

Bayswater Maritime Precinct Urban Design Report



Prepared for Bayswater Marina Holdings Limited
By Graeme McIndoe, Architect and Urban Designer

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1 INTRODUCTION

This review addresses urban design qualities of the proposed development at Bayswater Marina including public realm, apartment building design, terraced housing configuration and the approach to and content of the Design Manual that applies to terraced housing. Assessment relative to urban design aspects of the AUP is integrated into general discussion under each heading and also tabulated at the end of the report. The proposal is as described in the PBA and Boffa Miskell reports and drawings and by the Design Manual produced by McIndoe Urban.

2 SITE CONTEXT

2.1 Existing characteristics of the site

The site is currently focused on marina parking, servicing and public transport use with public pathway around the edges. A commercial boat yard occupies approximately a quarter of the development site. Located at the south of the site and immediately west of the boat ramp is an existing public park that is approximately 3,400m² in area and comprises approximately a further tenth of this site. The balance of the existing site, just under two thirds, is car parking and vehicle circulation in combination with trees, lawn and other low level planting.

Being reclaimed land, the site is a generally flat platform elevated 3.5 – 4.5 metres above sea level. It is distant from and much lower than existing residential on the headlands to the north. The coastal edge of the reclamation is constructed and geometric, and that geometry contrasts with the more organically shaped natural coastal edges to the north. The northern edge of the reclamation forms a defined bay at the edge of Shoal Bay that includes Marine Parade Reserve at lower level with the Takapuna Boating Club building at the point of intersection, and Quinton Park above and to the north.

Bayswater Marina will be seen in distant views from the Auckland northern motorway which is 1,450 metres to the west across Oneoneroa/Shoal Bay. In this view the massed masts of moored yachts filter views towards the marina reclamation behind. The site is also viewed from Stanley Point, across Ngataringa Bay which is 820m to the east. Main approach views are from the south via ferry (refer figure 2.1), and from the north via Sir Peter Blake Parade.



Figure 2.1: View from breakwater looking north (Boffa Miskell VP-5), showing the south east edge of the marina reclamation, with the escarpment and existing housing above that in the background

There are a significant number of mature Pohutukawa trees in the central and southern part of the site that both define the existing park and visually break down and soften the car parking that extends up the western side of the marina. The visual amenity outcomes of the large number of parked cars necessary for ongoing marina operations are a challenge to be overcome for any new development.

While access is provided to the marina pontoons around the western edge, the seawall based edges are currently relatively undeveloped and utilitarian as a public environment, and the northern edge adjacent to the marine service yard is also narrow.

2.2 Existing Bayswater Marina buildings

Apart from the Takapuna Boating Club building which is a singular special purpose building (refer figure 2.2) and the marina currently being predominantly open space, the existing marina offers few contextual references for future building development. Bayswater Marina buildings and structures offer some, but only limited potential for relation to context. That is, they typically demonstrate informality; intricacy; an emphasis on timber clad rather than extensively glazed facades; and they show the effects of weathering.

2.3 Bayswater residential context

The Bayswater residential context is both distant from and elevated above the reclamation. The nearest residential property to the north is the house at 12 Marine Terrace which is partially screened by trees on the escarpment.

Existing residential in the immediate vicinity along Marine Terrace, Norwood Road and the southern part of Bayswater Road is largely one and two storey detached dwellings and suburban in character. Dating from the mid-late 20th century through to the current day this is typically of good quality and well-maintained, and is varied in form, configuration and style.

Typical materials and colours of dwellings in these streets are:

- Painted bevel backed weatherboard, light or dark colour. No intense colours except for a localised cluster of 3 dark grey/blue houses on Bayswater Road;
- Painted plaster render, sand finish or roughcast and typically painted a light colour;
- Timber joinery, typically white painted;
- Roofs mainly corrugated iron (various shades of light or dark grey) or tiled (typically terracotta or natural concrete), There is a naturally weathered timber shingle roof on Norwood Road;
- Few brick dwellings; and
- Unfinished cedar weatherboards.

This existing development offers few relevant cues for contextual relationship in building design beyond variation between individual houses being a defining characteristic. It is also distinctly separated from the marina area being on top of the escarpment and some distance away.



Figure 2.2: Takapuna Boating Club building with marina reclamation behind (Extract from Boffa Miskell VP-1)

2.4 Northshore waterfront context

The aesthetic precedent of foreshore housing (as distinct from housing at the tops of escarpments) on the North Shore might potentially be referenced. An example might be some of the qualities of older housing extending along King Edward Parade on the Devonport foreshore. These are typically one or two storey detached villas that are elevated on rising contours slightly above the street edge. Like the nearby residential to the north above Bayswater Marina, they demonstrate considerable individuality and variation. Most address the street and harbour positively, however the introduction of garages in some cases compromises the street frontage. However, as detached houses these are not a useful precedent for a site which is zoned for terraced housing and apartment buildings.

A further potentially relevant local water's edge reference might be some of the aesthetic qualities of the industrial and service structures on the Devonport Naval Base. That is variable in character but includes:

- Small gable roofed buildings;
- Large buildings with saw toothed roofs;
- Typically grey roofs; and
- Typically light coloured (off-white) walls.

Context is further described in the PBA and Boffa Miskell design reports.

3 DESIGN APPROACH

3.1 Project vision

The Bayswater Maritime Precinct is intended to create a new community and mixed-use development on a prime but long underdeveloped and underutilised site. While continuing to provide for marina and public transport operations this is to introduce new public open spaces and enhanced access to and around the water edge and a range of housing types. This new mixed-use neighbourhood will be a distinctive harbour edge destination and a safe and attractive setting for both residents and the wider community.

Landscape and open space treatments spring from a sophisticated response to place and culture and new buildings will spatially define new public promenades and parks at the water edge and mews courtyards at the centre of the site. Building alignments, forms and aesthetic will also contribute a distinctive maritime village character with careful consideration of materials and colours and a fit-for-place variation and informality.

The public realm, landscape and apartment buildings have been designed to achieve this vision. In addition, a design manual and a formal design review process will ensure high-quality outcomes for proposed terraced housing.

3.2 Design description

The architectural drawings and landscape concept package for resource consent establish the masterplan and explicitly describe the design of the apartment buildings and public realm and landscape for resource consent.

This consent application also anticipates further design of the terraced housing post-consent. The masterplan and architectural drawings and survey documentation precisely locate each terraced house unit and in combination with the Design Manual determine its maximum envelope.

The individual design of each terraced housing unit is then undertaken within this envelope subject to compliance with the rules and design guidelines in the Design Manual. The Design Manual is explained in Section 5 of this report.

3.3 Principle-led planning and design

Urban design quality intentions extend well beyond avoiding adverse effects, being broader and more aspirational. To this end, Bayswater Marina design objectives and principles were prepared and used to inform both development planning and design and scenario assessment. These have been derived from relevant parts of the Unitary Plan, Auckland Council's ADM and Te Aranga Māori Design Principles and are informed by professional experience and reference to international sources. They were developed in January 2018 and used to assess site development scenarios and to inform design thinking from that point on.

The overall building and open space plan configuration follows Unitary Plan standards, and consideration has been given to objectives, policies and criteria throughout the design process.

Design and planning principles are grouped under eight overarching objectives. These objectives are used to structure the main urban design assessment in the next section of this report. The related detailed assessment against relevant urban design aspects of the Auckland Unitary Plan (AUP) is tabulated in Section 6 of this report.

4 DESIGN PRINCIPLES APPLIED

This section is structured by the eight design objectives and the related design principles under each. There are 34 principles and these are numbered consecutively below with relevant assessment. Where it is helpful to describe how certain outcomes for terraced housing are to be achieved, the assessment below includes reference to relevant rules (e.g. R1.1) and guidelines (e.g.G1.1) in the Design Manual.

4.1 Provision of operational marina

- 1 Marina access, parking and functionality

4.2 Comprehensive and integrated development

- 2 Outcomes optimised
- 3 Open space and buildings designed together
- 4 Context of open space, services and infrastructure considered

4.3 Accessible, place-appropriate spatial structure

- 5 Place-specific geometry
- 6 Generous coastal edge public open space
- 7 Appropriate level of permeability
- 8 Legible structure
- 9 Excellent public pedestrian access

4.4 Diversity

- 10 Mixed use
- 11 Optimising development intensity
- 12 Public attractions and destinations
- 13 Adaptability and flexibility
- 14 Community uses and clubs

4.5 High quality, distinctive and fit-for-place character

- 15 Memorable and appropriate character
- 16 Distinctive high-quality design for all development

4.6 Attractive landscape and public realm

- 17 Valued landscape elements and features retained and celebrated
- 18 Place and culture-specific landscape elements and treatments
- 19 Access to range of open spaces and settings
- 20 Generous and attractive public access along the coastal edge
- 21 Safe attractive streets
- 22 Active building frontages to the public realm
- 23 Public safety and security
- 24 Integrated parking
- 25 Fit-for-purpose materials and elements

4.7 Appropriate building scale and form

- 26 Visual interest in combination with aesthetic coherence
- 27 Human scale
- 28 Sensitive response to land form
- 29 Positive relation to the Takapuna Boating Club Building

4.8 Residential amenity

- 30 Quality residential outlook
- 31 Privacy for residents
- 32 Useable and accessible outdoor living space
- 33 Legible and convenient building entries
- 34 Convenient and unobtrusive servicing provision

This section is complemented by the assessment against urban design related components of the Unitary Plan in Section 6.



SCALE 1:2000 @ A3
 0 60m

Figure 4.1 Masterplan in context demonstrating:

- Informality in the alignment of buildings and breakdown of building blocks facing the coastal edge to relate to the geometry and variation of landform and building development in this context.
- High degree of permeability with urban blocks 86m, 112m and 84m long further subdivided by lane access into and through the mews at the centre of each block.
- Relocated and retained mature Pohutukawa trees around the coastal edge.
- New buildings along the edge of North Park complement the Takapuna Boating Club Building and the landform behind to define a combined green (park) and blue (water) open space.

4.1 Provision of operational marina

The Unitary Plan’s Bayswater Marina Precinct I504.2 Objective (1) establishes the fundamental requirement for both marina and related community-oriented facilities:

Principle

- 1 Marina access, parking and functionality
This means ensuring existing and future berth-holders are able to park and access their berths and boats without loss of current parking amenity, and that the ongoing operation and management of marine operations is facilitated.

Assessment

- a. Marina related uses and public realm have been prioritised as required by the Unitary Plan. Parking facilities for existing marina berth-holders have been provided in accordance with contractual requirements and parking for boat trailers is located close to the boat ramp.

4.2 Comprehensive and integrated development

The Unitary Plan also requires that Bayswater Maritime Precinct is planned and designed in a comprehensive and integrated way to provide for the identified primary activities.

Principle

- 2 Outcomes optimised
This means considering all uses, development, activities, values and perspectives together, and reconciling multiple and competing objectives and values in the best possible way.

Assessment

- a. Form, structure, open space and provision for a mix of uses responds to competing demands including marina operation and parking, public access, transport, open space, and residential amenity and reconciles these in an optimal way. Examples include:

- New perimeter boardwalk provides enhanced access to the marina pontoons as well as a high quality water edge promenade.
 - The mews assists with distributing the required marina carparking in a visually unobtrusive way.
 - Garage access and service functions on rear facades facing the courtyards allows the perimeter street edges to present enhanced primary frontages to the harbour.
 - Parks provide amenity for both the public and residents.
 - The informal surveillance from dwelling units will contribute to safety in the public realm and security for marina users.
- b. Consultation including engagement with the community and marina stakeholders at an early stage, and with Auckland Council throughout ensures that development has been informed by stakeholder needs and aspirations.

Principle

- 3 Open space and buildings designed together
This means buildings should shape high quality open spaces and contribute to a legible, convenient and attractive network of connections.

Assessment

- a. Buildings are placed to shape, define and shelter positive open spaces which are variously orientated to sun and/or views for public use and occupation, and to suit functions relevant to their particular location.
- b. Buildings along Sir Peter Blake Parade define the street edge and include offsets to reduce the effect of linearity.
- c. Inflections of terraced housing along the western edge of the development provides widening for a coastal edge space at the centre and a setback for frontage planting at the north-west corner. These contribute to visual interest and the quality of experience for the public along the edge of this linear space.
- d. Buildings define the edges of the North and South parks and, with differing orientations and geometry, deliver two different spatial characters:
- The alignment of the terraces to North Park defines its southern edge and in combination with the slightly skewed Takapuna Boating Club building and escarpment further north spatially shapes this area of reserve and open space.
 - Stepping in the apartments and terraces along the edge of South Park has a more formal geometry that relates to the straight alignment of the water edge here. This contributes a pleasing complexity along the edge and a distinct contrast with the more simple form of North Park.
- e. Mews courtyards shaped by the backs of terraced houses contrast with the open spaces around the perimeter by being enclosed and sheltered and providing for service functions. The generous plan dimensions across these mews means that they provide for positive outlook from the rear facades of the terraces, privacy between and excellent sunlight and daylight to the dwellings that frame them. The skewed shapes of these mews give a pleasing visual dynamism and breaks between terraces allow for physical connection and glimpse views to the coastal edge from the interior. While the mews have an important parking function, the visual effect of that parking is successfully mitigated with planned trees and low-level landscaping (refer Attachment 1, figure A1.5).
- f. The designed levels of the streets, parks and mews around the terraced units are coordinated with the floor levels for terraced units and the requirements of Design Manual rules R2.4 and R2.5 to allow functionally feasible, high amenity

interiors and good quality frontage to the street. Detailed unit-by-unit analysis including cross sectional diagramming demonstrates that a viable design solution is possible for every unit by utilising one of a range of simple design approaches (Refer Attachment 3: height Analysis). For most terraced units there is also flexibility in how the required street edge outcomes can be achieved and a range of solutions might be explored.

Principle

- 4 Context of open space, services and infrastructure considered
This means maximising development in optimal locations such as close to services, places of employment, public transport and recreational facilities, and providing access to walking and cycling facilities, and public transport.

Assessment

- a. Considering the wider context of appropriate location for activities, once the needs of marina facilities, public space and access and public transport are met, this location is ideal for primarily residential development with supporting retail and commercial facilities. It is close to services, places of employment, public transport and recreational facilities, and it provides access for walking, cycling and to public transport.

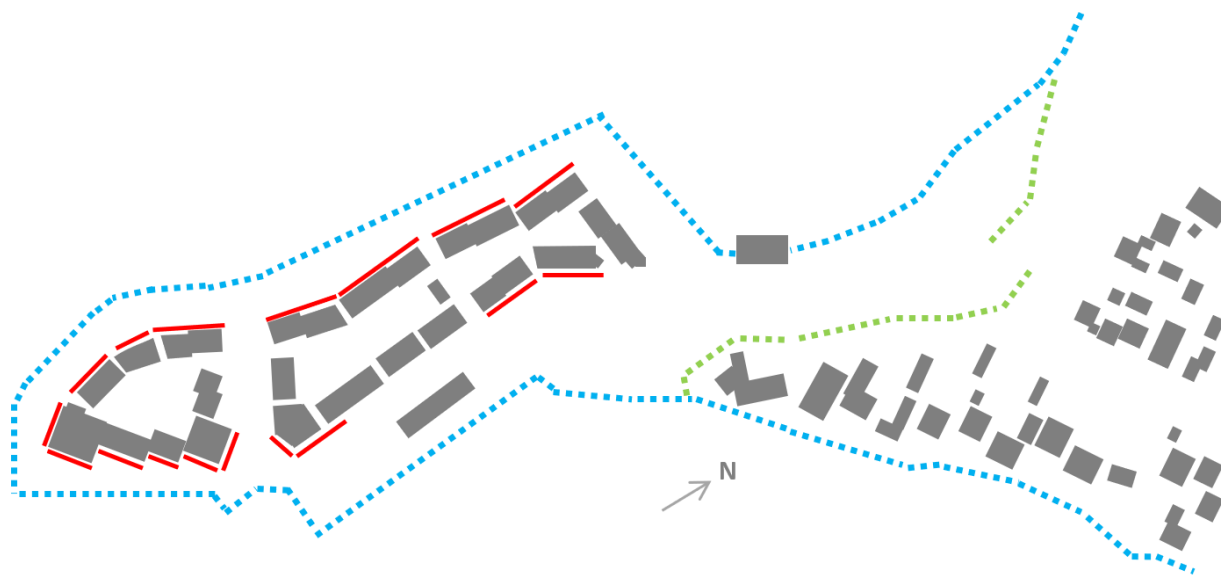


Figure 4.2 Analytical diagram of geometry and alignments, also showing relation to local context. Variation in proposed building alignments relates to the organic geometry of the coastal edge and escarpments and the patterns of building footprints above and to the north-east. The blue dotted line is the coastal edge including the estimated edge of the top of the coastal escarpment. Red lines identify main inflections, offsets and breaks. Building footprints in grey show general outline and alignment, not detail. The green dotted line approximates the inland edge of the escarpment.

4.3 Accessible, place-appropriate spatial structure

Principle

- 5 Place-specific geometry
This means relating in an informed and positive way to alignments of existing streets, landscape features and coastal edges.

Assessment

- a. The informality of terraced building alignments along the western edge relates to the natural informality and shape of the cliff line to the north west, as well as visually softening and reducing the scale of that built edge. A further positive relation to coastal features is the way that the northern edge of the terraces complements the Takapuna Boating Club building and escarpment further to the north in spatially defining the water space here. These effects can be seen in figure 4.2.
- b. The variation in alignments of the western edge creates an appropriately informal geometry that contrasts with the regular alignment and definition of edge of Sir Peter Blake Parade. That regular alignment of this eastern part of building development in turn directly relates to geometry of the

constructed eastern coastal edge which is occupied by AT and used for car parking.

Principle

- 6 Generous coastal edge public open space
This means providing significant areas of public open space to enable opportunities for recreation associated with the coastal marine area.

Assessment

- a. The proposal provides access to range of open spaces and settings which can be used at different times and in different ways.
 - the North Park will be a morning space, most likely to be occupied for passive recreation.
 - The South Park has a different character, aligned to the central city and deep water and allowing viewing of this and also ferry and boat ramp movements.
- b. A wide and attractive public boardwalk has been provided along the coastal edge to which there are multiple means of access. This has a high quality landscape treatment with a combination of carefully composed surfacing and planting, and includes moments along the way that create interest and invite occupation.
- c. The ‘Turnaround plaza’ at the southernmost tip of the site provides opportunity for an events space when this large paved area is not required for vehicle turning.

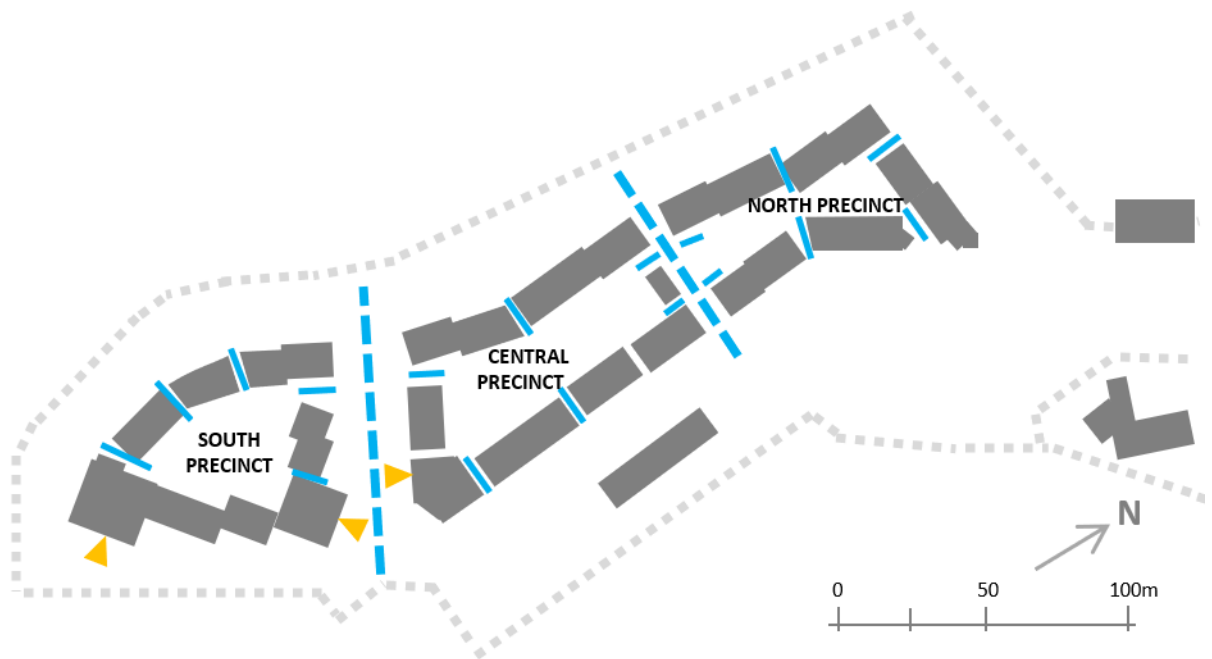


Figure 4.3 Analytical diagram shows east-west streets and mid-block connections, and indicates apartment entries

Principle

- 7 Appropriate level of permeability
This means making the place easy to get around with convenient access between destinations, where it can be suitably overlooked, and it where does not conflict with privacy or compromise public safety and/or private security.

Assessment

- a. A highly permeable block structure is provided. This has relatively small residential blocks which are further subdivided by multiple mid-block connections across the mews (refer figure 4.3). The southernmost street, ‘Cross Street’, provides a physical and visual link between the end of Sir Peter Blake Parade and related boat ramp in the east to the marina in the west. The second east-west street, ‘Link Street’, bisects the residential blocks to the north.
- b. Ready access across the mews is possible as they are shared surface spaces designed for public access. Mid-block links connect to the footpaths and promenade around the site perimeter, further enhancing pedestrian connectivity. The distance between breaks and lanes varies from 20m to 50m

but there is typically lane or street access across the site at around 30-40m centres.

- c. The expectation that the mews and lanes will be accessible to the public means that lane and mews frontages are designed accordingly for overlook and with secure garages to ensure public safety and private security. That has been achieved as discussed in response to principle 23.

Principle

- 8 Legible structure
The layout is easy to understand, with recognisable routes, intersections and landmarks that assist wayfinding.

Assessment

- a. The configuration is inherently legible as its single block depth with two cross streets allow views to assist orientation all around the perimeter. Legibility is enhanced by the following:
 - There are clear views along and through to the harbour with the CBD to the south and Auckland Harbour Bridge to the south-west also prominent in view, both of which are major landmarks that will help people to orientate themselves.
 - Local landmarks which remain in view and which will further help orientation are the Takapuna Boating Club building, the boat ramp and related wharf structures and the commercial /retail facilities at this end of Sir Peter Blake Parade arrival point.
 - There is good visibility from Sir Peter Blake Parade into both the North and South parks.
 - Apartment entries are prominent in view from the public realm.
 - Terraced houses are to have mailboxes at their frontage (refer G3.8), and that will assist with unit identification.
- b. However, careful consideration will need to be given to signage for parking, clearly identifying where that is located, denoting the marina parking from publicly accessible parking, and also identifying boat trailer parking.

Principle

- 9 Excellent public pedestrian access
This means logical, convenient, safe and generous pedestrian access and footpaths and generous access to buildings from the adjacent public realm.

Assessment

- a. Excellent public pedestrian access is achieved first with a highly permeable, legible structure that provides a choice of routes to and around the coastal edge. This is in combination with a generously wide boardwalk, and logical deployment of materials and surfacing to signal different use-priorities and contribute visual interest adds to the quality of experience for pedestrians.
- b. The footpath around the perimeter of residential blocks and orientation of apartment lobby entries and terraced housing front doors to the street will ensure generous and convenient access to all dwellings from the public realm.
- c. The high aesthetic quality of this environment is demonstrated in the perspective views in Attachment 1: specifically figures A1.1, A1.4, A1.6, A1.7, A1.8, A1.9 and A1.11

4.4 Diversity

Principle

- 10 Mixed use
This means a focus on recreation, public open space and access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities, and secondarily enabling residential activities, and food and

Assessment

- a. The development provides for the required mix of marina, boat ramp, public space and public transport uses. Residential adds to and enhances the mix along with commercial and service retail that will both draw from and benefit use of the area by residents and members of the public.
- b. Commercial and retail use is anticipated at the ground floor of the apartment buildings including marina offices at the

beverage after those primary uses have been provided for.

Principle

- 11 Optimising development intensity
This means a high-density urban development including a diversity of development intensity across the precinct

southern end of the development, with café and other retail under the Central and Northern apartments. These are in prime locations to contribute to convenient access and viability, and to activate the space.

Assessment

- a. This site is ideally located for high intensity housing. However residential density is inherently restricted by the AUP's Bayswater Marine Precinct ensuring priority of land for marina and other uses such as public space, with residential as a secondary activity. That land use requirement in combination with the 12m height limit restricts the residential intensity that is possible. Nevertheless, development has been optimised within this envelope in balance with these other imperatives and ensuring residential amenity.
- b. Diversity of development intensity is achieved by the contrast of the relatively uniform intensive residential building development contrasting with the public open spaces distributed across the precinct, and to a minor degree by the mix of residential types and variation in terraced unit widths.

Principle

- 12 Public attractions and destinations
This means providing a range of space and places that will attract and support public uses, and in particular features and facilities in these locations that will make these attractions memorable.

Assessment

- a. Memorability of this area will be primarily because of the spectacular coastal location and the potential to view the harbour right around its perimeter. The coastal edge walkway/boardwalk is therefore likely to be the most significant public attraction and the amenity of this will be accentuated by widening and pause points along the way. This links to the Marina pontoon walk and is also complemented by the North and South Parks.
- b. Secondary attractions within this suite of spaces are the boat ramp and related tidal steps which allow boat launching to be observed as well as for harbour viewing, and the service retail facilities and café which are centrally located to relate to current and expected public and PT use.
- c. This suite of spaces and facilities is a significant step up from the relatively utilitarian carparking-focussed current situation.

Principle

- 13 Adaptability and flexibility
This means public open spaces provide for a range of planned and unplanned recreational and public activities, and those parts of buildings where change in occupation is likely provide readily for this.

Assessment

- a. This relatively un-programmed range of green public open spaces provides for a range of planned and unplanned recreational and public activities. Everyday occupation is also provided for with shelter and opportunities for seating in strategic locations where users might pause and enjoy the view.
- b. The 'Turnaround plaza' at the end of the site will provide for uses other than vehicle movement associated with parking and servicing, including potential event uses.
- c. The commercial spaces will accommodate a range of different types of tenancy.

Principle

- 14 Community uses and clubs
This means enabling such uses directly related to the use of the adjoining coastal marine area, provided that the scale and design of any structures are appropriate.

Assessment

- a. The existing Takapuna Yachting Club building is currently underutilised but potentially provides for community uses and clubs. In this case it is optimal to provide open space for both the public and a resident population that complements that existing facility rather than additional community buildings that would compete with and undermine its future use.

- b. Toilets for marina and potentially also public use are also provided. These are located in the base of the North Apartments and accessed from Cross Street.

4.5 High quality, distinctive and fit-for-place character

Principle

- 15 Memorable and appropriate character
This means building and open space qualities that are visually appropriate for and reflect maritime location. The precinct, in responding to local context and maritime setting, should develop a distinctive identity that differentiates it from other places and relates positively to its setting and surrounds, and is an authentic response to its physical and cultural context.

Assessment

- a. In the context of there being limited existing building development on the marina reclamation of the marina, no distinctive local building character, and RMA planning for any residential here anticipating terraced housing and apartment buildings, it is necessary to establish a new Bayswater Marine Village identity. This proposal therefore draws from local cues but is developed further to be distinctive and memorable.
- b. An appropriate relationship to context has been achieved with a combination of building form and placement to define coastal edge open spaces, the proposed high quality public realm including parks, boardwalk and lanes breaking down the size of blocks and providing public access and recreation, and articulation of building form.
- c. Landscape and open space design responds to the specific qualities of the site and the local ecological and cultural context. Key details that contribute to this are the timber coastal boardwalk, use of appropriate native species planting species and use of shell mix to enliven exposed aggregate concrete.
- d. Apartment blocks have been designed with specific coastal references as described in the PBA Bayswater Design Statement:
 - South Apartments refer to eroded stone in coastal locations with muscular articulation of solid and void;
 - Central Apartments refer to the tradition of white cliff-top mansions; and
 - North Apartments reference the worn seaside architecture of the Bayswater Marina with board finished concrete and timber linings.

These aesthetic conceptual references also deliver variation which is a quality of residential development in Bayswater.
- e. Blocks of terraces are broken into groups with frontage setbacks introduced in places to further break down the scale and relate to smaller buildings in the locality. This variation facing to the coastal edge relates to the organic forms of the coastal escarpment and also contributes a sense of informality that is reinforced by requirement for individual building design. Design to relate to local context is woven through the Design Manual. G3.2 'Architectural character' describes the anticipated features of terraced houses:
 - a. *Generous windows to the sea, but avoidance of exposed fully glazed frontages.*
 - b. *Informality and variation achieved by the individual design of each unit.* (see also R1.4 and R3.1)
 - c. *Elements such as projections and recesses that enrich the building form and facades, create a sense of intricacy and human scale, and develop character.* (refer R2.11 - R2.16)
 - d. *Simple weather resistant materials and a restrained palette of colours.* (refer G4.1 and G4.2)
 - e. *Elements, materials and details that are distinctively features of maritime buildings.*

In addition:

- f. *Combinations of colours and materials, and configurations, shapes and/or styles of architecture that overtly reference the style of architecture in other places and/or countries will not be permitted.*
- f. The approach to using good quality, ‘authentic’ materials, and soft weathered colours that are characteristic of buildings and structures in the coastal marine area will harmonise with the materials and colours of the coastal and marina environment. The intention is not to prescribe materials and colours but by addressing this matter with guidelines rather than rules, to indicate the general approach that will be acceptable.
- g. Bayswater Maritime Precinct proposes building types – terraces and apartments - and a development intensity that is a clear departure from that of existing detached dwellings in the immediate vicinity along Marine Terrace and Norwood Road. This distinctly different type of development is envisaged by and provided for in the Unitary Plan.

Principle

- 16 Distinctive high-quality design for all development
This means creative, imaginative and carefully judged design that is an informed and perceptive response to context. It applies to both building and public space/landscape design.

Assessment

- a. High quality design has been achieved both in the masterplan and public realm and landscape plan both of which are addressed in detail in other parts of this report.
- b. The expectation for high quality design for terraces has been explicitly addressed in the Design Manual. Each terraced house is required to be aesthetically coherent and a sophisticated response to site and context. This will be achieved by rules covering key measurable parameters, the comprehensiveness of rules and related guidelines that make clear the expectations for quality, and the design review process that the Design Manual describes.
- c. G3.1 Architectural design coherence gives direction on expectations using language and identifying concepts that will be familiar to skilled and experienced designers and provides the framework for design review:
Ensure architectural design coherence in the design of any dwelling. This means considering in the planning of the dwelling, and composition of building form, façade, detail and materials:
 - a. *alignments, hierarchy, balance and proportion;*
 - b. *detailing that is refined and elegant rather than utilitarian;*
 - c. *consistency in the realisation of the design concept, idea or theme for the dwelling at all levels of design from formal and façade composition through to materials and detailing; and*
 - d. *the building being a functionally and compositionally integrated whole.*

This provides the designer with guidance of expectations and the Design Committee with leverage to directly address design quality and reject designs for terraced houses that do not meet these expectations.
- d. The intention is that elegant simplicity will be acceptable but design solutions that are banal, monotonous or both will not. Architectural expressiveness and visual richness are acceptable if in accordance with a place-appropriate architectural idea and in combination with compositional order.

4.6 Attractive landscape and public realm

Principle

- 17 Valued landscape elements and features retained and celebrated
This means identifying and retaining significant elements such as trees and structures including existing mature trees (in particular the pohutukawa trees on and next to the old reclamation) and provide new trees for amenity and shelter.

Principle

- 18 Place and culture-specific landscape elements and treatments
This means locally relevant and sourced species; considering summer shade and winter sun in species selection; ecological responsiveness to restore and enhance the natural environment and contribute to local biodiversity; and tree and plant species as seasonal markers and attractors of native bird life.

Principle

- 19 Access to range of open spaces and settings
This means providing a variety of public places and spaces for use at different times and in different ways.

Principle

- 20 Generous and attractive public access along the coastal edge
This means a readily accessible coastal edge route including multiple means of access, high quality landscape treatment and moments along the way that create interest and invite occupation.

Assessment

- a. Pohutukawa trees are either retained in-situ or relocated on site. This both retains existing features and provides an established landscape setting for proposed development. These trees are complemented by new trees as described in the landscape plan.

Assessment

- a. Native coastal species as described by Boffa Miskell contribute to a place and culture-specific landscape treatment.

Assessment

- a. The combination of North and South parks and the linking boardwalk provide a choice of space and places that will attract and support public uses. The suite of differently orientated spaces means that at all times during the day people will be able to find a place in the sun:
- North Park offers excellent all-day sun;
 - Different parts of the boardwalk will be in sun at various times right through the day; and
 - Midwinter shading diagrams for South Park show that it might be primarily a morning space, although its southern end will also receive good late afternoon winter sun.

Assessment

- a. The high level of permeability in the spatial and block structure contributes to public access along the coastal edge and the coastal edge route is suitably prominent in approach views. (refer figures A1.3, A1.4 and A1.7).
- b. The coastal boardwalk is generously wide and the widening and pause points accented by material changes along the way contribute further to the variety of settings and richness of experience offered to the public.
- c. The quality of experience of this edge is enhanced by parts of it being through parks (refer figures A1.4 and A1.7 and A1.8). The boardwalk along the western and south-western edge is then edged by trees that provide shade and in combination with low level planting visually soften and break down the areas of marina parking required here (refer figures A1.1, A1.0 and A1.11).
- d. On the west and south-west there is aspect out to the marina and open harbour beyond. On the east, the boardwalk provides for overlook of the ferry operations and boat ramp, and tidal steps provide a 'grandstand' view of activity on the water here.

Principle

21 Safe attractive streets

This means ensuring streets provide for multiple functions including attractive outlook, vehicle and pedestrian movement, and building access. This will necessitate good quality surfacing and landscape elements and a combination of pedestrian-only, multi-modal shared surfaces and traffic calming devices in order to provide for safe pedestrian access in combination with careful, low-speed vehicle movement.

Assessment

- a. The perimeter street (South Street) and main east-west street (Cross Street) are both characterised by:
 - Changes in surfacing that narrow the carriageway and will contribute to lower vehicle speeds as well as visual amenity (refer figures A1.6 and A1.11).
 - Strategically located trees and low level planting which add visual interest and in combination with the coastal views and despite parked cars, lend an attractive character to these streets.
- b. Footpaths along both edges of the street provide safe access to building frontages.
- c. Kerb extensions at Cross Street narrow the intersection with South Street to slow vehicles and enhance pedestrian crossing.
- d. The North Lane is in part a shared surface, with a distinctively different surface from the asphalt carriageway which signals a change in use and status.

Principle

22 Active building frontages to the public realm

This means non-residential uses fronting streets and other public open spaces; frequent and multiple entries; clear delineation of public and private domains; clearly defined frontages that contribute positively to open spaces and the coastal edge; variety; transparency; minimising visual dominance of garage doors; and where appropriate providing stoops and canopies. This includes careful design of the relation of sub-basement carparking to the public realm. It also demands that the differing requirements of commercial/retail and residential uses at the street edges are appropriately recognised and provided for.

Assessment

- a. All buildings front to the public realm to an extent appropriate to the status of the space being fronted.
- b. The apartments have basement parking, thereby maximising potential for ground floor activation with commercial/retail activity at prominent corners by Cross Street and also fronting to South Park.
 - Vehicle access to the basement is from the mews, therefore has no impact of the streets, South Park and the coastal edge.
 - The small tenancies under each apartment in combination with the apartment lobbies ensure a high level of activation at the ground level edges of the apartments. Upper level windows and balconies also face to the exterior.
- c. The Design Manual requires that the terraced units provide active building frontages:
 - Terraced units are required to be built to the site boundaries in order to maintain a sense of street wall continuity (refer R2.8).
 - Variety and relatively fine but mixed visual grain is provided for along the frontage by requiring visual diversity and variation (refer R3.1) while allowing some combined units (refer R1.3) and restricting the number of identical units in any terrace (refer R1.4).
 - Dwellings on corner lots with terrace-end walls must also address each frontage in an appropriate and positive manner. Transparency is achieved with windows required on terrace end walls to a degree specific to the situation (refer R3.3 and R3.4).
 - Primary frontages and front doors of terraces will be to the perimeter streets and also potentially to the cross streets for corner units at the ends of terraces. Secondary entrances from the mews are encouraged (refer R1.7).
 - Potential visual dominance of garage doors is avoided with requirements to orientate these into the mews (refer R1.6), to restrict garage door width on the mews frontage and to ensure aesthetic integration of garage doors with the unit design (refer R3.6).

- Front door canopy projections are provided for (refer R2.13) and for identified units where space at the frontage allows front entry stair projections are also permitted (refer R2.14 and Appendix 1, Table 2 Façade projections).
 - R2.5 ensures that the ‘ground’ floor at the street edge is not more than 1.5m above the street level in order to avoid high blank walls and encourage engagement between the dwelling and the street.
- d. The internal mews facades are secondary, however these also require careful composition to provide a high amenity environment and consideration of views from the dwellings that define the space.
- It is anticipated that terraces that front to Sir Peter Blake Parade or to the South Park are likely to orientate balconies and terraces to the west while maintaining a front door to the perimeter. In combination with the windows that will be provided this will further contribute to activation of the mews.
 - No specific rule or guideline is included to require windows to the mews as the NZ Building Code requirements to provide for daylight to and outlook from habitable rooms will ensure that there will be windows in these rear facades.

Principle

23 Public safety and security

This means providing for informal surveillance of the public realm, legible routes and eliminating opportunities for concealment and entrapment.

Assessment

- a. The planned building footprints orientate frontages including windows overlooking the street, mews and lanes and this will allow informal surveillance (refer R3.3 and 3.4). That will contribute both to safety in the public realm and the security of dwellings and marina operations including boats and the parked cars of marina users.
- b. Enclosure of garages under townhouses is required by R3.6 to ensure safety and security within the parking courtyard spaces and minimise potential for concealment and entrapment at the edges of the parking courtyards.
- c. Public realm design will also lead to low-speed vehicle travel, contributing to a further aspect of public safety.

Principle

24 Integrated parking

This means breaking large banks of public and marina parking down into smaller groups, providing surfacing that facilitates uses other than parking, and including planting to partially screen and provide visual amenity.

Assessment

- a. Potential for a significant amount of carparking must be maintained to service the marina. This parking has been successfully integrated into the public realm:
 - Large amounts of carparking are broken down into groups differentiated by changes of alignment, and/or separated by building forms and/or landscape elements.
 - The perspective views (refer Attachment 1) demonstrate that trees and low level planting will be effective in mitigating the visual effect of parked cars.
 - Permeable planted surfacing within the frame of concrete paving under car parks eliminates the negative visual effect of an expanse of hard surface that would otherwise be prominent when the parks are not being used. It also, in combination with trees that screen views of some parking, contributes to visual amenity for both the public realm and in the outlook from housing.

These design strategies successfully combine to mitigate the potentially negative effects of the large amount of marina car parking that is contractually required here.

- b. Use surveys show that the baseline situation will be limited occupancy of marina car parks and in this case the landscaping will predominate. This will deliver the effect described in the visual simulations in Attachment 1. However even at the busiest times at Christmas and New Year when it is likely that marina carparking will be fully occupied, the strategies of subdivision and separation by landscape elements will mean the outcome is visually acceptable.

Principle

- 25 Fit-for-purpose materials and elements
This means materials and landscape elements that deliver: visual variation, delight, and human scale; an attractive image that is appropriate to setting; amenity that will attract and support public use and occupation; robustness for longevity, that are locally sourced. It also means including surfacing that addressing the maximum impervious area on a site.

Assessment

- a. The perspectives demonstrate how the combination of paving variation, trees and extensive low and ground level planting contributes to an attractive soft green coastal landscape. The proposal also includes more constructed elements and spaces that will be an attractive setting for public use.
- b. Considerable permeable surfacing including areas of reinforced turf under parking breaks up the extent of hard paving and provides for stormwater percolation.

4.7 Appropriate building scale and form

Principle

- 26 Visual interest in combination with aesthetic coherence
This means ensuring variation within a coherent formal and aesthetic composition; avoiding excessive repetition and/or horizontality and the risk of visual monotony; and articulating form in both plan and elevation.

Assessment

- Variation in building form*
- a. Setbacks along terrace facades combine with the inflection of façade lines and gaps for streets and lanes to break the building line of terraced development. While coherence and coordination are maintained by the plan form this reduces the apparent scale and gives visual interest to the development as a whole.
- Apartment buildings*
- b. The apartment building designs are conceptually related, but with individual treatments in layout, detail and materials. This ensures both interest and coherence.
- Visual interest in design of groups of terraced units*
- c. While individual design of units is intended, repetition of uniform single lots 4.5 and 6.0 metres wide risks leading to a uniform fine grain. Therefore, introducing some combined, double-width units (refer R1.3) or paired or triple terraces (refer R1.4) will enhance visual interest by contributing to a mixed grain rather than an unvaried fine grain. These effects are illustrated and discussed in Attachment 2.
- d. Setbacks and projections are opportunities to provide richness and articulation of skyline and terrace end walls and street frontages and contribute to the informality, character and richness that is intended here. However, the rules that allow these (R2.11-R2.16) are also calibrated to deliver a coherent outcome.
- e. Skyline variation is achieved:
 - Overall building height variation is limited due to application of the Auckland Unitary Plan requirements, but a 2m zone for identified roof protrusions is provided for that will allow some over-height elements. This in combination with lower buildings will help to develop variation (refer Figure A2.5).
 - In addition the inflections and changes in alignments and breaks in terraced building form will contribute to a skyline variation.

Achieving coherence

- f. Architectural design coherence is required by G3.1, with the precise meaning of this defined. This signals the importance of design coherence to the designer of the unit and also provides leverage for coherence to be addressed by the Design Committee.
- g. Diversity and variation are moderated by design controls relating to building form, envelope, materials and colours and these, along with public realm works, ensure a sense of overall neighbourhood coherence. While individual design will avoid replication across facades, it is likely that a family of elements will emerge and there will be some repetition of similar forms, elements, materials and colours.

Principle

27 Human scale

This means ensuring formal articulation along the edges of buildings with human scaled elements or compositional devices that break down any large masses and provide visual interest at close range.

Assessment

- a. The apartment buildings have an articulated form including multiple balconies and include active frontages at ground with multiple small tenancies and entrances. This combination of features results in a sense of human scale.
- b. Human scale will be achieved in the terraced housing due to the variation in alignment of and breakdown of the blocks in combination with the variation that will be achieved on individual buildings. The articulation of individual terraced house facades is ensured by application of the following rules:
 - R2.11 Balcony projections
 - R2.12 Building volume projections on terrace end walls
 - R2.13 Front door canopy projections
 - R2.14 Front entry stair projections
 - R2.15 Roof edge projections
 - R2.16 Minor architectural façade projections
- c. R1.7 'Front door to the street' requires the front door to include an entry porch, terrace, veranda or similar space at the street frontage which residents can occupy and from which they may also engage with passers-by.
- d. The sense of human scale created by building design is complemented by the richness and variation of the landscape treatment at frontages and the presence of trees which mediate between the scale of a human figure and the larger forms of buildings. (For example, refer figures A1.6 and A1.11)

Principle

28 Sensitive response to land form

This means building form and alignments not dominating or detracting from existing landscape and coastal features such as the cliff line.

Assessment

- a. Departing from the alignment of the constructed seawall edges with curvature, offsets, gaps and inflections lends an informality and variation that relates to the natural organic shapes of the escarpments to the north.
- b. There is also a height relationship as, by applying the 12m height required by the Unitary Plan, the proposed buildings are well below those above the escarpment to the north. This effect is described in figure A1.10. This view along the eastern edge of the development shows a comfortable geometric and height relationship with the landform in the background. A clear resonance between the skew and height of the building line and the geometry and height of the cliff line in the background can be seen.
- c. Finally, the trees provided along the edges of the development relate to the planting on the headland and further integrate the development into this setting. The effect can be seen in figures A1.2 and A1.10.

Principle

- 29 Positive relation to the Takapuna Boating Club Building
This means relating to the scale and alignments, and assisting with shaping the spaces around. Complementing, and not dominating.

Assessment

- a. Positive relationship to the Takapuna Boating Club building has been achieved by:
- similarity in height and scale;
 - a separation distance of 50m which allows the Boating Club building to continue to be seen in the round as a stand-alone building; and
 - new buildings complementing the Boating Club in defining North Park and the water space that it relates to.

4.8 Residential amenity

Principle

- 30 Quality residential outlook
This means optimising outlook from residential units to the harbour and coastal edge and over good quality open space and landscaping.

Assessment

- a. All terraced house frontages will benefit from spectacular views to the harbour as will all apartments except for the three on the north-west corner of the North Apartments which will instead have views over the mews.
- b. The rear facades of the terraced dwellings and these three apartments look out over the mews which provide an outlook space that is significantly in excess of Unitary Plan standards:
- South Precinct mews is triangular and approximately 40m across.
 - Central Precinct mews is more or less rectangular and varies between 23 and 34 metres across,
 - North Precinct mews has a more complex shape being in two wedges where facades are on average around 17m apart, with a narrow point at the middle of 9m.
- c. Trees in the mews contribute to privacy and visual amenity and low-level planting and paving variation successfully articulate the ground surface. Even if all parking spaces were to be occupied, the mews would provide a reasonable outlook (refer figure A1.5).
- d. While there is carparking along much of the external perimeter, the requirement to elevate the lowest habitable floor level at this edge by 0.7 - 1.5m (refer R2.5) means that residents at this lowest level facing to the harbour will be elevated slightly over any parked vehicles.

Principle

- 31 Privacy for residents
Distances between windows, floor levels, set backs and screening will need to be considered. This also relates to how residential units relate to the public realm.

Assessment

- a. Privacy for apartment dwellers is assured by all apartments being above ground, and apartment windows suitably located and oriented to ensure privacy. Privacy for ground level terraced units at the street edge is assured by the requirement to elevate the lowest habitable floor level at this edge by 0.7 - 1.5m (refer R2.5).
- b. Mews are well-scaled with distances that will contribute to privacy across them (as identified in 30 b. above).
- c. Privacy between terraced units across lanes where windows are encouraged is addressed by limiting the amount of glazing in these situations refer R3.4, and G3.4 Window design for privacy:
- Ensure reasonable privacy for the occupants of both the unit being designed and the neighbouring unit, paying particular attention to privacy where facades face directly and at close range across a lane. Consider placement, size and orientation of windows and/or external window screening.*
- d. Use of louvres or fins for privacy is facilitated by these being minor architectural elements that may protrude a defined

distance beyond the primary form of the unit (refer R2.16) and allowing for internal window treatments for privacy (refer G3.6).

Principle

- 32 Useable and accessible outdoor living space
This means providing a combination of small private outdoor spaces in the form of terraces and balconies associated with apartments and a range of large and small public open spaces immediately adjacent that will also be used by residents.

Assessment

- a. Private outdoor living space for the terraced units is to be provided by balconies, potentially including roof terraces to meet or exceed the THAB standard for above-ground apartments. That is an area of not less than 8m² and a minimum dimension of not less than 1.8m (refer R1.5)
- b. No ground floor private open space is provided for terraced units, and it is anticipated that apart from any façade setbacks for entrances and ground floor terraces, the terraced house will typically occupy the entire lot at ground level (refer R2.8 and R2.9).
- c. In the circumstance that the development provides a choice of two parks and a perimeter boardwalk close to each unit, it is appropriate that the type of open space provided here is the balconies as required for apartments rather than the ground level outdoor living area usually provided for terraced houses.
- d. Furthermore, in order to achieve the spatial definition intended and coherence of alignment along the street edge it would be inappropriate to require setback for that. Ground level private outdoor living space would also severely and unnecessarily compromise residential yield and maximisation of density in this location.
- e. Rule R2.6 provides for roof top occupation by allowing for elements that may extend above the AUP permitted height. These elements are (a) small closed in volumes that would allow closed stairs to a rooftop deck; (e) rooftop pergolas; and (f) rooftop handrails or transparent safety barriers.

Principle

- 33 Legible and convenient building entries
This means providing frequent vertical cores and associated entries.

Assessment

- a. The apartment ground floors provide generous glazed lobbies fronting to the surrounding streets and/or in clear view from directions of approach by pedestrians. The lobby to the South Apartment faces to the east and the South Park. Those for the Central and North apartments front to Cross Street.
- b. Terraced units are required to have front doors facing the street (refer Rule R1.7). In addition, secondary entrances from the mews and permitted and encouraged for all units.
- c. Mailboxes are anticipated on the street frontage to assist wayfinding to the front door of each terraced unit (refer Guideline G3.8).

Principle

- 34 Convenient and unobtrusive servicing provision
This means concealed carparking and waste/recycling storage and facilities.

Assessment

- a. Resident carparking within each terrace and under each apartment is accessed from the mews and in both cases concealed from view. This is a discreet and convenient location for servicing including loading, garage access and waste management.
- b. Service access to commercial units at the base of the apartment buildings is through the front door of each tenancy. Given the small scale of these units servicing from the front will have no negative effect on the public realm, and to an extent the limited servicing that will occur may contribute to activation at the street edge.
- c. G3.9 establishes waste and recycling design quality expectations for terraced units.

5 DESIGN MANUAL

5.1 General approach

The Design Manual applies to the design of each terraced unit. It is applied with reference to the consented plans which prescribe the location, orientation and maximum envelope for terraced units.

The Manual contains both quantitative and qualitative controls. The former gives certainty on those matters that can be quantified, and the latter identifies quality expectations while allowing flexibility in how those are achieved.

The design rules and guidelines address the following:

1. **Development plan**, which is primarily rules on general arrangement and layout
2. **Height, bulk and form**, which is rules on maximum and minimum dimensions and potential for projections
3. **Building design and appearance**, which has rules relating to detailed architectural design matters including windows, servicing and detailed design, and guidelines covering the quality of design including visual and residential amenity.
4. **Materials and colours**, which is guidelines listing anticipated materials and colours

The precise reduced levels (RL) for building heights and potential for façade projections are unique to each unit so these have been tabulated for each unit. This unit-specific information is recorded in Appendix 1: Building heights and façade projections.

Rules in the Design Manual for terraced housing adopt and/or adapt Unitary Plan standards that apply. These include height (12m); outdoor living space (utilising the minimum standards for apartments); and rooftop projections where a slightly more conservative approach than the Unitary Plan has been taken.

A combination of text and illustrative diagrams is used to provide clarity of intent for design and design review. The Manual also specifically notes that these diagrams are intended to illustrate rules and/or guidelines and are not design solutions.

This level of detail will assist in certainty for all including Council, the community and other residents. It will provide clarity for lot purchasers and their designers, and by addressing the matters of detail likely to arise will help to simplify the post-consent approval process for each terrace house design.

5.2 Design review and delivery process

The Design Manual describes process in Appendix 2:

- Appendix A2.1 describes the parties to design and delivery processes.
- Appendix A2.2 details the design processes to be followed.
- Appendix A2.3, The Design Control Checklist, is a quick and comprehensive reference for compliance with the design controls.

- Appendix A2.4 Required Design Documentation describes information requirements to allow assessment and approval of any design, and
- Appendix A2.5, Pre-Construction checklist, identifies other matters that must be resolved prior to beginning construction.

All proposals will be subject to a professional design review approval by the Bayswater Maritime Precinct Design Committee as described in Appendix A2.1. Designs must be approved by the Design Committee and must also obtain a building consent from Auckland Council before any construction can begin. These process matters are all described in the Manual, and are further supported by the legal documentation in the sale and purchase agreement to ensure full description and understanding of a suitably robust process.

While the quality of design depends to a degree on the skill and experience of the designer, I am confident that this Manual and the fully described systematic process it includes will facilitate good design outcomes. Furthermore, I am also confident that the rules and guidelines are a suitably comprehensive frame of reference for precluding poor design outcomes.

5.3 Precedents for this approach

The content of this document has been informed by the Vinegar Lane 'Mixed Use Sites Design Manual', and the 'Terraced housing' section of the Shelly Bay Design Guide. Both of these documents are part of consents which have established a masterplan and consented building envelopes over which these further design controls are applied. Both address terraced housing development, and while location-specific (one in Ponsonby and the other in Wellington) their approach is similar. Both of these documents are also currently being applied successfully.

Because similar issues arise in Bayswater their approach and much of their content remains relevant here. Nevertheless, systematic comparison found the Bayswater Maritime Precinct Design Manual to be more comprehensive and provide a greater degree of detail than these precedent examples.

6 RESPONSE TO AUCKLAND UNITARY PLAN

6.1 Bayswater Marina Precinct Objectives and Policies

I504.2 Objectives	Assessment
(1) Bayswater Marina precinct is a community and marina-oriented place developed in a comprehensive and integrated way with a primary focus on recreation, public open space and access to and along the coastal marine area, public transport, boating, maritime activities and maritime facilities.	This objective is achieved with Bayswater Maritime Precinct being a comprehensively planned mixed use neighbourhood. It maintains the primary purpose of the Bayswater Marina and introduces residential activity compatible with the identified primary uses.
(2) Residential activities and food and beverage are enabled, provided that the focus in Objective 1 is achieved.	Achieved
I504.3 Policies	Assessment
(1) Ensure that quality open space is made available to and around the coastal edge, including a minimum 15m esplanade strip, to maintain and enhance public access and enjoyment and to enable views out over the coastal marine area.	Provided for with setbacks of buildings, boardwalk, South Street and North Lane, and footpath on the landward side of these linking building frontages.
(2) Require new buildings to be located and designed so that they:	
(a) are visually appropriate for a marine environment and are designed to reflect the maritime location;	<p>Buildings are scaled and located to respect local landforms and geometries and ensure a broad coastal edge.</p> <p>The apartments have been designed to specifically refer to aspects of the marine environment and this location (refer PBA design report).</p> <p>The Design Manual includes a comprehensive range of rules and guidelines to ensure the detailed design of terraced housing also makes specific reference to defining qualities of this coastal setting and the aesthetic qualities of waterfront dwellings.</p>
(b) reflect an integrated design approach incorporating open space and pedestrian focused access;	Buildings are located to both frame and define open spaces and streets, and provide for pedestrian connection and linkages. The extent and quality of access is addressed in detail under 'accessible place -appropriate spatial structure' in section 4.3 of this report.
(c) reflect a diversity of development intensity across the precinct;	<p>Diversity of development intensity is achieved by the intensive residential building development contrasting with the public open spaces distributed across the precinct:</p> <ul style="list-style-type: none"> • In a west to east direction there is the open space of the coastal edge and esplanade before the concentrated development with further east Sir Peter Blake Parade and the openness of the AT land. • In a north-south direction the proposed residential development is bookended by large public parks and is cut by two east-west street (Link Street) and the wider Cross Street. The open space of North Park is prominent

I504.3 Policies	Assessment
	<p>at the point of entry on Sir Peter Blake Parade, and the South Park comes into view further south.</p>
<p>(d) are constructed of suitable materials for a marine environment;</p>	<p>Apartment materials and construction methods as described by PBA are of good quality and suitable for this application.</p> <p>Materials for terraced units, identified as delivering both appropriate serviceability and character in this marine environment, are covered by the Section 4 of the Design Manual. Precisely where and how they are used, how they are detailed and how they might be used in combination are matters also relevant to serviceability and appropriateness. That is primarily a building code matter but selection of materials and how they are used will also be reviewed by the Design Committee.</p>
<p>(e) do not dominate or detract from existing landscape or coastal features, such as the cliff line;</p>	<p>Consistency with the AUP permitted height of 12m means that building development is lower than the escarpment to the north. Its scale is visually subordinate to that given the large trees and substantial dwellings that also rise above the cliff line.</p> <p>The informality of terraced building alignments along the western edge relates to the natural informality and shape of the cliff line to the north west, as well as visually softening and reducing the scale of that built edge.</p> <p>A further positive relation to coastal features is the way that the northern edge of the terraces complements the Takapuna Boating Club building and escarpment further to the north in spatially defining the water space here. (This effect can be seen in figure 4.2.)</p>
<p>(f) do not detract from the character of the scheduled historic heritage Takapuna Boating Club building;</p>	<p>The building development sits comfortably with the Takapuna Boating Club building. This is because the new buildings are similar in height and scale to the Boating Club. While the overall length of the terraces fronting to North park is longer than the Boating Club, the offset breaks this façade into two sections, the dimensions of which are similar to the long façade of the Boating Club.</p> <p>The new buildings are also approximately 50 metres away and across the new North Park from the Takapuna Boating Club. The Boating Club building is currently seen in the round as a stand-alone building and that effect is maintained.</p> <p>The terraced housing will also complement the Boating Club in defining North Park and the water space that it relates to.</p>
<p>(g) address and contribute to the amenity of the coastal edge;</p>	<p>All development addresses the coastal edge in a positive way. It continues to provide for the functionality of marina, boat ramp and PT operations. At the same time it provides for public access around and extends the green public open space that is north of the Takapuna Boating Club. The combination of parks and, boardwalks and the ‘moments’ for occupation along the edge of that provide for a high degree of public amenity.</p>

I504.3 Policies	Assessment
(h) are compatible with the use of the area by pedestrians including access to and around the coastal edge; and	Buildings are set well back from the coastal edge. Footpaths at their frontages in combination with the path and boardwalk along the coastal edge and multiple ways through the residential blocks provide for excellent pedestrian access to and around the coastal edge.
(i) provide a safe environment for people using facilities within the precinct.	<p>The design enhances safety by maintaining a generally open environment which will benefit from informal surveillance from the apartments and terraced houses at its centre and looking over its edges. The perimeter boardwalk and path, footpaths on all street sides, and shared surfaces within courtyards are all well overlooked. The AT parking and the path to the ferry terminal will also benefit from informal surveillance from the people living here.</p> <p>Parking facilities under the terraced dwelling are required to be secured to minimise potential for concealment and/or entrapment.</p> <p>The 24/7 presence of residents will also assist with security for marina users and both their watercraft and parked vehicles.</p>
(3) Require significant areas of public open space on the main reclamation area (in sub-precincts A, B and C), and on other land within the precinct to be provided, to enable opportunities for recreation associated with the coastal marine area.	<p><i>Addressed by Boffa Miskell</i></p> <p>Significant areas of public open space are provided with North and South Parks. These offer choice of experience having different orientation in relation to views, sun and prevailing wind directions. The widening around the western coastal edge provides for moments of pause on the journey between these parks.</p>
(4) Encourage development to be designed and located to retain the existing mature trees, in particular the pohutukawa trees on and next to the old reclamation, and to provide new trees for amenity and shelter.	<p><i>Addressed by Boffa Miskell</i></p>
(5) Ensure space is available for publicly managed transport facilities for the ferry, and bus, including park and ride and cycle parking.	<p><i>Addressed by others</i></p>
(6) Require public vehicle, pedestrian and cycling routes within the precinct to allow easy access to the coastal margins and parking facilities.	<p><i>Addressed in traffic report</i></p> <p>From an urban design perspective vehicle movement and access to parking has been resolved and this is in combination with a network of footpaths and the perimeter boardwalk. The street and lane system provide good access to the marina edge for marina users and their vehicles.</p> <p>The configuration of footpaths and frequent breaks between building forms allows easy access through the blocks to and from the coastal edge and all marina parking.</p>
(7) Require the retention of appropriate facilities for boating, such as public boat ramps and parking space associated with the marina and boat ramp.	<p><i>These facilities have been provided. Addressed by others.</i></p>

I504.3 Policies	Assessment
(8) Provide for appropriate boating facilities to be located on land directly adjoining the coastal marine area.	<i>Provided. Addressed by others.</i>
(9) Enable community uses, such as clubs directly related to the use of the adjoining coastal marine area, within the precinct provided that the scale and design of any structures are appropriate.	<p>Community uses and activities are enabled within the public realm. In addition, the Takapuna Boating Club building might be usefully partially or fully re-occupied for community uses. Given the current under-utilisation of this existing heritage building it is desirable that new development support its re-occupation, rather than add competing facilities.</p> <p>No community buildings have been integrated but the North Park offers potential for introduction of a kiosk should the community choose to pursue such an initiative in the future.</p>
(10) Promote and encourage comprehensive and integrated development and encourage consultation with any owners of land within the sub-precinct(s) and any neighbouring sub-precinct(s) when preparing resource consent applications.	<p>The proposal is a fully comprehensive development plan which integrates the design of buildings, the public realm and provides for the essential continuation of Bayswater Marina functions.</p> <p>The development team has consulted with AT as part of the application process.</p>
(11) Promote distinctive high quality design for all new development.	<p>A suitably distinctive, imaginative and carefully judged design that is an informed response to context this has been achieved with the proposed configuration of marina facilities, terraced housing and apartments, all set in a high-quality public realm.</p> <p>The Design Manual gives certainty on the envelope of any terraced house by identifying both the quantifiable requirements and design quality expectations that accompany that envelope. The second aspect of providing certainty on quality is the professional design review by the 'Design Committee' that is part of the post-consent approval process.</p>
(12) Require that, residential, or other non-marine related activities such as restaurants and cafes are provided for only where sufficient space remains available as required for marina, ferry service, and public access, recreation, public transport and boating activities, including associated parking.	<p>These identified marina, marina parking, public access and recreation and transport uses have all been provided for as a priority. Residential and supporting local service retail/commercial has been designed around and to complement those essential activities.</p>

I504.8.2 Assessment Criteria	Assessment
Bayswater Marina Precinct I504.8.2 Assessment Criteria (2) Location, extent, design and materials:	
(a) the extent to which the activity is complementary to, and not limiting of the primary focus of the precinct for marina purposes including the operation of marina activities, maritime passenger transport or other marine-related activities;	<p><i>Assessment of provision for marina, maritime and other marine related activities is by others.</i></p> <p>The proposed residential use provides a presence for safety and security, and the small amount of associated commercial will support ferry and marina users as well as residents.</p>

I504.8.2 Assessment Criteria	Assessment
(b) the extent to which adequate provision is made for activities with a functional requirement for a coastal location;	<p>Providing for parking for marina users in accordance with firm contractual agreements has been fundamental to the planning. This also includes marina and associated offices. The plan provides for maintenance of ferry operations in the existing location (with paths continuing to that point) or at a future location identified by AT and further north. Proposed local service retail close to the boat ramp area and between AT carparking and both of the ferry locations will both draw from the patronage of and benefit ferry users.</p>
(c) the extent to which measures are taken to enhance public access to the coastal marine area;	<p>Public access is enhanced by improved pier heads, water edge paths, boardwalk and parks that also provide for passive recreation at the water edge. Multiple means of access are provided to the water edge and between water edges through a highly permeable structure.</p> <p>There is limited public parking within the development, but this is complemented by existing parking to the north along Sir Peter Blake Parade.</p> <p>Removal of the existing marine industrial yard and its replacement with the North Park significantly enhances public access to this area.</p>
(d) the extent to which any development is of a scale, design and materials and located so that it remedies or mitigates adverse effects on the coastal environment and adjacent residential and open space zoned land, particularly the following:	
(i) the natural character of the coastal environment;	<i>Addressed by Boffa Miskell</i>
(ii) the high visibility and coastal nature of the site;	<i>Addressed by Boffa Miskell</i>
(iii) effects on the recreational, visual, amenity and ecological values in the locality, including lighting effects;	<p><i>Addressed also by Boffa Miskell</i></p> <p>Effects on recreational, visual and amenity values are positive. Considering effects off site:</p> <ul style="list-style-type: none"> – The proposal contributes positively to recreational, visual, amenity and ecological values, replacing an industrial yard and open carparking with planned high quality open space, and largely residential activity. This formalised public realm, and the people it will attract will contribute to the attractiveness of the area. – There will be no adverse effects on recreational amenity off site. Instead the proposal will enhance recreational potential by extending the system of public pathways and open spaces. – That proposal provides enhanced coastal edge access with public space, boardwalk along the western perimeter, and large public space. Not only is access provided, but passive surveillance from the proposed dwellings and other activities will contribute to public safety.

I504.8.2 Assessment Criteria	Assessment
	<p>– As residential, the proposed activity is inherently compatible with existing residential. It is also well below and distanced from the nearest dwelling at the end of Marine Drive.</p> <p>The lighting has been designed to be subtle, avoid glare, and provide for visual amenity and safety. For example, the proposed tree up-lighting will contribute to the visual attractiveness (and safety) of these spaces after dark. This approach inherently avoids adverse lighting effects around the locality. Moreover, the nearest houses are distanced from the development, and depending on their precise location, views from these will be substantially or fully screened by trees. In this case lighting effects of any kind are unlikely to be perceived by existing residents.</p>
(iv) public access to, along and within the coastal marine area;	The generously wide boardwalk provides for comfortable and attractive access along the edge of the reclamation as well as enhanced access to the marina berths. Not only is access provided, but passive surveillance from the proposed dwellings and other activities will contribute to public safety along and within the coastal marine area. (Also see above response to Criterion (2) (c).)
(v) effects on the landscape elements and features in the locality;	<i>Addressed by others</i>
(vi) effects on cultural and historic heritage values in the locality;	Residential terraces have been placed to complement the Takapuna Boating Club building in several ways including: <ul style="list-style-type: none"> • similarity in height and scale; • a separation distance of 50m which allows the Boating Club building to continue to be seen in the round as a singular, stand-alone building; and • complementing the Boating Club in defining North Park and the water space that it relates to.
(vii) noise effects including ongoing operational noise, such as halyard slap, and hours of operation;	<i>Addressed by others</i>
(viii) effects on coastal processes including wave sheltering, downstream effects, sediment movement, erosion and deposits, littoral drift, and localised effects on water currents and water quality;	<i>Addressed by others</i>
(ix) effects on existing activities in the coastal marine area and on adjacent land;	<i>Addressed by others</i>
(x) effects on navigation and safety and the need for any aids to navigation; and	<i>Addressed by others</i>
(xi) reverse sensitivity effects on the surrounding Coastal - Marina Zone activities.	<i>Addressed by others</i>
(e) the extent to which development is located to create clearly defined active frontages that positively contribute to open spaces and the coastal edge.	The ground floor of apartments will be at street level. This allows for suitable privacy for residential at the street edge

I504.8.2 Assessment Criteria	Assessment
	and activation with non-residential activity in identified key locations.
	All terraced units provide active residential frontages to the street and/or park edge, and the Design Manual gives specific direction on achieving frontage quality. (Refer to detailed assessment in Section 4 above, in relation to principle 22: Active building frontages to the public realm.)
(4) Traffic and parking:	<i>Addressed by others</i>
(5) Park-and-ride facilities	<i>Addressed by others</i>

6.2 THAB H6.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities. Only criteria relevant to urban design have been considered.

THAB H6.8.2. Assessment criteria (2)	Assessment
(2) for dwellings (a) the extent to which or whether the development achieves the purpose outlined in the following standards or what alternatives are provided that result in the same or a better outcome:	
(i) Standard H6.6.10 Maximum impervious area	<i>Not assessed - Refer Boffa Miskell/PBA analysis</i>
(ii) Standard H6.6.11 Building coverage i.e. Building coverage must not exceed 50 percent of the net site area	<p>This development is comprehensively planned with identified building footprints surrounded by two public parks, a coastal walkway and street spaces. This distribution of open space meets the purpose of this standard which is:</p> <ul style="list-style-type: none"> • <i>to manage the extent of buildings on a site to achieve the planned urban character of buildings surrounded by open space.</i> <p>That is further supported by the openness of the wider setting with direct and immediate connection to the harbour around more than three quarters of the perimeter.</p>
(iii) Standard H6.6.12 Landscaped area; i.e. The minimum landscaped area must be at least 30 percent of the net site area	<p><i>Area not assessed - Refer Boffa Miskell analysis</i></p> <p>The comprehensive planning of terraced housing in a coastal landscaped setting satisfies the purpose of this standard which is:</p> <ul style="list-style-type: none"> • <i>to provide for quality living environments consistent with the planned urban built character of buildings surrounded by open space; and</i> • <i>to create a landscaped urban streetscape character within the zone</i>
(iv) Standard H6.6.13 Outlook space	The configuration of all building footprints with openness to both street and mews and for terrace end units also to open to side streets or lanes will readily allow outlook space requirements to be met. In particular the mews provide

THAB H6.8.2. Assessment criteria (2)	Assessment
	<p>generous outlook spaces from the rear of terraces well in excess of Unitary Plan standards:</p> <ul style="list-style-type: none"> • South Precinct mews is triangular and approximately 40m across. • Central Precinct mews is more or less rectangular and varies between 23 and 34 metres across, • North Precinct mews has a more complex shape being in two wedges where facades are on average around 17m apart, with a narrow point at the middle of 9m.
(v) Standard H6.6.14 Daylight	Orientation to the open coastal perimeter with rear facades to the generously dimensioned mews courtyards means that all terraced housing units will have access to excellent daylight.
(vi) Standard H6.6.15 Outdoor living space i.e. where the development is located at ground level it has no dimension less than 4m and an area of 20 m ² , and where the dwelling is above ground that a balcony, patio or roof terrace not less than 5 or 8m ² in area depending on unit size, and with a minimum dimension of 1.8 metres is provided.	<p>The terraced houses do not meet the standard for outdoor living space at ground level, and instead being required to provide the amount of outdoor living space for above ground apartments in the THAB zone. This will provide for a high level of amenity and meets the purpose of the standard which is to <i>provide dwellings....with outdoor living space that is of a functional size and dimension, has access to sunlight, and is directly accessible from the principal living room, dining room or kitchen and is separated from vehicle access and manoeuvring areas.</i></p> <p>This is particularly appropriate here where all residents have access to two public parks which are not further than 100 metres from the unit and have immediate access to a coastal promenade which includes places for pausing, sitting and enjoying the coastal environment. This proximity to a number of public outdoor spaces can be expected to be a major amenity feature for residents, with a beneficial effect superior to the area of ground floor private outdoor living space in an 'inland' situation.</p> <p>Furthermore, this approach of upper-level outdoor living space as part of the building allows ground level space to be allocated to the public domain where it has wider public benefit.</p>
(vii) Standard H6.6.16 Front, side and rear fences and wall i.e a standard for maximum fence height.	There will be no opportunity for fences, therefore this standard is not applied. Privacy for ground floor of units next to the street edge is afforded by a requirement to lift the level of that floor a minimum of 0.7 metres above the street edge (refer R2.5).
(viii) Standard H6.6.17 Minimum dwelling size i.e. Dwellings must have a minimum net internal floor area as follows: (a) 30m ² for studio dwellings. (b) 45m ² for one or more bedroom dwellings	<p>All terraced development meets this standard.</p> <p>The smallest terraced units have a footprint of 4.5m by 12m, for an area of 54m², and all terraces are required to be at least 7 metres above the ground level at the street edge. That two-storey scale means the gross floor area of the minimum size of a single dwelling unit will be approximately 108m², with that potentially reducing to a minimum net residential unit area 90m² when a 3m by 6m internal garage is subtracted from the gross area.</p>

THAB H6.8.2. Assessment criteria (2)	Assessment
<p>(b) refer to Policy H6.3(1);</p> <p>i.e. Enable a variety of housing types at high densities including terrace housing and apartments and integrated residential development such as retirement villages.</p>	<p>The proposal provides a variety of housing types at a density appropriate to this exceptionally accessible and high amenity location. Relative to conventional detached housing in the area this, by including terrace housing and apartments, is high density development.</p>
<p>(c) refer to Policy H6.3(2);</p> <p>i.e Require the height, bulk, form and appearance of development and the provision of setbacks and landscaped areas to achieve a high-density urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms.</p>	<p>Both terrace housing and apartments are provided at a density appropriate to this highly accessible and high amenity location. Relative to conventional residential in Bayswater this will be high density development.</p> <p>Density is inherently restricted by the Bayswater Marine Precinct ensuring priority of land for marina and other uses such as public space, with residential as a secondary activity. That land use requirement in combination with the 12m height limit restricts the residential intensity that is possible to the available envelope. However development has been maximised within this envelope with consideration of residential amenity and the extent, character and quality of parks and the public realm.</p>
<p>(d) refer to Policy H6.3(3);</p> <p>i.e. Encourage development to achieve attractive and safe streets and public open spaces including by:</p> <p>(a) providing for passive surveillance</p> <p>(b) optimising front yard landscaping</p> <p>(c) minimising visual dominance of garage doors.</p>	<p>Passive surveillance is provided for with windows provided on all facades of the apartments and for the terraces, required on all street and lane facades, and to be expected on all mews facades.</p> <p>Optimisation of front yard landscaping is achieved with no private front yards. Instead all of the frontage landscaping is in a centrally managed public realm.</p> <p>Apartment basement entries are from the mews, out of site from the streets and other perimeter spaces.</p> <p>Visual dominance of terraced unit garage doors is minimised as all of these facing into the central mews. A rule (R3.6) controls the maximum width and design of garage doors is included in the Design Manual.</p>
<p>(e) refer to Policy H6.3(4);</p> <p>i.e. In identified locations adjacent to centres, enable greater building height through the application of the Height Variation Control where the additional development potential enabled:</p> <p>(a) provides an appropriate transition in building scale from the adjoining higher density business zone to neighbouring lower intensity residential zones, and;</p> <p>(b) supports public transport, social infrastructure and the vitality of the adjoining centre.</p>	<p><i>Not applicable</i></p>

THAB H6.8.2. Assessment criteria (2)	Assessment
<p>(f) refer to Policy H6.3(5);</p> <p>i.e. Manage the height and bulk of development to maintain daylight access and a reasonable standard of privacy, and to minimise visual dominance effects to adjoining sites and developments.</p>	<p>The restricted height of development in combination with openness around the perimeter and the width of the central spaces ensures both excellent daylight access to these dual aspect terraces and for privacy between units. Privacy between units is further addressed in the design rules and guidelines.</p> <p>Being not more than 12metres high, set well below and approximately 80 metres away from the nearest residential property at 12 Marine Terrace this will avoid visual dominance effects to adjoining sites and developments.</p>
<p>(g) refer to Policy H6.3(6);</p> <p>i.e. Require accommodation to be designed to:</p> <p>(a) provide privacy and outlook; and</p> <p>(b) be functional, have access to daylight and sunlight, and provide the amenities necessary to meet the day-to-day needs of residents.</p>	<p>Outlook is provided with a combination of wide-open views for the perimeter faces of the buildings, and secondary views to the mews courtyard. The separation distances within the mews extend to over 40 metres in the South Precinct, range between 23 and 34 metres in Central Precinct, and while 9 metres at one 'narrows' in the North Precinct are typically between 12 and 22 metres. This means that all units can comfortably meet Unitary Plan outlook space requirements and most will considerably exceed those.</p> <p>The additional width across the mews will also contribute to privacy to a degree much greater than expected by the Unitary Plan. Nevertheless, privacy is further provided for with rules limiting the extent of glazing on terrace end walls that face into lanes and by setting a minimum height above the street for occupied ground floor levels.</p> <p>Daylight and sunlight are generously available to all dwellings given the openness around the perimeter and openness and width of the mews courtyards.</p> <p>The apartment designs provide for servicing, and the Design Manual requires that terraced units each provide for rubbish and recycling. The terraced unit dimensions have also been calibrated to allow viable, high amenity dwelling floor plans.</p>
<p>(h) refer to Policy H6.3(7); and</p> <p>i.e. Encourage accommodation to have useable and accessible outdoor living space.</p>	<p>Useable and accessible outdoor living space will be provided for with expectations for at least upper-level terraces and balconies including potentially roof terraces. In this waterfront context and with the orientation to north and/or west available to all lots it is expected that most if not all units will exceed the THAB zone minimum standard for above ground apartments which has been taken through into the rules in the Design Manual.</p> <p>In the context of having choice of two public parks which offer a choice of orientation, sun or shade, and wind shelter from various directions, and a west facing public promenade linking these parks, no ground level private outdoor living space is needed nor is appropriate here.</p>

7 CONCLUSIONS

1. The new Bayswater Maritime Precinct mixed-use neighbourhood will maintain critical marina, public access and transport functions and will develop this to be a distinctive harbour edge destination and a safe and attractive setting for both residents and the wider community.
2. While aspirational and of good quality in its own right, the proposal is also notably superior to the existing under-developed environment of an ill-defined open space interspersed with parking and marine service functions and lacking local services.

Provision of operational marina

3. Operational marina functions are successfully maintained with enhanced marina edge facilities, a reconfiguration of marina parking and marina offices centrally located at the ground floor new building with aspect over the marina.

Comprehensive and integrated development

4. Comprehensive planning and design successfully integrates high quality residential while as required by the Unitary Plan prioritising marina and coastal edge functions.
5. Buildings and spaces are designed together to define high quality streets, parks and mews. This configuration of urban form, structure and landscape successfully creates an attractive landscape and public open space outcome at the same time as meeting challenging marina and boat-trailer parking requirements.
6. The extent of residential development has been optimised to ensure the development provides a high level of residential amenity and a suite of high-quality public spaces that meets Unitary Plan requirements.

Accessible, place-appropriate spatial structure

7. The proposal offers a permeable and legible spatial structure that in combination with urban landscape treatment provides excellent coastal accessibility for all users.
8. The breakdown and alignments of urban blocks and the building form that results relates in a sensitive way to local landform and to the Takapuna Boating Club building.

Diversity

9. Residential activity and the related service retail and commercial functions will complement and enrich the mix of uses here, contributing to public choice and opportunity and, by establishing a 24 hour custodial presence, also to safety and security.
10. The two parks and related coastal boardwalk provide a choice of public settings with different microclimates and orientations to sun and view.

High quality, distinctive, and fit-for-place character

11. Both open space and building design will contribute to a distinctive coastal character and ensure that the proposed development will be in keeping in this location. This is achieved with a combination of sensitive building form and scale, variation in building alignment, positive relation to landform and the harbour, and reference to local waterfront cues in materials and detail.

Attractive landscape and public realm

12. The proposal presents a high-quality public realm with an elegant, carefully conceived and fit-for-place design solution. This integrates local materials and landscape elements in a sequence of attractive public spaces that provide for occupation and amenity as well as residential outlook.
13. The strategic relocation of existing Pohutukawa and use of low planting and reinforced turf under parking spaces successfully mitigates the visual effects of large areas of marina parking.
14. The mews courtyards are spatially generous, and with the planned landscape treatment will provide a suitably high level of amenity while providing for essential servicing and carparking functions.
15. Residential parking and servicing under buildings and accessed from the mews is out of sight from the street and ensures external street edges are unbroken by vehicle crossings. Along with the proposed public realm landscape treatment, this contributes to successfully mitigating the visual effect of vehicles on the precinct.

Appropriate building scale and form

16. Development is maximised with respect to AUP standards, and the similarity of height to the Takapuna Boating Club building and complementary alignments to this and the more organic shape of the escarpments to the north-east means that the development fits well into this context.
17. Both the completed apartment configurations and the envelopes and rules that apply to the terraces will achieve visual interest in combination with aesthetic coherence and a sense of human scale.
18. Building projections that provided for from the terraced units are calibrated to avoid effects on neighbouring units and will contribute skyline and façade variation while at the same time optimising residential amenity.

Residential amenity

19. Due to the openness around the edge of the development nearly all apartments and all planned terraced units have direct coastal views, and all dwellings receive excellent sun and daylight.
20. Elevation of the apartments a storey above ground and the lowest street or park-facing habitable floor of the terraced units between 0.7m and 1.5m above the adjacent edge will ensure privacy at these edges. In combination with the dwelling entries facing the street, this maintains an appropriate connection between the dwelling and the street.

21. The spatial generosity of the mews contributes to privacy between units and outlook from and sun and daylight into the rear facades of units. This contributes a high degree of amenity that is well in excess of AUP standards.
22. It is appropriate that the AUP private open space standard for apartments is applied to the terraced housing, given the superior utility of above ground terraces and balconies to these units, and the immediate availability of two new public parks and the coastal boardwalk.

Design Manual

23. The controls and processes established by the consented design and Design Manual will be effective in achieving high quality design outcomes for terraced housing.
24. The combination of a consented envelope, rules for quantifiable aspects of the development and guidelines to cover the design quality of the outcome give an appropriate balance of certainty of high amenity outcomes and flexibility in how those are realised.
25. The process appendices in the Design Manual give suitable clarity on all matters to be considered in ensuring appropriate design quality including a robust design review and approval process.

Auckland Unitary Plan

26. The proposed development is consistent with all urban design related Auckland Unitary Plan objectives, policies and assessment criteria.

Attachment 1: Urban Design observations on perspective views

The perspective views referred to here and shown as vignette images are the Bayswater Marina Landscape Renders produced by Chris McGrath.

Summary observations

1. Trees and other landscape elements such as planting and paving variation contribute to a conspicuously high-quality public realm around the coastal edge. This is not a central city site so the treatment is more relaxed and informal than would be found on some central city waterfront sites. Nevertheless, it is characterised by generosity, careful consideration of user experience including views and a high degree of aesthetic coherence in combination with visual richness.
2. The three-dimensional forms of trees soften and enrich views of building development, successfully integrating building into this new urban landscape. Because existing mature Pohutukawa are either retained or relocated from elsewhere on site, much of this effect will be achieved immediately.
3. The paving treatment demonstrates a legible and well-conceived hierarchy of asphalt for vehicle carriageways, two types of exposed aggregate concrete for pedestrian ways and parking areas with this latter in combination with surface planting, and areas of timber boardwalk around parts of the perimeter. This treatment is legible and aesthetically coherent, and will be visually attractive.
4. Despite a requirement for a very high number of spaces for marina users parking has been integrated successfully. The images (refer figures A1.1,A1.6, A1.9 and A1.11) show that breaking down areas of parking into separate blocks on different alignments and strategically located trees in combination with low level planting and paving variation mean that parking will not dominate the public realm. Parking areas are shown only partly occupied which will be the most common condition. Even when the spaces are infrequently full, the combination of breaking down and separating areas of parking and the trees will ensure cars do not dominate the scene.
5. The terraced blocks offer visual complexity and formal variation and do not overwhelm the space, even when presented in these perspectives as blank unrelieved envelopes. (For examples refer figures A1.1, A1.2, A1.7 and A1.11.) Following architectural design of each unit the view will be further enriched.
6. Trees and planting provide a good level of amenity within the mews, both articulating the surface and partially veiling the view across to enhance inter-unit privacy (refer to figure A1.5). The mews is positively defined by buildings and the skewed 'walls' and shaping of the plan also contribute a sense of spatial dynamism. Nevertheless, as building facades are so prominent here their design will be important, and the required qualities are described in the Design Manual. With this combination of spatial complexity and proposed landscape treatment, even if all parking spaces were to be occupied, the mews would provide a reasonable outlook.



*Figure A1.1 (Cam 01 – 9am)
View from the northern edge of the walkway, with the raised planted edge of North Park at left. This demonstrates an attractive and welcoming water edge promenade and how the visual effect of the required marina parking will be mitigated by low level planting and trees.*



*Figure A1.2 (Cam 02 – 11am)
The line of terraces in view on the approach from the north along Sir Peter Blake Parade. This route is pleasantly framed by trees and buildings and demonstrates the 'Townscape' effect of 'deflection'. That is the terraces suggest something beyond and out of sight and entice the eye towards the end of the street, gradually revealing the destination along the way.*



*Figure A1.3 (Cam 03 – 2pm)
Entry view to North Park with a path leading across the park towards the marina and shaping of the land edge to provide for occupation towards the water edge.*



*Figure A1.4 (Cam 04 – 2pm)
North Park shaped and spatially defined by terraced housing. Planting and the public lane in front of the terraces provide a transition from private dwellings to the public realm of the park.*



*Figure A1.5 (Cam 05 – 2pm)
Mews courtyard showing a comfortable degree of spatial closure with good daylight and generous outlook space from the rear of terraces. This also shows how trees contribute to privacy and visual amenity and how low-level planting and paving variation successfully articulate the ground surface. Even if all parking spaces were to be occupied the mews will function as a good quality outlook space.*



*Figure A1.6 (Cam 06 – 9am)
Cross Street, looking west, with variation in building alignment contributing visual richness. Parking is successfully modulated by planting and paving variation. This wide space provides an attractively framed, clear and legible view across the site to the harbour. Activation is achieved at the apartment with commercial activity and entry at the street edge and north facing balconies above.*



*Figure A1.7 (Cam 07 – 8am)
This view shows how South Park includes existing trees, opens towards the south-east, and incorporates both a water edge promenade and a secondary path along its rear edge. Boardwalk seating and the tidal steps provide a place to occupy at the water edge oriented for views of the ferry arriving and departing, and the boat ramp in operation.*



*Figure A1.8 (Cam 08 – 8am)
South Park has good aspect over the water space. The apartment building at its southern end has marina offices at its base. The paved space here provides for vehicle turning but will also function as a public plaza as required. Apartment design demonstrates positive façade articulation and as a larger built element will form a landmark at this visually prominent location.*



*Figure A1.9 (Cam 09 – 9am)
The view at the southern tip of the site looking west. The apartments here successfully bookend the development and the eye is drawn to the timber boardwalk and trees at the coastal edge.*



*Figure A1.10 (Cam 10 -8am)
This view along the eastern edge of the development shows a comfortable geometric and height relationship with the landform in the background. This northern apartment is also aesthetically varied from its companion apartments, and ground level activation of the corner can be seen at this important central location.*



*Figure A1.11 (Cam 11 – 3pm)
The frontages of terraced housing define the coastal edge, making a concave space with a focus out to the harbour. The changes in facade alignment here in combination with facade offsets and gaps breaks down the scale of the terraces. Substantial trees along the edge define the coastal boardwalk and will filter views to and from the terraces. The associated low-level planting and permeable paving including planted inserts combine to mitigate the visual effects of the marina car parking here.*

Attachment 2: Exploration of façade variation

The following are diagrams based on a grouping of six 6m wide terraced units to demonstrate how individual design on each will contribute to variation. These are hypothetical façade studies with broad relation to the controls rather than specific building designs.

Summary observations

- Individual unit design will lead to a high degree of aesthetic variation, however the effect of variation is also achieved should there be two or three identical units in a line of terraces;
- Repetition of units in any terrace contributes to a mixed grain which contributes a further type of variation; and
- Introduction of double lots is likely to lead to height variation.



Figure A2.1
Repetition of one unit (type C) separated from its 'twin' maintains variation.



Figure A2.2
A group of three identical (type D) units at mid terrace. This introduces a 'mixed grain' and maintains a sense of variation.



Figure A2.3
Three identical (type D) units at end of terrace also retains a sense of variation.



*Figure A2.4
How variation occurs with further mix
and match of facades, including a
'double width' dwelling (type F).*



*Figure A2.5
The type of skyline articulation shown
here is likely should double lot
development occur (see type F.1). With
a GFA at each level of 144 m²,
development of a single dwelling on
any 12m x 12m double lot is unlikely to
extend to a full three storeys. That is
because a parking/service level at
ground and two habitable floors above
equates to a GFA of 432m².*

*Rooftop use as private open space is
indicated on this and also types C.1 and
D.1, and this contributes further to
skyline variation.*