

Masato Nakamura

From: Ila Daniels <ila@campbellbrown.co.nz>
Sent: Friday, 16 August 2019 11:51 am
To: Craig Shearer
Cc: Quentin Budd; John Stenberg; Peter Kensington; Mitra Prasad (AT); Tony McDermott
Subject: FINAL Pre-App Minutes - Bayswater Marina - 9th August 2019

Hi Craig,

Good to meet you and the project team last week and to be taken through the re-design work on the vision, masterplan and massing for the Bayswater Marina site.

Find below the key feedback and commentary from our meeting. I trust it is an accurate record, but if you have any comments let us know.

Please note that Mitra will provide commentary on the AT feedback separately.

Meeting 9th August 2019 – Bayswater Marina

Introduction

- Craig advised client seeking to progress towards lodging an application.
- Craig not convinced it needs to go to the AUDP again, after the four meetings to date.
- Undertaking consultation (LB, iwi, berth holders, other local groups).
- Wanting to have a series of meetings to agree the proposal in stages, rather than progressing too far with the architecture.

Background

The last AUDP supported a number of matters, the key being:

- smaller footprints;
- underground parking;
- retention of the Pohutukawa;
- board walk; and
- increase in size of southern parks.

However, the AUDP were not convinced on the following matters:

- Sense of place;
- Vision;
- Te Aranga design principles;
- Unconvinced by block movement and open space strategies;
- Dominated by residential use;
- concerns by generosity of the park to the north;
- Concern in the impact of the building adjacent to northern park; and
- Beacon building should be more clearly expressed.

Since the last AUDP the project team have been seeking to redesign and respond to these matters, and have had a massing workshop with John.

Vision and new masterplan approach

Paul, Rachel and Graeme took us through the documents presented and identified the following key matters:

- Focus on the neighbourhood;
- Encouraging and inviting people to dwell and linger;
- Public open space purposely placed given water is directly accessible at both southern and northern parks;
- Northern park has connections into the existing open space network to the north and southern has visual connection back to the city and harbour bridge;
- Looking at a finer grain of scale and form of buildings, and use of inflection in the building lines;
- Alignment of central roads to the marina to allow views through the marina;
- Boardwalk designed to give different experiences around the exterior;
- Public structures provided in each park i.e. changing/ toilet facilities to the north, south has a canopy structure;
- Highest structure is no more than the cliff tops;
- Height diversity across the building form, consideration of height location and grain;
- Berth Holders have 310 spaces secured agreement renegotiated in 2031. Though scheme needs to ensure we cannot make the location and route to the marina any more onerous than what exists; and
- No public roads to be provided, though full public access.

Discussion

Urban Design

- John outlined that he believes the master planning has come a long way from the original and considers it has landed in terms of public amenity. John was supportive of the foot print and floor plan, however, going forward devil will be in the detail. He expects that the approach to architecture has a quality that breaks down the building form, suggested using verticality in the façade approach and informality and variation in architecture;
- Paul advised that the materially approach will seek to speak of the place and variety, weather naturally and maritime references. John supported this outline;
- Discussion around the need to carefully consider frontages to the public realm and access/ movement from apartment buildings in terms of connection to the boardwalk; and
- John advised that the ADO would need to decide whether we take it back to the panel in terms of architecture and the make-up of any panel. John to discuss further with the head of the AUDP and advise.

Landscape Design

- Peter advised that he supports John's position above and considers it a benefit that the landscape response (in terms of provision of open space area) is likely to be more than the AUP requires as a minimum, whilst more refinement to go in terms of the detailed design and noting that the architectural design still needs to also respond to the local character, sense of place and expectations for the future environment under the AUP.
- In principle supports the bulk and mass in terms of the height, however, would like to know more detail around the under/ overs quantum. Paul advised that this was based on the foot plates only and did not include any podium areas. These details to be provided.

In terms of the next steps on landscape and urban design, the following matters were agreed

- Key representative view models, want the initial SIMS with bulk models, including showing the AUP building height limit with the key viewpoints agreed directly with Rachel in the meeting – being C, D, E and 10 from the Boffa Miskell Viewpoint Location Plan – Figure 1, dated 26 July 2018, Revision 6. The AUP volcanic

viewshaft T03 was also discussed as a possible viewpoint to cover off in an assessment (noting that the proposed building heights will be well beneath this viewshaft).

- They will starting to look at the architecture for the key buildings to start with being the northern park, beacon and adjacent curved building.

Development Engineering

- Tony advised that certainly SW/ WW can be within private road and private land without the need for an easement, however, public Water supply can only be in public land therefore internal reticulation will need to be private. There can be a bulk water supply meter at the boundary of the public/private road, private internal meters will need to be installed and managed by the body corp. Also fire hydrants within the private roads will need to be private, so these need to be considered in the infrastructure design at the site.
- There will be a Coastal inundation overlay for this site , the design will need to include consideration for the 1 metre sea level rise over the next 100 years as per the AUP.

Auckland Transport

- Mitra to separately confirm AT feedback on the proposal and provide contact details to AT Ferries.

Planning

- Ila outlined new to the project but good to have the support of John and Peter. In principle supportive of the intensification by a transport node and that the provision of both open space in excess of the precinct requirements was positive (confirmed provision was 7,800m²).
- Based on the information to date comfortable with the provision of additional height and the approach with under and overs and restricting the additional, though subject to seeing the additional visuals to be produced, seeing the architecture of the buildings and getting further advice from Peter and John.
- Interested in having clarity on the legal mechanisms proposed to ensure public access in perpetuity across the site and the staging of development across the site i.e. in particular the timing and delivery of open space.
- Queried the provision of convenience retail for new residents and ferry users given desire to provide a walkability community. Paul advised that there would be provision
- It would be good to have clarity on the location of private vs. public parking on site.
- It would be good to understand the movement routes from public parking to the open space area i.e. to launch a kayak.

Next Steps

- Confirmation on the under and overs calculations for building height;
- Detailed architecture for key buildings to be developed;
- Provision of building bulk modelling within viewpoints as agreed between Peter and Rachel;
- Craig to include AT Ferries in the consultation strategy (Mitra to confirm contact details);
- ADO to form a view on whether additional AUDP will be required; and
- Mitra to provide details of the park n ride project for the AT land.

Next Meeting

- Anticipated to be 6-8 weeks time (end of Sept/ Start of Oct).

Kind Regards

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