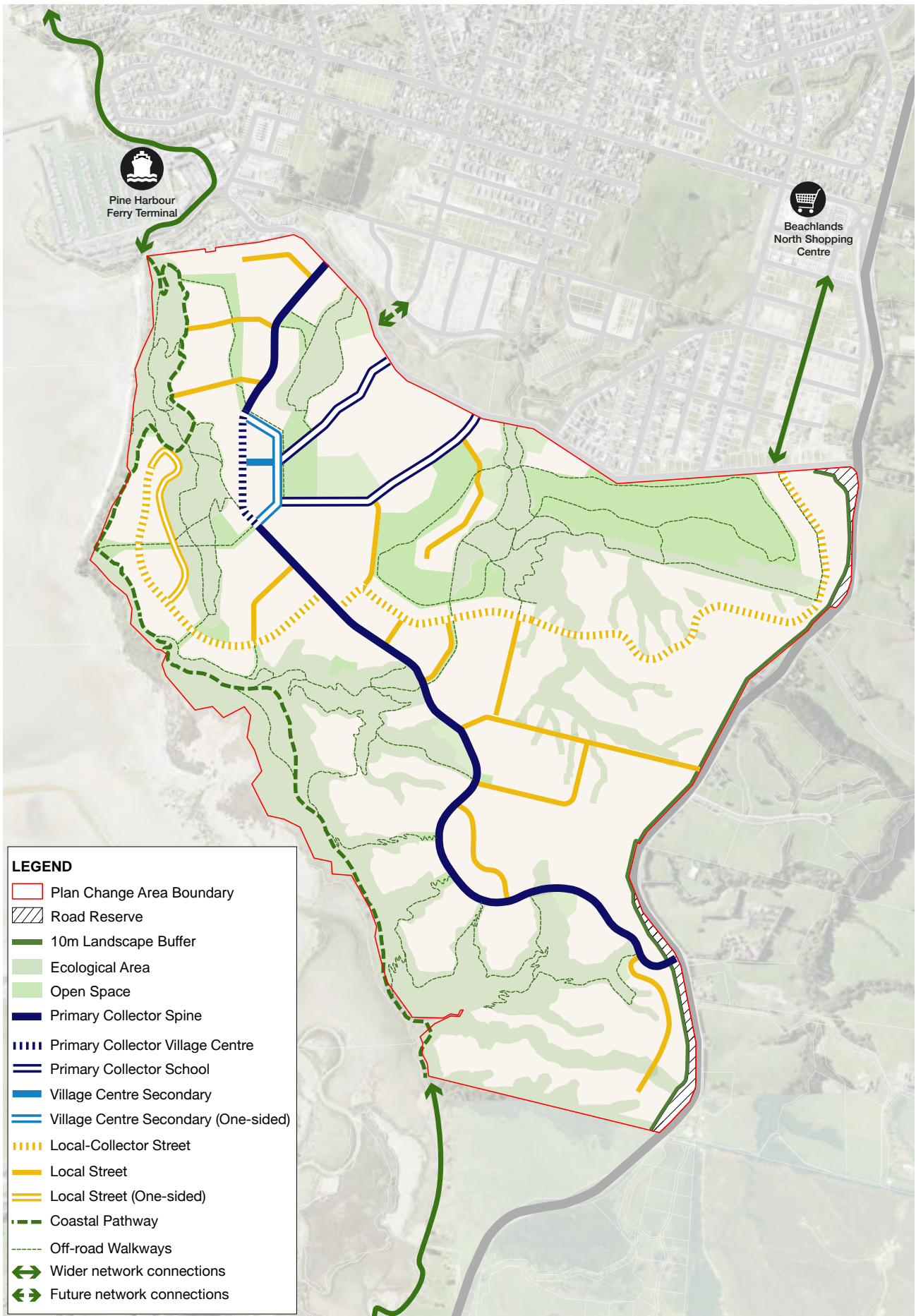


Figure 22. Beachlands South proposed transport, movement and connections plan



Figure 23. Illustration of home-zone - promoting connections to the wider walking and cycling network with safe, slow-speed streets





Figure 24. Illustrative visualisation showing walking routes in the re-planted gullies

### 3.4.2 Connections to surroundings

The proposed layout facilitates connections to the existing network wherever is practically possible, to create a seamless extension to Beachlands as opposed to an inward focussed or gated community.

These new connections will all be clearly publicly accessible.

As discussed in Section 3 – Choice, Jack Lachlan Drive is currently posted at 60kmh and is not particularly friendly for cyclists or pedestrians. Working alongside Auckland Transport it is hoped that upgrades can be made to the street to make it slower and more pedestrian and cycle friendly. The proposed Precinct Provisions include a standard which requires the upgrade of Jack Lachlan Drive along one side of the road.

Three new street connections are proposed to Jack Lachlan Drive. This is considered an appropriate number considering the length of Jack Lachlan Drive. With these increased intersections

and buildings facing this street, this should assist in changing the character of Jack Lachlan Drive.

Also discussed earlier, a connection across the creek (unnamed) running parallel / alongside Jack Lachlan Drive is envisaged and this would help to connect to the existing Beachlands community and would help to make the proposed new school more accessible to the wider community.

The Coastal Path represents a further connection between new and old. The Coastal Path is proposed to run the whole length of the western coastal edge of the site and will connect the extreme north-west corner of the Plan Change site to Pine Harbour marina car park immediately adjacent to the ferry terminal. This path would be usable for both pedestrians and cyclists through the use of switch-backs to traverse the steep embankment.



Figure 25. Illustrative visualisation - Coastal walking / cycling path providing an additional 3km of accessible coastal edge

### 3.4.3 Respecting existing buildings

There are relatively few buildings that immediately adjoin the proposed Plan Change site.

There are a just a few large countryside living type houses along the length of Whitford Maraetai Road facing the site. The masterplan proposes very little change along this stretch of road with the existing larger stand-alone houses (680-770 Whitford Maraetai Road) proposed to remain.

There are no houses along the western section of Jack Lachlan Drive facing the site, with this land occupied by a creek and open space. There are a number of houses facing the site along the eastern end of Jack Lachlan Drive. These are relatively new, largely single-storey homes. In the main, they face part of the existing golf course that is envisaged to remain to form the new 9-hole golf course, so their context will remain as existing.

An area for employment use is proposed at the north-eastern corner of the site close to the intersection between Whitford Maraetai Road and Jack Lachlan Drive.

A mix of Light Industrial and Mixed Use zone is proposed for this location.

The area closest to Whitford Maraetai Road is proposed as Light Industrial zone to avoid any residential uses, recognising the less favourable location for residential due to potential traffic noise impacts, but also ensuring that the land will be used for employment purposes.

Additional planning and design controls are proposed to ensure a high-quality building form and landscape response. The intention is that units on these sites will take the form of modern, well-designed small industrial units similar to what is taking place across the city with examples such as The Foundry and The Forge in Hobsonville. It is considered that with appropriate controls to guide the outcome, such a built form response is acceptable along the southern side of the street with single storey houses on the north side of Jack Lachlan Drive.

A small area of Mixed Use zone is proposed along the edge of the retained golf course recognising that this area presents an attractive outlook west over the golf course and is therefore suitable to both employment and residential uses. Live-work units, such as those found at Lucas 18, Albany (see Figure 25) would be an ideal use in this location.

The only other buildings adjoining the site are situated along the northern boundary of the site close to the ferry terminal, with the house located in a small cul-de-sac named Tui Brae. There are approximately 10 larger two storey homes backing onto the existing golf course. A mixture of Terrace House and Apartment Building (THAB) zone and Mixed Housing Urban zone is proposed along this northern boundary, recognising the proximity of the ferry terminal, which is less than 200m away. Although the THAB zone could result in apartment buildings up to 5 storeys high, both proposed zones have height in relation to boundary controls to

existing houses that will help to control the placement of buildings close to the boundary. The relationship benefits from the fact that the existing houses are to the north of the proposed development site and so no shadows will be cast on to the existing houses.



Figure 26. Precedent - light industrial workshops - The Forge, Hobsonville



Figure 27. Precedent - Live-work units - light industrial workshops with apartments above - Lucas 18, Albany.

## 3.5 CREATIVITY

- Have innovative approaches been used to promote diversity and make a distinctive and memorable place?
- Are there special features to make this development more memorable and easy to find your way around?
- Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?
- Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- Range of facilities. As described in “Section 3 – Choice”, the development will provide a wide-range of non-residential facilities including schools and employment, helping to create a diverse and self-sustaining community.
- Village centre. It is envisaged that the outdoor landscaped areas and high-quality public realm will provide views of the coast and Rangitoto. Together with the wide range of commercial and community facilities, the provision of a number of food and beverage units would help to create a distinctive and memorable experience that would become an attractive destination for not just the local area but the wider region.
- Sustainability approach. A wide-ranging holistic approach has been taken that has been intrinsic to the design of the development, as opposed to an optional extra. The key areas of innovation include:

### 3.5.1 Innovation and Distinctiveness

It is considered that the proposal is innovative when compared with the typical large-scale residential projects that are typically being seen around the edge of Auckland. The evidence of this can be found through a number of design initiatives both proposed and envisaged, many of which are explained in greater detail in other sections of this report, but can summarised as follows:

- Working with the existing landscape. Rather than flattening the landscape to create large, simple development parcels, the starting point for the masterplan is to retain and enhance the existing system of gullies to create an extensive network of ecological areas which will gain further protection and enhancement through being part of the “Ecological Protected Area Network”. This represents 80 hectares out of a total of 307 hectares - a significant proportion of the site which will help to create a very distinctive element to the development.
- Retention of a golf facility. Two other golf courses have been redeveloped for residential developments in the Auckland region in the recent past (Peninsula (Red Beach) and Manukau golf course). The only remnant of the golf course in each case is a few street names with golf terms. The intention at Beachlands is to retain a 9-hole golf facility and make this an important part of the community by creating a more family friendly and accessible facility. Together with the orientation of some of the housing to overlook the course, this will help to create another distinctive feature of this development.
- Ownership and maintenance of open space. With such an extensive network of ecological open space together with areas of other more formal open as well as a 9-hole golf course, this will require a significant maintenance programme beyond that of Auckland Council’s resources. It is envisaged that many of these large areas of open space are maintained through a private landscape contract administered by a comprehensive residents’ society, to which all residents will be required to contribute financially. This is likely to result in a high-level of landscape quality.
- Water management and water sensitive design - Not being connected to the mains water network has required a creative solution with respect to both potable water and waste-water. Potable water will be provided through a combination of rain-water collection and bores to tap into the underground aquifer, together with a number of community reservoirs and smart systems to control the provision of the water. There is also an agreement in place with a local potable water supplier. A self-contained waste-water treatment plant will be provided in a discrete location to treat and clean the waste-water for the whole site before this is either used for watering the landscape elements or discharged as clean water into the estuary.
- Low-carbon development – an unprecedented approach to reducing carbon has been taken, with significantly reduced embodied and operational energy for buildings and infrastructure, alongside the enhancement and introduction of significant on-site carbon sequestration through native planting.



Figure 28. Illustrative visualisation of the village centre - demonstrating a distinctive and memorable place with clearly defined, attractive public space

### 3.5.2 Legibility

The proposed masterplan has been designed around a simple and obvious arrangement of neighbourhood elements. The highest density (and therefore taller buildings) is located in the northern part of the site immediately adjacent to the ferry terminal, helping to signify the strategic importance of this location.

The village centre / community precinct is located at the geographic heart of the development. The proposed zoning with a height variation control will encourage some taller building elements and this will assist in the village centre being visible from most of the site.

The natural landscape assists in this regard, with the land gently falling to the coast with the upper parts of the site all getting a clear view of the coastline. As a result, the village centre and the higher density Marina Point precinct will be quite visible from across the site, signifying the community heart of the development and the proximity to the ferry terminal.

The central “spine road” runs through the whole length of the site and the envisaged design will be distinctive – including a separated “off-line” cycleway running parallel to the carriageway and substantial street tree planting. This street will be used by all residents to access the village centre and community precinct as well as leading to the ferry terminal. All new residential neighbourhoods will be accessed from this street and with the ability to accommodate public transport (Auckland Transport buses) it forms an organising element to the whole development.

The “spine road” and the village centre have also been orientated to frame views of Rangitoto, the largest and most significant local geographic and cultural feature in the landscape.

### 3.5.3 Street design

Encouraging people to walk, cycle and use public transport instead of driving has been a key driver behind the development of the masterplan and sustainability strategy – encouraging a “modal shift” away from the private car.

The development has been designed around a clear street hierarchy, with each street envisaged as prioritising walking and cycling. The illustrative street designs include carriageways that are as narrow as possible, whilst widths of footpaths, cycleways and planting have been maximised. Detailed street design will be subject to on-going discussions with Auckland Transport, but the indicative street cross sections are in line with Auckland Transport’s latest street design guidance within the Roads and Streets Framework.

The streets are as follows:

- Spine Road (Collector Road with public transport)
- Collector roads without public transport
- Local streets (primary)
- Local streets (secondary)
- Home-zones

It is envisaged that the width of carriageways and the total road reserve width decreases down this hierarchy, helping to signify the relative importance of “place” versus “movement”. This culminates

in the “home-zone” – a shared space residential street typology where very slow-speeds are expected, and social interaction is encouraged within the street space.

It is envisaged that the number of vehicle crossings will be limited on the primary streets. This is to maximise street tree planting and to minimise the risk of vehicles crossing the footpath and cycleways. Parking for buildings along these streets will be expected to be from the rear, thus resulting in more attractive streetscapes.

### 3.5.4 Public and private spaces

A range of public spaces are envisaged in the masterplan, including a 3km coastal walkway, a 0.5km “Fairway” reserve through the Marina precinct, multiple walkways through the ecological reserves and gullies, high-quality open space within the village centre and a village park which includes playgrounds for multiple ages and communal sports pitches. These public open spaces will be carefully positioned to provide easy access for as many people as possible – both new residents and existing Beachlands residents, whilst also ensuring natural surveillance through the positioning of adjacent streets, walkways and buildings.

The central open space within the village centre will be activated by the adjacent main street (spine road) and overlooked and framed by adjacent buildings, some of which will be expected to provide upper floors to assist in this approach.

A large recreational amenity area is identified on the proposed zoning plan located between the village centre and the sites envisaged for the schools. It is envisaged that this will be a high-quality village park and is located to maximise levels of activity from the adjacent village centre and schools. It is intended to provide play spaces of the highest quality, creating a feature destination located immediately adjacent to the village centre to allow families to get food / drink whilst using the spaces. Again, it will have two important streets along its edge to provide activity, whilst taller building elements within the village centre are expected to provide some overlooking of the spaces.

Given the design is at Plan Change stage only, it is too early to consider the detailed design of public and private spaces. But the importance of this issue is recognised and will be addressed in design guidance. For example, the interface between private spaces of residential dwellings and public walkways (particularly the coastal walkway) will be carefully controlled to ensure a balance between privacy and security and surveillance. High, solid wooden fences will not be allowed for example.

The issue of maintenance is also not fully resolved at this early stage. Given the amount of public / communal space across the development, it is unclear if Auckland Council will be able to take all this on. Consequently, the intent is to create a “Residents Society” (or similar) with a private contract in place to manage all the public space and walkways (outside the ones that Auckland Council do take on). It is envisaged that the cost will be passed on to all residents in the form of an annual management fee. However, this is likely to result in high-quality maintenance of all public open space.



Figure 29. Illustrative street cross sections showing emphasis on narrow carriageways, wide footpaths and high-quality cycle provision

## 3.6 CUSTODIANSHIP

- Does the design manage resources carefully through environmentally responsive and sustainable design solutions?
- Does the scheme demonstrate methods for minimising its ecological footprint?
- Does the scheme demonstrate how it enhances the site and local environment?
- Is there a clear strategy for the on-going care and maintenance of buildings, streets and spaces?
- Are the external appearance and functionality of materials and design elements used in both public and private areas of good quality?
- Is resident and visitor parking sufficient and well-integrated so that it does not dominate the street?

### 3.6.1 Environmental responsiveness

The project vision is as follows:

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.

A highly-sensitive and careful response to the land has been the driving principle behind the development of the masterplan and this is articulated in the Sustainability Strategy. The summary page below sets out the key sustainability focus areas and clearly illustrates the environmental focus of the project.

The site is not connected to mains / reticulated water – neither potable (drinking) water or waste-water. As such, the development has been designed to be self-sufficient in this regard. Potable water will be provided from a combination of boreholes into the underground aquifer and collection of rainwater into domestic water tanks. Larger communal water reservoirs will be provided to provide adequate storage and cover aspects such as fire-fighting requirements.

A waste-water plant will be provided discretely on-site that will treat all waste-water from the proposed development. The resulting clean water can either be used for irrigation of the landscape or released to the estuary.

The project aims to create an urban environment far more connected to the existing landscape. As previously described, the project's opening key move is to retain all the natural gully systems across the site and to provide restorative and regenerative planting, creating new habitat areas. With pockets of housing in small neighbourhoods woven between these gully systems and extensive walkways linking all the neighbourhoods, the intent is to create a built environment that fosters physical, mental, social,

cultural and economic wellbeing. The focus on modal shift away from the private car and the emphasis on walking and cycling and public transport should also help with this goal.

A number of initiatives have also been proposed in the Sustainability Strategy for Beachlands South to reduce carbon emissions, including the following:

- Providing low-carbon transport choice – compact urban development with good public transport, walking and cycling infrastructure – and opportunities to live and work in a local community (mitigating journeys beyond the local area).
- Constructing homes and commercial buildings that have low embodied and operational carbon
- Supporting opportunities to produce local food (mitigate food miles)
- Reducing construction & operational waste
- Balancing carbon production with on-site sequestration. By expanding upon the site's existing significant ecological areas, an extensive green network across the development will form a permanent on-site carbon sink. The predominantly native planting has potential sequestration values over a 100-year period to be equivalent to the embodied emissions for construction of approximately 2,500 of the proposed houses. Refer to the appendix for further information on the Beachlands South emission and sequestration targets.
- Range of facilities. As described in "Section 3 – Choice", the development will provide a wide-range of non-residential facilities including schools and employment, helping to minimise the need to travel outside of Beachlands.

### 3.6.2 On going care and maintenance

As discussed in "Section 3.5 – Creativity", the issue of maintenance is not fully resolved at this early stage. Given the amount of public / communal space across the development, it is unclear if Auckland Council will be able to take all this on. Consequently, the intent is to create a "Residents Society" (or similar) with a private contract in place to manage all the public space and walkways (outside the ones that Auckland Council do take on). It is envisaged that the cost will be passed on to all residents in the form of an annual management fee. However, this is likely to result in high quality maintenance of all public open space.

### 3.6.3 External appearance and materials

Similarly, the detailed design of buildings and space, including specifying materials, is not an issue to be tackled at this stage of the planning process. Its importance is recognised, and the visualisations all provide an indication of the expected design quality. The design intent is to create a built form of the very highest quality. The proposed Precinct Provisions contain design-based assessment criteria which could enable the consideration of external building materials. As stated earlier, it is envisaged that Design Guidance will be produced and used by a privately administered design control process, providing an extra layer of design control.



### 3.6.4 Resident and visitor parking

The vision for the development is change behaviour and encourage a modal shift to walking and cycling and public transport use. It is envisaged that measures such as a shuttle bus to move people from their homes through the village centre / community facilities and connect to the ferry terminal will be provided to help facilitate this modal shift.

It is envisaged that the walking and cycling network is extensive, with the streets designed to slow vehicle speeds. With the use of home-zones and cul-de-sacs connected by walking and cycling routes, in many cases it will be quicker to walk / cycle to your destination than use the car.

In this respect, car-parking numbers are expected to be lower than in many typical similar large scale residential projects. But this will be addressed at future resource consent stages.

The illustrative Village centre design addresses parking in a way that complements and doesn't undermine the quality of the streetscape and built form. The village centre is located on a gentle slope that could provide the opportunity for a discrete basement car park, whilst surface parking is expected to sit behind the main street frontages. Some on street parking could also be provided for shorter term parking.

Detailed design has not taken place with respect to apartments, houses and other buildings and how much and where car parking will be provided. But changes in level / topography could be utilised to provide discrete parking for apartments and houses.

The careful design of parking within residential developments will be one of the areas covered within the Design Guidelines document.

## Sustainability Strategy

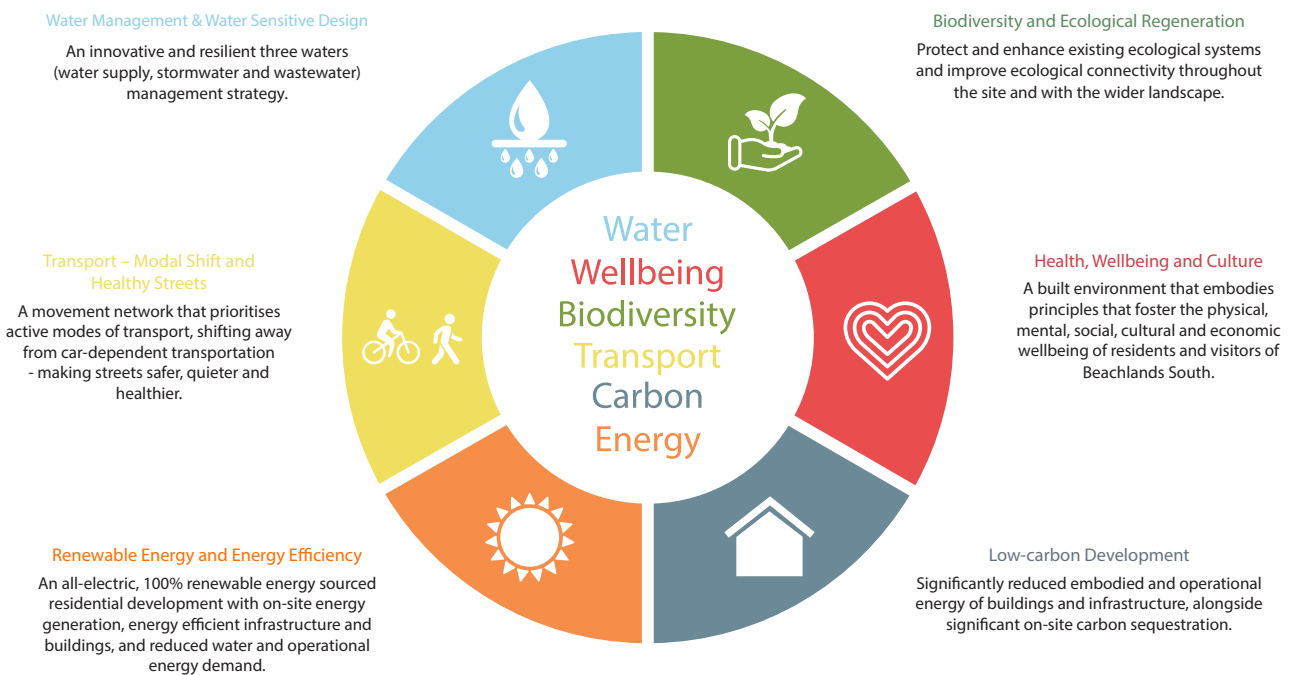


Figure 30. Summary of sustainability strategy

## 3.7 COLLABORATION

- Is there evidence of collaboration in order to produce the proposed design?

### 3.7.1 Collaboration

The proposed masterplan that underpins this Plan Change has unusually been the result of collaboration between 4 master-planning firms representing local, national and international design expertise. Studio Pacific Architecture and Jasmax from New Zealand, Woods Bagot from Australia and Studio Woodroffe Papa from the UK.

Ngai Tai ki Tāmaki have been identified as mana whenua and have been engaged as a development partner. They have been involved in the design process throughout 2021. A number of hui have taken place including on-site walk-arounds where representatives from Ngai Tai ki Tāmaki have listened to the client's aspirations and then provided valuable cultural design commentary and input into the proposal.

In addition to the client team, multiple other consultants have been significantly involved in the design of this proposal:

- Unio - Planning
- Harrison Grierson - Stormwater and Infrastructure
- Tonkin + Taylor - Ecology
- Stantec - Traffic and Transport
- GWE - Infrastructure
- Brown Ltd - Landscape and Visual Impact

Community engagement has been ongoing over a period of years with the Local Board, the local community and key stakeholders.

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# Section 04 Conclusion



## 4.1 ASSESSMENT OF PROPOSED PRECINCT PLAN PROVISIONS

The Beachlands South Precinct Provisions identify precinct-specific objectives and policies, additional to Auckland-wide standards, that are required to achieve the high-quality urban design outcomes described in the Beachlands South Plan Change Masterplan Design Report and associated private plan change submission documents. This section of the Urban Design Assessment assesses the adequacy / appropriateness of these Precinct Provisions in determining the high-quality urban design outcomes identified for Beachlands South.

Design outcomes sought for the Beachlands South precinct and sub-precincts are outlined in section 4 of the Masterplan Design Report and include key components that address landscape and architectural elements (including common areas), public and private interfaces, and are organised into the following themes:

- Built Form
- Streets and Movement
- Open Space

To ensure high-quality design outcomes are achieved, the Precinct Provisions also include specific qualitative design assessment criteria. These assessment criteria are in addition to the Auckland Unitary Plan criteria for each specific zone and have been included to provide additional design control, reflecting the high-quality design outcomes aspired by this project.

The proposed assessment criteria address urban design issues such as:

- Variety of housing types
- Providing safe and attractive streets
- Creating well-connected movement network
- Landscape and boundary treatment
- Safe pedestrian access
- Minimising the impact of garage doors and car parking
- Maximizing privacy and cross-ventilation
- Optimising sunlight and daylight
- Provision of well-designed waste and recycling facilities
- Ensuring buildings address the street and public open spaces
- Creating attractive building frontages in the mixed use areas
- Providing corner turning buildings
- Minimizing exposure of retaining features and ensuring attractive outcomes for those that are provided

Specific criteria for each sub-precinct have also been included within the Precinct Provisions to reinforce the key urban design moves set out in the Masterplan Design Report.

These include design issues to ensure:

- Buildings address the Fairway Reserve
- A continuous walking and cycling connection is provided to connect to the Pine Harbour Ferry Terminal
- Buildings create a sense of enclosure and reinforce a slow-speed environment
- Buildings are positioned and oriented to reinforce views towards the Hauraki Gulf and Rangitōtō Island
- Buildings and spaces are designed to reinforce a distinctive village character

Development in this precinct will also be externally assessed by the Beachlands South Design Review Panel to ensure the specific placemaking design outcomes for Beachlands South are achieved.

In order for the private Design Review Panel to be effective, we recommend that a set of design guidelines are produced which provide the next level of urban design guidance. The guidelines will not only provide clear rules for developers to follow but would also be an important tool for the Design Review Panel to use when assessing the validity of developers' proposals.

While acknowledging that these guidelines are not necessary at a Plan Change level, the future implementation of design guidelines would be instrumental in communicating matters such as character, style, materiality, and environmental credentials of the built form, streets and open spaces of Beachlands South.

The precinct-wide and sub-precinct specific objectives of the Precinct Provisions clearly set out and give effect to many of the key design outcomes that will underpin the success of the built form, streets and open spaces. The policies are thematically set out to address outcomes that go above and beyond what is currently required by the Auckland Unitary Plan.

It is considered that the inclusion of these additional assessment criteria together with the use of the review panel will provide the necessary design control to ensure the envisaged high-quality urban design outcomes.

## 4.2 CONCLUSION

This report provides a demonstration that the Beachlands South proposed Plan Change and accompanying illustrative masterplan represents best practice urban design principles. The methodology used has been based around the widely recognised New Zealand Urban Design Protocol in order to provide an objective and fair approach that can be applied consistently across similar scale projects.

In conclusion, the proposal clearly demonstrates how it embodies best practice urban design principles, across all of the seven C's of the Urban Design Protocol.

The design solution is clearly articulated and represents a clear response to the identified constraints, opportunities and challenges faced by the local community. The proposal has a clear design vision and the illustrative masterplan and accompanying visualisations represent high-quality urban design outcomes. The vision is backed up by a set of design objectives and principles and even includes a stand-alone Sustainability Strategy.

It is therefore considered that this project represents a very high-quality urban design response and meets the expectations set out in the New Zealand Urban Design Protocol.

## 4.3 FIGURES

### List of Figures

Figure 1. The existing site - looking south-east from Pine Harbour marina.....	7	Figure 19. Existing Jack Lachlan drive .....	28
Figure 2. Proposed zoning plan.....	8	Figure 20. Location of potential walking / cycling connection between existing Beachlands community and the new schools in Beachlands South .....	28
Figure 3. Proposed sub-precinct plan .....	9	Figure 21. View from Whawhaki Road, Beachlands - showing view of potential connection across the stream .....	29
Figure 4. Retain, protect and enhance natural ecological areas.	16	Figure 22. Beachlands South proposed transport, movement and connections plan .....	31
Figure 5. Illustrative example of home-zone connecting street to the gully network .....	17	Figure 23. Illustration of home-zone - promoting connections to the wider walking and cycling network with safe, slow-speed streets .....	32
Figure 6. Illustrative visualisation showing an example of a re-planted ecological gully.....	18	Figure 24. Illustrative visualisation showing walking routes in the re-planted gullies .....	33
Figure 7. Existing photograph showing views from the higher part of the site towards the Hauraki Gulf.....	20	Figure 25. Illustrative visualisation - Coastal walking / cycling path providing an additional 3km of accessible coastal edge .....	34
Figure 8. Existing golf club house building and adjacent visitor accommodation villas.....	21	Figure 26. Precedent - light industrial workshops - The Forge, Hobsonville.....	35
Figure 9. Existing sports and recreation building .....	23	Figure 27. Precedent - Live-work units - light industrial workshops with apartments above - Lucas 18, Albany.....	35
Figure 10. Existing golf maintenance buildings and single house .	23	Figure 28. Illustrative visualisation of the village centre - demonstrating a distinctive and memorable place with clearly defined, attractive public space.....	37
Figure 11. Illustrative visualisation - Marina Point precinct.....	25	Figure 29. Illustrative street cross sections showing emphasis on narrow carriageways, wide footpaths and high-quality cycle provision.....	39
Figure 12. Illustrative visualisation - Home-zone .....	25	Figure 30. Summary of sustainability strategy .....	41
Figure 13. Illustrative visualisation - Medium density residential precinct .....	25		
Figure 14. Precedent - outdoor dining at Long Bay centre.....	26		
Figure 15. Precedent - outdoor dining at Long Bay centre.....	26		
Figure 16. Precedent - Food and beverage at The Landing, Hobsonville Point .....	26		
Figure 17. Precedent - Food and beverage at The Landing, Hobsonville Point .....	26		
Figure 18. Illustrative visualisation - Village centre showing a range of retail, food and beverage, community, employment and residential uses .....	27		



