

Beachlands South Neighbourhood Design Statement

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1.2 Introduction

Beachlands South Structure Plan

Purpose of this Document

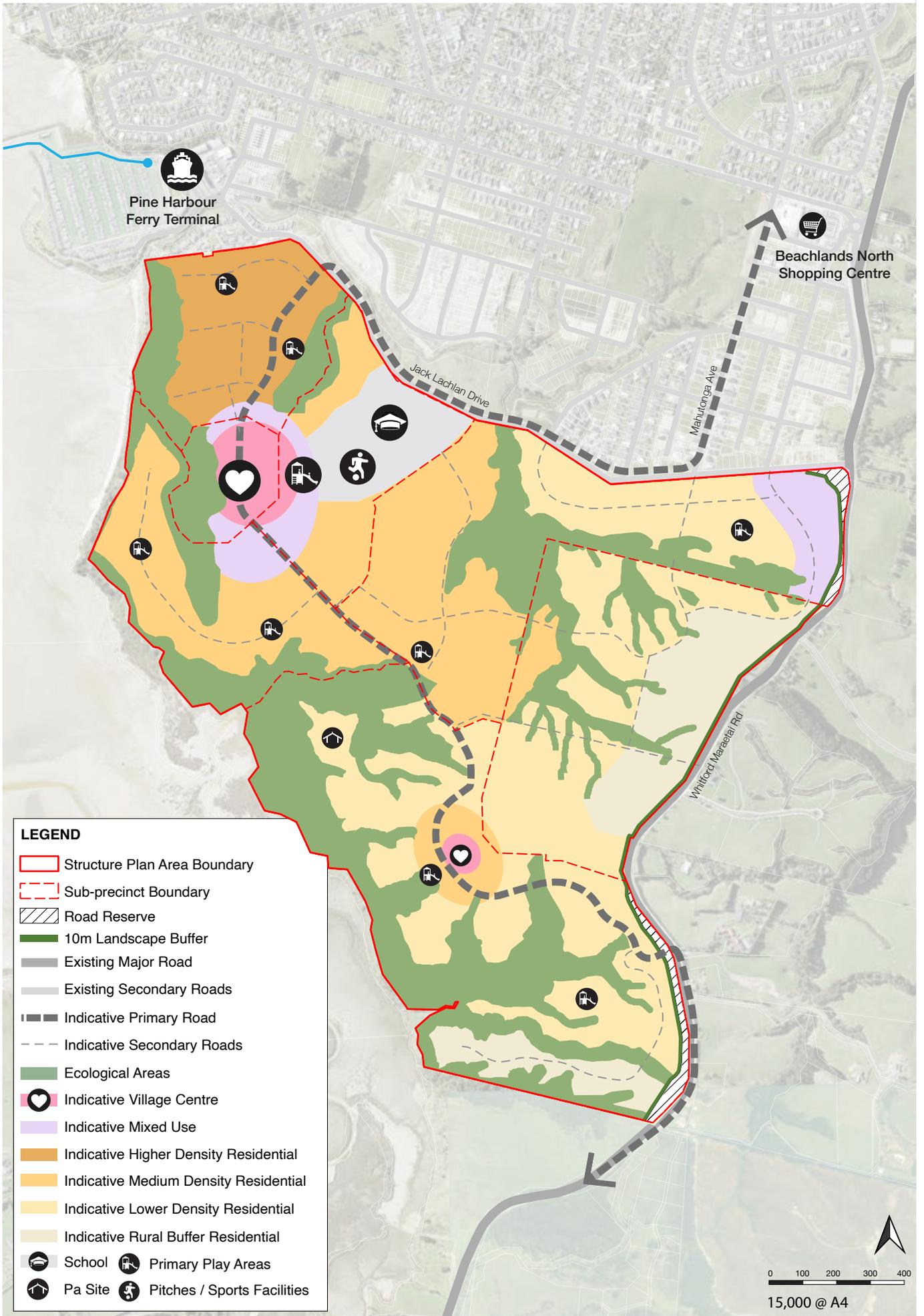
This Neighbourhood Design Statement (NDS) is provided as a specialist document to support the implementation of the structure plan and future plan change processes in accordance with Appendix 1 of the Auckland Unitary Plan (operative in part).

The purpose of the NDS is to support the Structure Plan by setting out the high-level design considerations for certain elements across the site in order to achieve good quality urban outcomes. This design intent should be taken on board in the preparation of subsequent Plan Changes and their associated standards and assessment criteria. The NDS will provide a key implementation tool for the Council and other agencies responsible for delivering development outcomes across this growth area. The NDS information should help to inform and influence other components of work as part of future implementation stages. For example, those organisations developing the supporting infrastructure to serve the structure plan areas, or those preparing plan changes and development proposals; all are expected to acknowledge the intent of this document for achieving urban design quality and the desired urban form outcomes.

The Beachlands South Structure Plan identifies the area south of the existing Beachlands settlement as an opportunity to expand this rural coastal community. Beachlands is a well-established residential area with a small local centre which services an existing and growing residential population and a large rural catchment based around the Whitford precinct and Maraetai township.

This Neighbourhood Design Statement for the Beachlands South Structure Plan area is one of a suite of technical reports that has been prepared to support the Beachlands South Structure Plan. The purpose of the NDS is to support the implementation of the Structure Plan. This document only looks to add additional Beachlands South specific considerations rather than repeat information already compiled extensively elsewhere in the development of the Structure Plan or existing in the Auckland Unitary Plan.

Figure 1. Beachlands South Structure Plan



1.3 Sustainability Statement

“We have to start moving beyond targets. We have to start moving beyond aspiration.

We have to start moving beyond statements of hope and deliver signs of action.”

- Prime Minister Jacinda Ardern on the Net Zero Carbon Target for 2050

Introduction

The Beachlands South development is committed to delivering a sustainable and resilient community that is efficient in energy and resources, has a low carbon footprint and enables a healthy and low-impact lifestyle.

The Beachlands South Sustainability Statement serves as a precursor to the preparation of a Sustainability Strategy document to support the plan change process. The Sustainability Strategy will serve as an additional, non-statutory document that sets out a framework that clearly identifies objectives, proposed initiatives and performance targets that demonstrate the delivery of a sustainable vision for the plan change area.

The aim of this section is to provide an introduction and overview to the contents of the Sustainability Strategy document.

It is envisaged that in addition to the required plan change documentation, the Sustainability Strategy would accompany each plan change to ensure that the design intent (vision, outcomes and principles) of the Structure Plan is upheld and the accompanying masterplan concept will be delivered through the detailed outworking of sub-precinct plans and planning provisions in accordance to the objectives, initiatives and performance targets set out in the document.

The last decade (2011-2020) was the warmest on record.

To counter the trend of rising temperatures we need to see a sustained decline in the pollution that we put into the atmosphere. Under the United Nations Paris Agreement, New Zealand committed to keeping its 2030 net emissions (gross emissions less carbon sequestration from forestry) at least 30% below its 2005 gross emissions. Recent calculations suggest that the built environment accounts for up to 20% of New Zealand’s greenhouse gas emissions. Both new and existing buildings will need to produce fewer emissions to help meet net-zero carbon targets set in law.

The Sustainability Statement for Beachlands South acknowledges national and international frameworks, initiatives, best practice and recommendations on climate change and building a low-carbon, climate friendly Aotearoa. This includes the New Zealand Climate Change Commission’s report *Ināia tonu nei: a low emissions future for Aotearoa*, MBIE directives established under their publications *Building For Climate Change*, the *Whole-of-Life Embodied Carbon Emissions Reduction Framework* and *Transforming Operational Efficiency*, and the United Nations 17 Sustainable Development Goals. *Ināia tonu nei* is a call to all of us to take climate action today, not the day after tomorrow.

The Beachlands South development responds to this call by placing sustainability and resilience at its heart. A place that is to be defined by its symbiotic relationship with the natural environment and which embodies principles enabling and upholding the mental, social, cultural and physical wellbeing of residents and visitors of the area.

Key Areas

The sustainability strategy for Beachlands South is a holistic approach that encompasses six key focus areas:

1. Water Management and Water Sensitive Design

An innovative and resilient three waters (water supply, stormwater and wastewater) management strategy to ensure long-term benefit to the development, the wider community and surrounding natural environment.

2. Biodiversity and Ecological Regeneration

Protect and enhance existing ecological systems and improve ecological connectivity throughout the site and with the wider landscape. This includes extensive restorative and regenerative planting, especially around waterways, creating new habitat areas for fauna and flora and a healthy environment for residents and visitors to enjoy.

3. Health, Wellbeing and Culture

A built environment that embodies principles that foster the physical, mental, social, cultural and economic wellbeing 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.

4. Low-carbon Development

A low carbon development, 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.

5. Renewable Energy and Energy Efficiency

An all-electric, renewable energy sourced residential development with on-site energy generation, energy efficient infrastructure and buildings, reduced water and operational energy demand.

6. Transport – Modal Shift and Healthy Streets

A movement network that prioritises active modes of transport such as walking and cycling, shifting away from car-dependent transportation, making streets safer, quieter and healthier.



1.4 Structure Plan Overview

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.

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

Design Principles

The following Design Principles have been established to guide the development of Beachlands South and ensure that the Vision and Key Outcomes are achieved. Future development of sub-precincts within the Structure Plan area shall refer to the following principles:

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

Low-Carbon & Biodiversity

Balance nature and development to address the twin global emergencies of 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

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

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

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.

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

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

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

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 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 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 on 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 Development

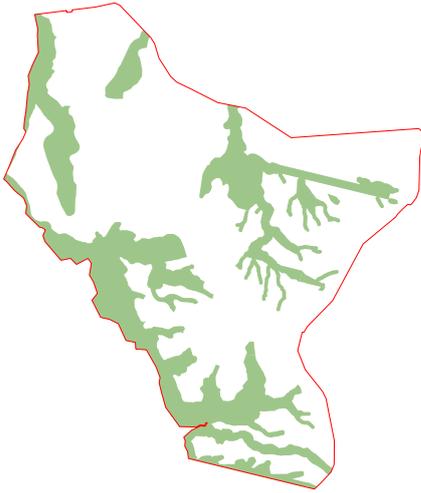
The location and function of the Village Centre ‘heart’ informs the way in which residential density is assigned, with higher densities allocated in proximity to high frequency public transport and near to community facilities and amenities. The residential density of the precincts naturally lowers further 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

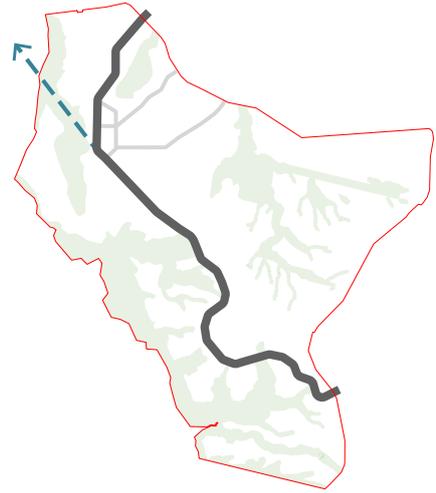
A recent survey in Hobsonville Point has found that the coastal walkway is used daily or weekly by 69% of residents, making it the most frequently used feature in Hobsonville Point.

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 throughout the on-street network for walkers and cyclists, keeping neighbourhoods and the community connected, safe and healthy.

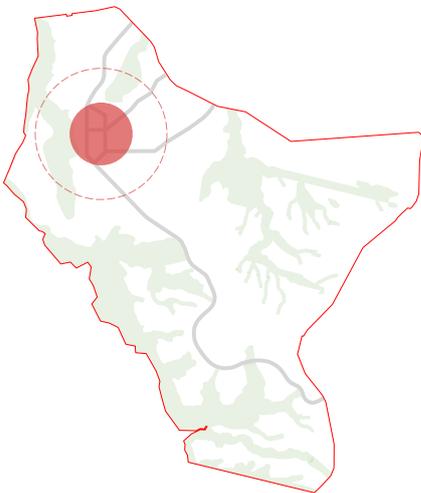
Figure 2. Beachlands South Key Spatial Design Moves



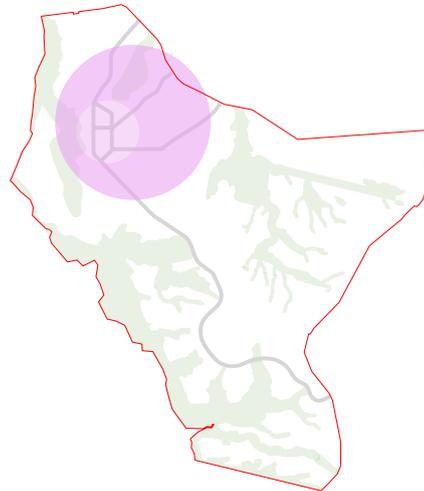
Retain, protect and enhance natural ecological areas



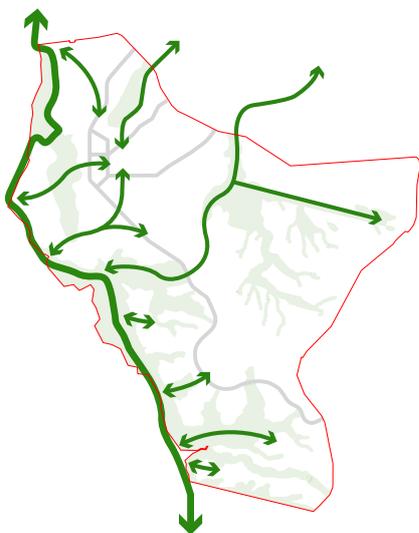
Creation of a spine road as a central organising element



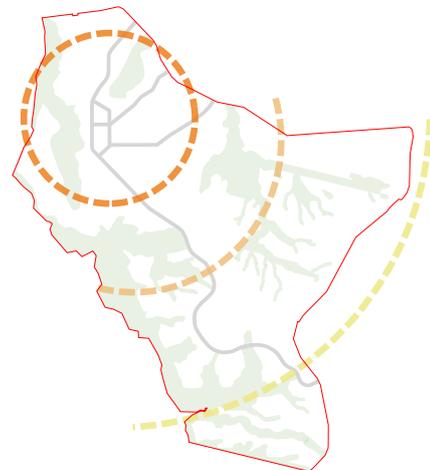
Locate the village centre in the heart of the development and close to the existing Pine Harbour Marina



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

1.6 Existing Beachlands Settlement

Location and History

Beachlands is an established township in the Franklin Ward that is geographically distanced from other Auckland urban centres, with an approximately 35 minute ferry or an hour drive from the CBD. The Franklin area is characterised by small townships and settlements within a predominately rural landscape. This isolation and its history of development has informed Beachlands’ community identity which is intrinsically linked to its coastal and countryside location.

The Beachlands area holds significance for local iwi (Ngāi Tai ki Tāmaki) and there are identified pa and midden sites within the Formosa golf area south of the township. European settlement in the region began in 1843 with the land now occupied by the township likely utilised for farming. Today there is little historical evidence of this cultural or rural history in the urban area of Beachlands.

The township itself was first developed in the 1920s as a ‘Marine Garden Suburb’ favoured as a seaside retreat for weekend fishing and holiday baches. The town was linked to Auckland City by steam ship and then later by road. It is this origin that has most influenced the identity of Beachlands and, particularly in the North, underpins the character of the town.

Since this ‘inception’ the township has expanded with adhoc growth, consisting of numerous subdivisions and plan changes increasing housing provision further south from the coastal edge. According to the 2013 census, the township had over

9000 inhabitants and 3000 homes. These estimates will be low when taking into account the recent significant growth in the area. It is understood that most residents travel outside from the area for shopping, work and higher education.

Urban Form and Character

The urban boundaries of Beachlands are currently defined by the Whitford-Maraetai Road to the East, Formosa Golf Course to the South, Pine Harbour Marina to the West and a series of swimming beaches, cliffs and reserves overlooking the inner Gulf and its islands to the North.

The landform is generally undulating and provides opportunities for outlook across the Gulf to Rangitōtō and other harbour islands, while also limiting these views from many locations. Private land ownership, the marina and natural landform along the coastal edge restrict access and views to the coast. In many areas, views are limited to roof or streetscapes. Within the local street network, wayfinding is often limited to the gridded street network rather than by reference to wider views and landmarks.

The town has a car dominated suburban character that generally features standalone houses on large lots. There are recent introductions of Mixed Housing Suburban (MHS) and Terrace Housing and Apartment Building (THAB) zoning at the local centre and marina. Vegetation is generally provided on lot, with limited street planting, however recent developments have made more use of open space & regenerative wet areas. Moving through the town the history of development is evident in different housing styles and street treatments.



Figure 3. 1920’s Marine Garden Suburb advertisement



Figure 4. Foreground dominated by rooftops

Residential Character

The original area of Beachlands to the North is predominately a grid-based street pattern of smaller informal road construction with limited footpaths. The area features established gardens and a range of front yard fencing. Large lots averaging 1ha are common with a range of housing age and styles that are generally withdrawn or looking away from the street. The area has a 'sleepy' feel reminiscent of the original NZ holiday town.

Newer subdivisions have generally been woven into the wider surrounding street network. These areas typically feature large lots with spec homes up to 2 stories in some areas. The character and material palette of these houses is defined by when it was developed, rather than responding to the landform or their unique location.

Streets are wider than the original Beachlands settlement with low and infrequent tree cover, leading to a empty and lifeless street environment. This is exacerbated by houses that are set back from the boundary and lack on-lot front garden planting with front fences that are low or absent.

Between these subdivisions and along the coastal edge large format houses, often in a Mediterranean style, have been built with beach pine and palms gardens overlooking the harbour.

Adjacent to the marina and new town centre, the recent introduction of semi-detached, townhouse and apartment typologies increase the potential vitality and density of the town as it develops. These units maintain a residential feel and scale through the use of mixed cladding types and pitched roofs. Timber cladding has been used extensively. Streetscapes are more active and generally feature more planting than lower density areas, however cars are still dominant.



Figure 5. Original Beachlands settlement homes



Figure 7. Recent homes



Figure 6. Recent large-format homes



Figure 8. More recent 4-5 storey apartments

Local Centres and Amenities

The Beachlands township has two local centres located away from the coastal edge. Both of these centres lack a character that reflects its coastal setting. The original suburban shopping strip is located more central to the original town grid and is dominated by on-street parking. The buildings are typical of roadside shopping strips in many NZ towns.

Recently a larger strip mall and supermarket development has been established to the east of the town. Located adjacent to Whitford-Maraetai Road and car-dominant in design, this centre indicates the importance that these everyday amenities hold for residents in the wider area and also reflects the car-dependant lifestyle of those who live in Beachlands. Other amenities are dotted throughout the town, utilising existing housing or purpose built as required. With the exception of the Pine Harbour Marina, very few amenities are located near or have a character that responds to the coastal environment.

Streets and Open Space

The street network of Beachlands is predominately residential in scale and can be simplified as two interlocking grids. A subdivision to the north-east breaks this geometry. Planting is generally limited to grass berms and sparsely located street trees. In some places pōhutukawa or palms attempt to reflect the coastal location but generally fall short in creating a convincing sense of identity or character. The long and uncovered street environment likely discourages walking and other modes of non-vehicular transport.

Similar to the streetscape, open space areas are characterised by an overwhelming amount of manicured grass cover, potentially reminiscent of the town's rural origins. While these spaces provide opportunities for informal recreation, they lack the diversity and appeal that programmed open space and recreational amenity space deliver.

Recent developments have sought to regenerate natural waterways to provide additional open space and green connections across the Beachlands area. The most ambitious is the connection from Te Puru Park in the North to Jack Lachlan Drive in the South.



Figure 9. Original suburban shopping strip



Figure 11. Sparsely planted street trees



Figure 10. Recent strip mall and supermarket



Figure 12. Grass berms and open space

Summary

The town of Beachlands has continued to develop since its 1920s inception in response to the steadily increasing demand of growth. The Beachlands community has a strong sense of identity, however this is generally poorly reflected its current built form, streetscape, coastal connections and open space network. The area is generally car-dominated with many residents commuting outside of Beachlands on a daily basis for work or education.

In considering opportunities for the future of Beachlands there is precedent for growth and increased density which should be balanced with a need to provide further recreational and community amenities, employment and educational opportunities.

New development should establish strong links into the established street and open space networks as well as taking opportunities to improve access to the coast for the wider community. The character of the evolving urban environment has an important role to play in fostering and reinforcing Beachlands unique coastal identity and sense of place.

1.7 Sub-precinct Plan

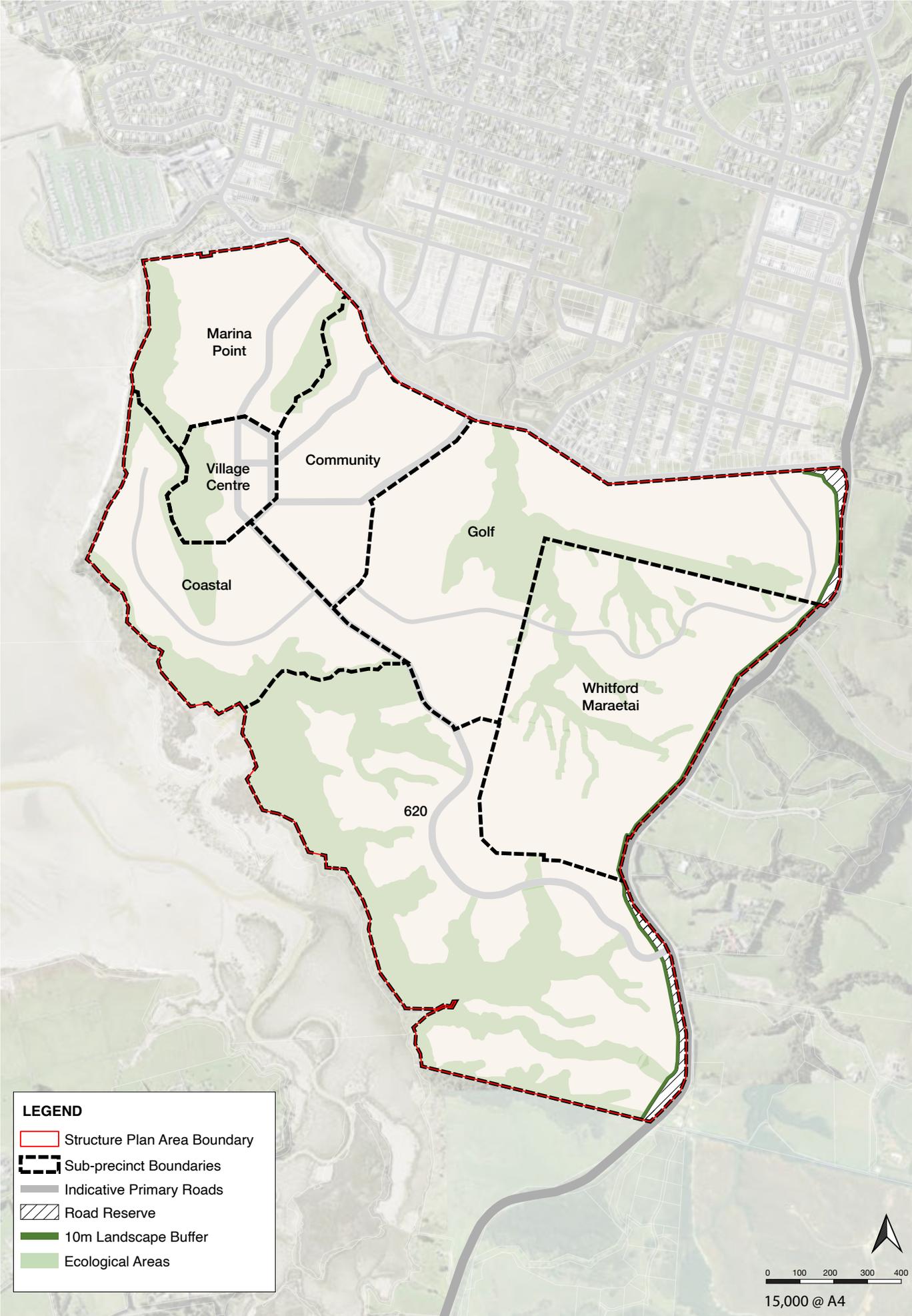
Residential Sub-precincts

The Structure Plan outlines a series of smaller neighbourhoods or sub-precincts, each with their own character, defined by the existing landscape features and anticipated housing typologies and lot sizes. The resulting urban form and density has been determined by the relative proximity to the existing amenities of Beachlands and the new amenities provided within Beachlands South.

The sub-precincts are designated by a provisional title as follows:

- Marina Point Sub-precinct
- Village Centre Sub-precinct
- Community Sub-precinct
- Coastal Sub-precinct
- Golf Sub-precinct
- Whitford Maraetai Sub-precinct
- 620 Sub-precinct

Figure 13. Beachlands South Sub-precincts Plan



1.8 Neighbourhood Design Statement

Marina Point Sub-precinct

The Marina Point sub-precinct is located immediately south of the Pine Harbour Marina, adjacent to Jack Lachlan Drive to the north-east. The landform follows a low ridge sloping north-west with excellent views out to the Hauraki Gulf and a strong coastal character. The Marina Point sub-precinct is flanked on both sides by natural open space, providing opportunities for a neighbourhood with a strong connection to nature.

With stunning views of the Hauraki Gulf and Rangitōtō Island and in close proximity to public transport and community facilities, the Marina Point sub-precinct is envisaged to provide high-density, compact living in a natural coastal setting. Responding to the objectives and policies of the NPS-UD (2020), residential land use in this sub-precinct is likely to fall under the AUP Terrace Housing and Apartment Building (THAB) zone or the Mixed Housing Urban (MHU) zone, enabling a range of medium to higher density housing typologies, offering a wide variety of lifestyle choices and affordability options with better work-life balance.

Given its proximity to open space and frequent public transport options provided by the existing ferry terminal and the proposed bus route along the primary 'spine' road, it is expected that many units in this sub-precinct will be enabled to shift away from a car-dependant lifestyle, promoting

walking and cycling for day-to-day tasks. Pursuant to the Structure Plan design principles that promote a modal shift and neighbourhood identity, the development footprint and block sizes should respond to the landform, acknowledging key view shafts to the harbour and prioritise non-vehicular movement and walkability.

A high provision of quality recreational and play spaces will need to be available to support higher density residential within the sub-precinct, with additional links to the coastal edge and a pedestrian/cycle link between the village centre and Pine Harbour Marina identified in the Structure Plan.

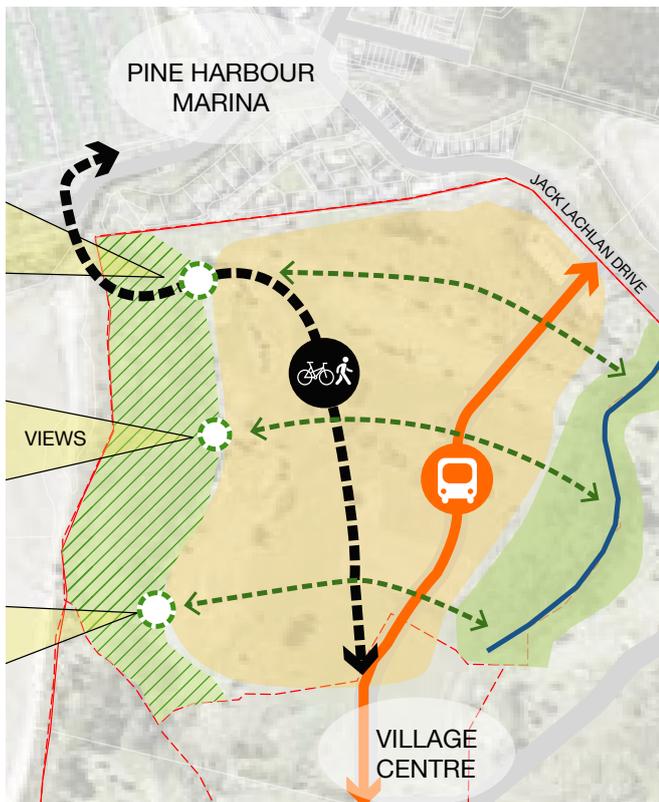


Figure 14. Strong link between the Pine Harbour Marina and the Village Centre



Figure 15. Views out to Hauraki Gulf



Figure 16. Easy access to the beach front

Village Centre Sub-precinct

The Village Centre sub-precinct is located at the heart of the Beachlands South Structure Plan area, within walking and cycling distance of most of the new community.

Designed to supplement rather than compete with the existing retail offering within Beachlands / Maraetai, the centre will consist of a small number of shops as well as places to eat and drink. A small grocery store may be provided to complement the existing offering.

Located on the edge of the western gully, the village centre is oriented with views down the gully over the coastal edge and beyond to Rangitōtō, reinforcing the connection with the sea. Food and beverage outlets within the village centre will be encouraged to locate around the primary open space which benefits from the north-western orientation and these key views, creating an attractive dining destination for the local community whilst feeling a connection with the sea.

The location of the Village Centre facilitates clear and convenient access to these amenities and creates a central meeting place for the whole community to enjoy. It provides amenities and spaces that have functions to encourage activation and bring the local and broader population together. It is strategically located on the central circulation spine facilitating convenient connectivity to both the new and

existing Beachlands community, particularly by walking and cycling with a number of high-quality routes all arriving at the centre.

The Village is imagined as an assorted cluster of mid-rise buildings, with retail or commercial predominantly on the ground floor and potential commercial or residential use on upper floors. An area has been identified for an “Innovation Hub”, an area where small new businesses will be encouraged to locate and create a small business quarter that may be focussed around central shared work facilities such as meeting rooms, administration and eating facilities.

The building design will be inspired by New Zealand’s vernacular architecture, recognising the coastal and rural location. Each building will be designed with individual yet sympathetic character, to ultimately create a collection of buildings that sit together in harmony with enough variety created for enduring interest, form, function and beauty.

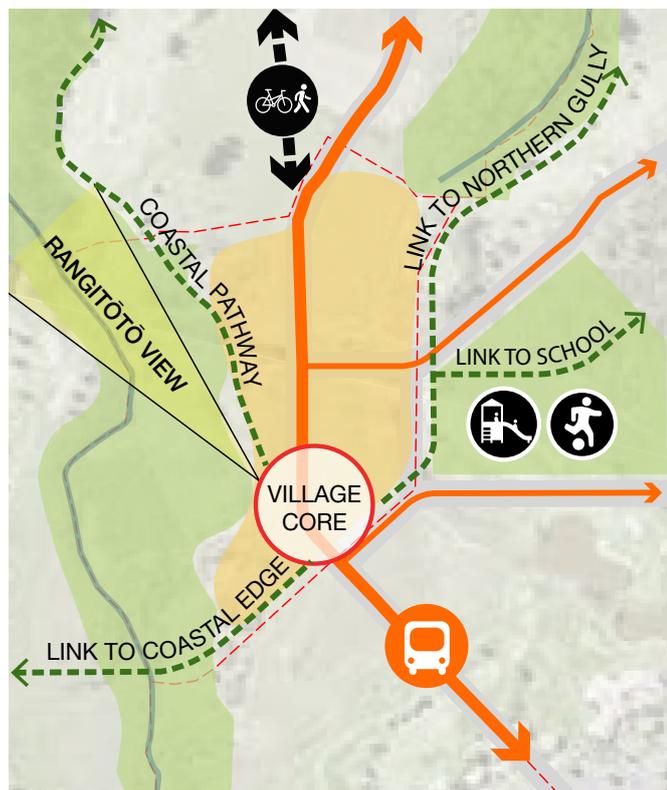


Figure 17. Village Centre orientated toward the coast reinforces connection to sea



Figure 18. Views over gully to Rangitōtō Island



Figure 19. Views to coastal edge with western gully in foreground

Coastal Sub-precinct

Positioned in the heart of the Beachlands South precinct just south-west of the Village Centre, this sub-precinct benefits from its proximity to commercial and retail offer and connections to the surrounding gullies and the coastal edge.

Surrounded by open space of three sides, the peninsula-like landform emphasises the opportunity for a neighbourhood with a strong relationship with the natural coastal environment. The provision of at least one neighbourhood park is expected in this sub-precinct. Additional play spaces and pocket parks may be required in response to residential density.

This relatively discrete and private sub-precinct is just a short walk to the nearby Village Centre and well-connected to the surrounding open space via the wider network of pathways and cycleways. With the coastal pathway right at its doorstep, it has excellent access to the coastal edge, with the ferry terminal and marina to the north and the Waikōpua estuary to the south.

Located in the area that is currently occupied by the Formosa accommodation suites, the Central West sub-precinct is elevated over the sub-precincts to the north and west, making way for sweeping views across the Hauraki Gulf and south west to the Waikōpua Creek and estuary.

It is expected that development in this sub-precinct will have a strong focus on maximising sea views while maintaining a light footprint nearer to the coastal edge, enabling clear and legible access to the coastal pathway. Proposed densities in this sub-precinct will be high to medium density apartment units nearer to the village centre, terraced houses and lower density detached housing and larger lots along the coastal edge.

The eastern side of this sub-precinct has a distinctive riparian character, sloping away from the sea view. Extensive riparian and regenerative planting efforts, along with local walking tracks and small clearings for picnics and play within the open space network create an opportunity to enjoy an alternate lifestyle that is more focused on the ‘forest’ aspect of this coastal precinct.

Due to the sloping landform, lots and streets will be required to follow contours and minimise retaining walls. Rather than orientating toward the coast, housing in this area will face inward toward the beautiful regenerating riparian landscape.

This sub-precinct has the framework to offer a broad range of lifestyles with high accessibility to community facilities and amenities and public transport options, while also offering high connectivity to natural spaces and coastal views with a rural outlook.

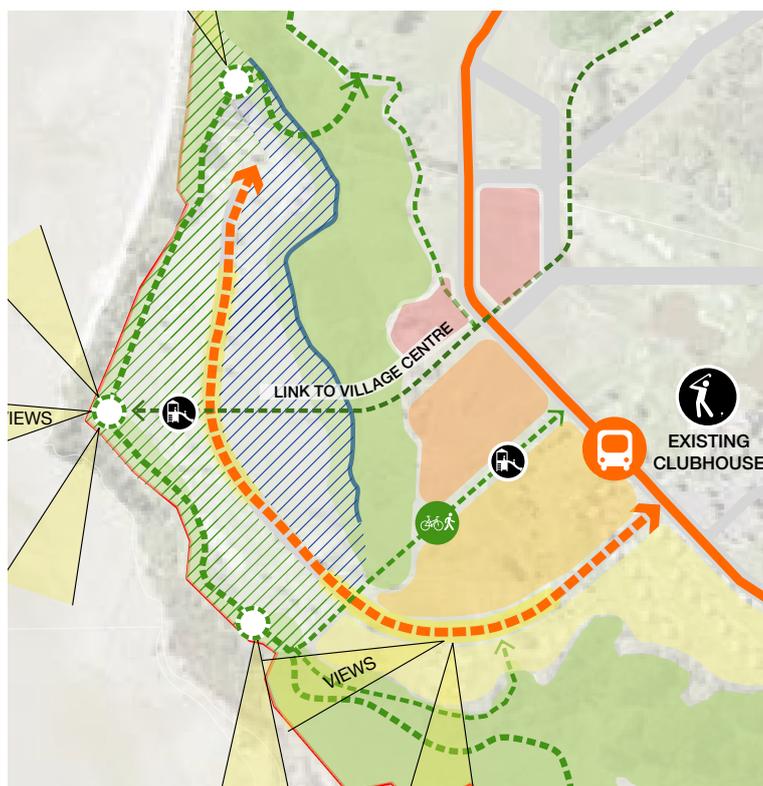


Figure 20. Coastal Sub-precinct offers excellent sea views with a distinctive riparian character near the gully.



Figure 21. Rangitōtō Island with the Coastal Sub-precinct in the foreground



Figure 22. Looking south towards Whitford, Waikōpua Estuary in foreground

Community Sub-precinct

Located immediately adjacent to the Village centre, this sub-precinct will contain a number of community facilities including a potential site for a secondary school (and primary school if required).

A community reserve will be the focal point of the sub-precinct and will need to include a large multi-age playground and places to gather and relax with seating and shade. Larger community gatherings will be encouraged in these spaces.

The provision of shared facilities between the school and the community will be encouraged, such as sports pitches and courts, meeting spaces and potentially a swimming pool or library.

Proximity of these community facilities to the village centre will encourage linked trips, with excellent walking and cycling access from all parts of the new community. Some car parking will also be provided which can be used for both community facilities or the adjacent village centre.

The Community sub-precinct will be complemented by a small area of housing along the northern boundary which will benefit from outlook over one of the retained ecological gullies. Given

the proximity to the village centre, community facilities and the ferry terminal, this is envisaged as relatively higher density housing.

The sub-precinct will also contain the existing golf clubhouse, which is envisaged as being retained as a multi-purpose building containing the golf shop and changing rooms, conference, and wedding venue facilities as well as new visitor accommodation in the form of a new hotel, all served by appropriate hospitality and dining facilities.

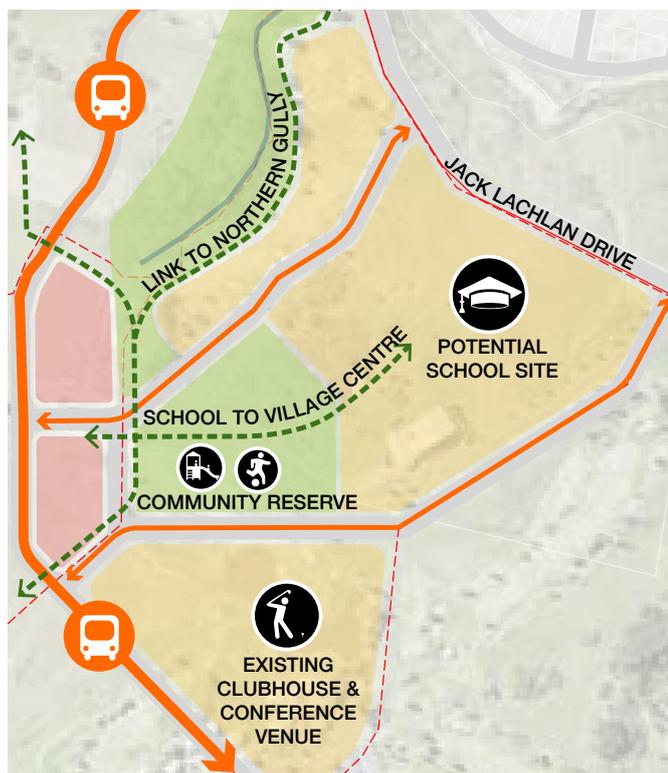


Figure 23. Strong links between the schools, community reserve and Village Centre and walkway network



Figure 24. Existing golf clubhouse

Golf Sub-precinct

The Golf Sub-precinct is located immediately to the south-east of the village centre and community sub-precincts, offering excellent access to all local amenities, community facilities and school.

It is envisaged the golf course will remain in a shorter format of 9 holes that are more accessible to a wider range of golfers including families and younger golfers, complemented by indoor and outdoor practice facilities. This will provide a valuable community asset as well as aiding recreation and well-being.

Areas of housing will also be provided, many benefiting from overlooking the retained golf holes. Given the proximity to the village centre and other community facilities, it is anticipated that this housing will be medium density ranging from some apartment buildings closer to the village centre, terraced houses through to more conventional stand-alone homes.

It is envisaged that the eastern-most part of the sub-precinct is zoned for light industrial and mixed-use activities. This land is immediately adjacent to the intersection between Jack Lachlan Drive and Whitford Maraetai Road, and is highly visible from these roads. As such, it is highly-accessible for most of the Beachlands-Maraetai community and could provide some valuable employment land, in order to minimise

travel all the way to East Auckland. The design of buildings in this zone would be carefully controlled to ensure a suitable design quality is maintained in line with the design aspirations for the whole new development and represents an attractive approach to the Beachlands township.

The intention is for a golf course to remain. However, should the golf course cease to be a viable entity, the land will have an underlying residential zoning which would allow further medium density housing to be located in this area, although a significant part of the natural gullies would be retained as ecological areas accessed by the extensive walking path network.

It is expected that the provision of one neighbourhood park is expected in this sub-precinct. The golf course remaining in its current state will provide open space amenity and outlook. Additional provision, including play spaces and pocket parks may be required in response to future residential development.

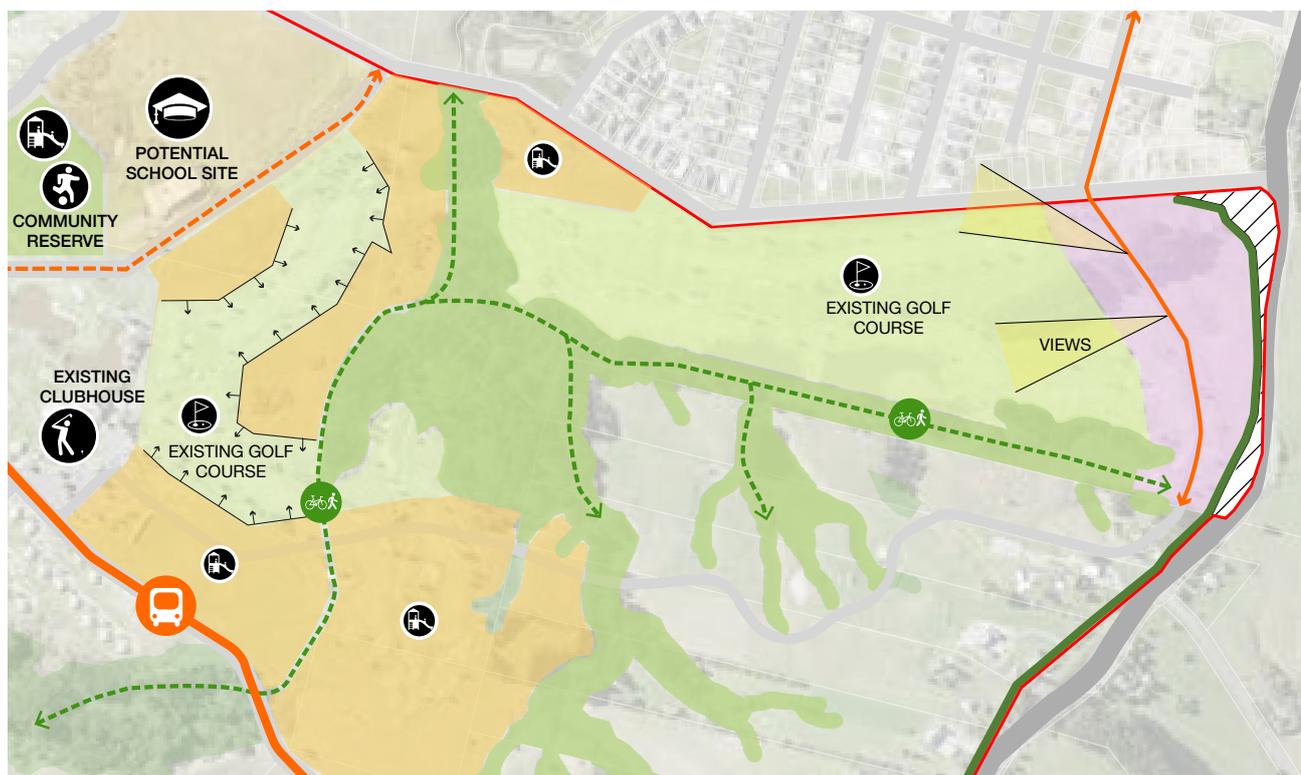


Figure 25. Residential areas benefit from overlooking the golf course, proximity to amenities and open space

Whitford Maraetai Sub-precinct

The Whitford Maraetai Sub-precinct runs along the western side of Whitford Maraetai Road, and currently consists of very large houses on large properties with houses generally set close to the road on the higher ground, with the land falling sharply down to the Formosa golf club. This elevated position offers views inland towards Clevedon Hills to the east and out to the Hauraki Gulf to the west.

Given the longer distance from the Village Centre sub-precinct and other existing amenities in Beachlands including shops and the Pine Harbour Marina, combined with the visual prominence of the land on the hill, it is envisaged that overall this land sees a lower density of residential development.

On the lower slopes, this could be stand-alone homes commensurate with the AUP Mixed Housing Suburban zone. The areas towards the top of the hill could be larger stand-alone homes relating to the AUP Single-House zone, reflecting the current building form along the ridge and maintaining a more rural feel along Whitford Maraetai Road.

Vegetated gullies with intermittent streams are a key feature of this sub-precinct, providing opportunities to extend walkway connections to the village centre and north toward the existing Beachlands township. It is anticipated that due the distance

from other open space amenities, this sub-precinct would require at least two additional neighbourhood parks or similar recreational open space facility.

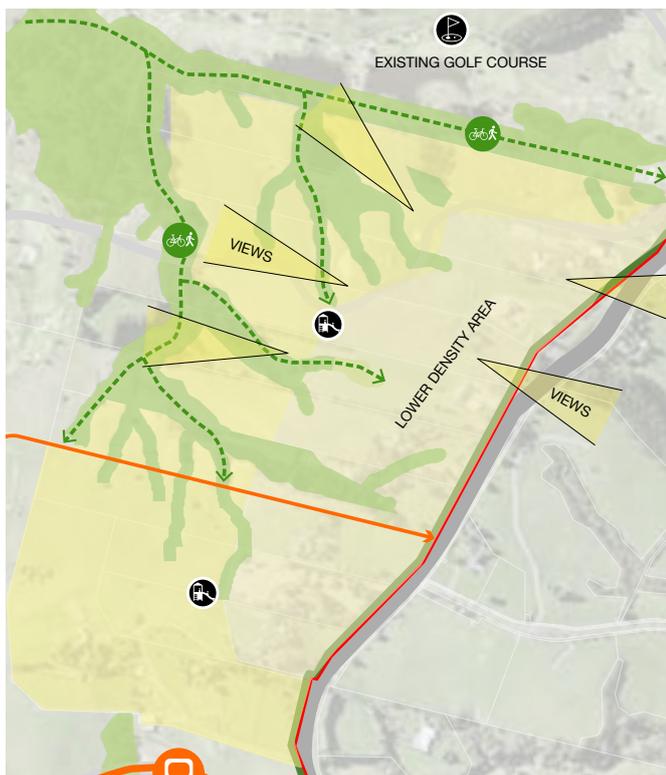


Figure 26. Green gullies are a feature of this sub-precinct. Key viewshafts to the east and west.



Figure 27. Large homes on large properties



Figure 28. Land falling sharply towards golf club

620 Sub-precinct

The 620 sub-precinct is located in the southern end of the site, furthest from the ferry terminal and existing Beachlands amenities.

Development in this sub-precinct is influenced by its coastal forest character, softly undulating topography, and forested gullies or 'green fingers' that extend in from the coastal edge. The higher elevation of these sub-precincts offer sweeping views across the Hauraki Gulf, from Whitford to Rangitōtō and Waiheke Island.

The development opportunity in this sub-precinct is unique as the green fingers wedge their way through the landscape to produce a series of elongated knolls upon which small clusters of houses could be built. There are opportunities for these green fingers to support a network of walkways that connect neighbourhoods to the coastal edge and beyond. An additional small centre (potentially a convenience store and café) with a neighbourhood park would need to be located centrally in this sub-precinct and would most appropriately be placed on the spine road, where there would be access to public transport.

The expected residential density in this sub-precinct is low, with some smaller lots and higher density lots around the neighbourhood centre. The retained gullies present the

opportunity for some spectacular houses creeping into the edge of the landscape to help create the feeling of living within nature. Private and secluded, and boasting the best views of the surrounding landscape in the Beachlands South Precinct, these residential areas offer self-sufficient coastal living while reducing the need for private vehicle use, enabling a more sustainable and environmentally-friendly lifestyle.

The southernmost end of the 620 sub-precinct is set apart by an elongated gully and has a distinctively more forested character and is located a distance from the central spine road. It is a neighbourhood that will feature visually low-impact housing that is heavily defined by the topography and surrounding natural environment, creating a natural transition from the adjacent rural landscape.

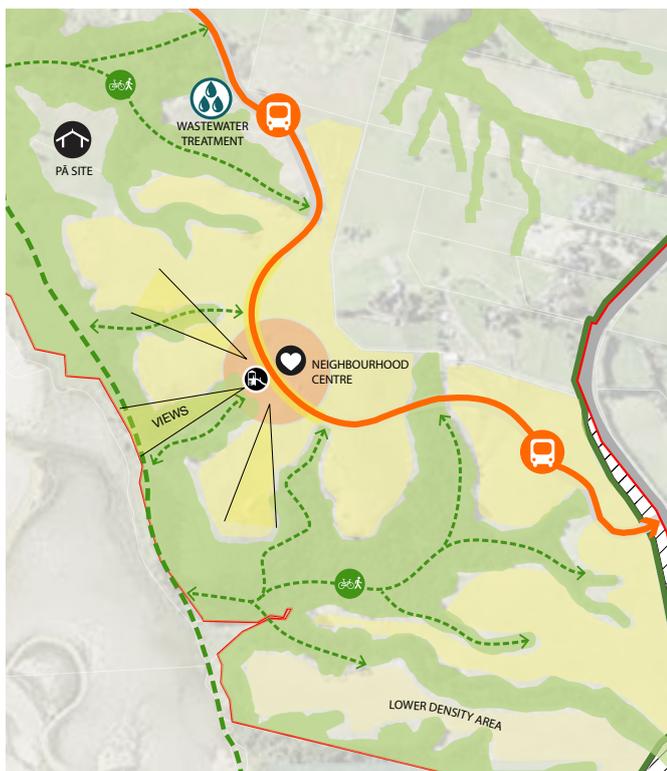


Figure 29. Neighbourhood Centre at focal point of this sub-precinct with links through 'green fingers'



Figure 30. Rangitōtō and Waiheke Island in distance



Figure 31. Drone photograph looking south to Whitford

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1.9 Built Form, Streets and Open Space

Overview

As stated previously, the purpose of this Neighbourhood Design Statement is to support the Structure Plan by setting out the high-level design expectations for certain elements across the site in order to achieve good quality urban outcomes. This design intent should be taken on board in the preparation of subsequent Plan Changes and their associated standards and assessment criteria.

Elements covered in this section include:

- Built Form
- Streets
- Open Space

The document sets out high-level design aspirations for each of these elements together with some precedent imagery to illustrate the expected urban outcomes. This document is not a design guide and should be read in conjunction with the Auckland Design Manual.

However, as Plan Changes are prepared, it will be a requirement to prepare specific design guidance for the design and master-planning of sub-precinct areas in accordance with the vision, key outcomes and design principles set out in the Beachlands South Structure Plan and the design expectations contained within this NDS. It is expected that design guides are produced to cover the elements set out in this chapter.

Built Form – Residential buildings

The previous chapter described the vision for each of the sub-precincts across Beachlands South. Most of these sub-precincts will consist predominantly of residential buildings of a variety of scale and densities, ranging from high-density apartment buildings and terraced houses through to larger stand-alone houses. The vision for Beachlands South is for a high-quality built environment where buildings display excellent urban design qualities.

The purpose of this section is not to provide detailed design guidance. Such guidance needs to be prepared as part of subsequent design and planning phases. Detailed residential design guidance can also be found in the Auckland Design Manual as well as the assessment criteria set out in the relevant zones within the Auckland Unitary Plan.

However, with respect to building form, the following key design principles have been identified as being crucial to the success of Beachlands South.

These design principles apply to all residential buildings, regardless of density and typology.

- Buildings should face/address the street on which they are located in order to create attractive streetscapes, avoiding excessive blank walls, retaining walls or high fencing facing the street.
- The use of corner and marker buildings and consideration of buildings that terminate vistas should be carefully employed to help provide a degree of legibility in the residential areas.
- Variety and diversity of building form and design style is encouraged. However, design of the buildings should be harmonious with the overall character of the area, respecting the coastal context, including the use of good quality materials. The use of colour is strongly encouraged.
- The scale of buildings should be commensurate with the proposed density of the respective sub-precincts together with the location within the precinct. For example, larger buildings should be located along the primary routes and within the centre of the sub-precincts, whilst lower buildings are encouraged around the edges, particularly the coastal edge.
- Buildings need to be carefully inserted into the landscape, utilising level changes for structure parking where appropriate and avoiding excessive exposed retaining walls.
- High quality landscape and boundary treatment is crucial to the success of the residential areas.
- Car parking should be discretely located to avoid visual dominance.
- The use of home-zones and laneways is encouraged to avoid excessive number of vehicle crossings on primary streets. The provision of overlooking and natural surveillance is strongly encouraged to create a safe and attractive network of laneways.

As indicated in the Structure Plan (see figure 1, page 5), there are a range of residential densities that are envisaged for Beachlands South, with consideration to locating intensive residential development in closer proximity to high-frequency public transport, local centres and amenities. Some examples of appropriate residential built form are provided below across the range of densities expected at Beachlands South.

High Density Areas

High density residential areas would consist of both lifted and walk-up apartments and some 3-storey terraced houses (depending on whether THAB or MHU). Similar residential typologies may also be observed in local and neighbourhood centres. The THAB zone anticipates apartments of 5-7 storeys. However, apartments in Beachlands South should be scaled to fit the context and it may be that 4-5 storeys in height is more appropriate.

Further criteria for apartments in this location, such as frontage to street and additional provision of on-lot open space will likely need to be developed with a Plan Change to ensure scale and materiality is appropriate to the area.



Figure 32. Existing 5-storey apartment near the Pine Harbour Marina



Figure 33. 3-storey walk-up apartment with communal on-lot open space amenity

Medium Density Areas

The majority of housing in Beachlands South is likely to be medium-lower density housing and consist of 2-3 storey terraced houses, semi-detached (duplex), zero-lot and detached housing typologies on a range of lot sizes (depending on whether MHU or MHS).



Figure 34. Larger 2-storey terraced houses



Figure 35. Narrower 3-storey terraced and semi-detached houses



Figure 36. Smaller detached, zero-lot houses

Lower Density Areas

Large lot residential areas are identified to the south and south-east of the Structure Plan area, in parts that are furthest from community amenities and public transport. Houses in this area are expected to predominately consist of large detached houses, but may also include some smaller detached and duplex (semi-detached) houses.

These areas include land that is often steep, with a lower capacity for intensive residential development. In such locations it will be important to work with the landform and natural features in order to construct dwellings that maintain the character of the landform and sit comfortably within their landscape.



Figure 39. Very large houses on large lots



Figure 37. Smaller detached and semi-detached houses



Figure 38. Larger detached houses

Built Form – Village Centre

As stated in the previous chapter, the village centre is intended to be an attractive regional food and beverage destination with a mix of uses including retail, employment and residential, relating to the coastal edge with views over the Hauraki Gulf. To achieve this vision, it is essential that the built form of the village demonstrates excellent urban design qualities.

As such, design principles will need to include:

- Buildings defining space, built close to the street edge
- Lively, attractive street frontages at the ground floor providing a high-degree of interaction between building uses and the public realm
- Utilising buildings with multiple levels arranged to create a sense of enclosure and intimacy in the adjacent public spaces as well as helping to reinforce a slow-speed, pedestrian priority walkable environment.
- Upper floor uses also help to provide both a greater range of activities and surveillance over the street.
- High-quality public realm utilising high quality materials and contextual planting details, providing a balance of shade whilst maximising key views to the coast.
- Human-scale design features, utilising good quality materials and designed to create a distinctive coastal village character
- Buildings and open space designed to orientate and celebrate views towards the Hauraki Gulf and Rangitōtō Island
- Building design to reinforce the natural topography, utilising level changes for elements such as structured parking and avoiding excessive exposed retaining walls
- Where surface car parking is provided, landscape detailing should be utilised to minimise visual impact.

It is anticipated that all new development within this zone will be Restricted Discretionary and assessment criteria will be used to ensure that designed is to a high standard which enhances the quality of streets within the area and public open spaces.



Figure 40. Multi-level buildings help to create a sense of enclosure and frame views, as well as providing natural surveillance.



Figure 41. Places to gather and provide local amenity with opportunities for outdoor dining



Figure 42. The scale of buildings together with the design of the streets can help to reinforce a slow vehicle speed environment.

Built Form – Neighbourhood Centre

In addition to the village centre, a small neighbourhood centre is proposed towards the southern end of the community. It is proposed that this centre will simply consist of one or two commercial units, possibly a café and small grocery store. Whilst the built form design principles for the village centre largely still apply, buildings are anticipated being low-rise and relatively domestic in scale.

As with the village centre, it is anticipated that all new development within this zone will be Restricted Discretionary and assessment criteria will be used to ensure that designed is to a high standard which enhances the quality of streets within the area and public open spaces.



Figure 43. The neighbourhood centre may be more domestic in scale

Streets

The vision for Beachlands South is to create a network of slow speed streets that will reduce the need for short vehicle journeys by prioritising a safe, well-connected walking and cycling network. Attractive leafy streets will play a key role in the environmental and social wellbeing of Beachlands South.

Design principles underpinning this approach include:

- Balance the share of the street to provide a safe, well-connected walking and cycling network, with dedicated cycle-provision along key routes.
- Provide an abundance of multi-generational street trees and plantings for beauty, shade, food, carbon sequestration, biodiversity and stormwater treatment.
- Streetscape character should be distinctive to the Beachlands South coastal location and its cultural context.
- Design streets that reinforce slow vehicle speeds.
- The use of home-zones and laneways is strongly encouraged in order to promote lower vehicle speeds and to minimise vehicle crossings on primary streets thus providing a more seamless cycle network with few interruptions.
- Street intersections and crossings should prioritise pedestrian and cycle movement, thus further reducing vehicle speeds and car dependency.

Design guidance should take the above principles into account and should include typical street cross-section and intersection design, a holistic approach to car parking and an approach to street planting. Some examples of good street design that reinforce the above principles can be found below:



Figure 45. Home zones provide safe and attractive slow speed environments.



Figure 46. Attractive streets with an abundance of street trees and planting



Figure 44. Shared streets with slower speeds in high pedestrian areas such as in the village centre



Figure 47. Safe and convenient cycle ways that are well integrated with the street network

Open Space

The vision for Beachlands South is to create a high-quality, safe and well-connected network of open spaces that provide a range of social, cultural, economic and environmental benefits for the local and wider Beachlands community. Open spaces play an important role in creating a sense of place and providing spaces for people to gather and socialise as part of a thriving coastal community. Open spaces will be integrated with a well-connected network of walkways and cycleways that create safe connections to local amenities, community facilities and neighbourhoods.

Design principles underpinning this approach include:

- Respect and enhance culturally important sites for mana whenua and enable a strong connection with nature, including opportunities to learn and cultivate custodianship of the land.
- Respond to the landform and landscape character, establishing a strong sense of place and connection to the surrounding natural environment.
- Promote biodiversity through habitat creation and enhancement, including the protection, enhancement and restoration of waterways, tributaries and riparian margins.
- Consolidate carbon sequestration opportunities through the planting of native trees and bush species, with a focus on ecological restoration and regeneration.
- Safe, accessible and inclusive spaces that provide a diverse range of social and recreational opportunities that can be used by a range of groups of all ages and abilities.
- Connect into the wider network of planned and existing coastal pathways and greenways in Beachlands and beyond.
- Include the provision of programmed open space and play spaces throughout Beachlands, in accordance with Auckland Council's Open Space Provision Policy (2016).
- Support intensive residential development by providing additional recreational and play spaces with safe and legible connections to the local centres, schools and other public amenities.

Further design guidance should take the above principles into account and should include typical off-road pathway cross-sections, open space typologies that demonstrate a considered approach with opportunities for passive and active recreation and play.

Examples that reinforce the above principles can be found below:



Figure 48. Spaces that are aligned with key viewshafts and establish a strong sense of place.



Figure 49. Connection to and around the coast with opportunities to access the waters edge



Figure 50. Neighbourhood parks with opportunities for passive and active recreation and play.

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