

Beachlands South

Fast Track Design Report

Revision C
12 August 2026



This report has been prepared in support of a substantive application submitted by Beachlands South Limited Partnership ('BSLP') under the Fast-track Approvals Act ('FTAA').

The Project name is 'Beachlands South' and is included in Schedule 2 of the FTAA as a Listed Project with significant regional or national benefits. The Project location or Site is located across approximately 159.58 hectares of live zoned land and approximately 108.6 hectares Future Urban zoned land at 110 Jack Lachlan Drive, and 620, 712, 758 and 770 Whitford-Maraetai Road, Beachlands.

In summary, the Project will provide for the development of live zoned land at Beachlands into a comprehensively planned and public transport focused community to achieve a well-functioning urban environment comprising residential dwellings, a hotel and conference venue, community and commercial activities, protected ecological restoration areas, walking and cycling networks, and community facilities, and enable the potential development of two schools, as well as all associated earthworks and all associated infrastructure including transport facilities, intersection upgrades and roading, telecommunications, power, and water supply, stormwater, and wastewater infrastructure (including any treatment or storage facilities, drainage, pipes, pump stations, outfalls and discharges). A portion of Future Urban zoned land will be used for wastewater management purposes.

Key elements of the Project include:

- Residential activities comprising approximately 2,000 dwellings in a variety of housing types, densities and vacant sites for future residential development;
- Establishment of a commercial local centre supported by employment opportunities within and around the periphery of the local centre and on the Whitford-Maraetai Road frontage comprising approximately 27,000m² of commercial GFA and 30,000m² of light industrial GFA;
- Education facilities comprising the development of both primary and secondary schools;
- Establishment of an Ecological Protected Area Network (EPAN) comprising approximately 75 hectares of land being replanted, restored, maintained and enhanced including preservation of streams and their margins;
- A series of open spaces including a suburban park, neighbourhood parks, the Fairway Reserve, golf course, esplanade reserve and riparian margins;
- Provision of public access to and along the coastal marine area and the creation of a quality coastal pathway;
- Public transport enhancements and integrations including expanded ferry passenger capacity;
- Staged road upgrades including the provision of pedestrian and cycling facilities along Jack Lachlan Drive, the upgrade of Whitford roundabout, a series of intersection upgrades; and
- Establishment of infrastructure to service the project including wastewater, water supply, stormwater, telecommunications and power.

This document provides a high-level overview of the proposal. Please refer to accompanying reports for detailed information.

Contents

Section 01: Introduction..... 4

1.1 Vision	6
1.2 Design Principles and Objectives.....	8
1.3 Key Spatial Design Moves.....	10
1.4 Sustainability	13
1.5 Existing Structure Plan	14

Section 02: Design Response..... 15

2.1 Illustrative Masterplan	17
2.2 Sub-Precincts.....	20
2.3 Marina Sub-Precinct	22
2.4 Coastal Sub-Precinct	24
2.5 Village Centre Sub-Precinct	26
2.6 Community Sub-Precinct	28
2.7 Golf Sub-Precinct.....	30
2.8 Employment Sub-Precinct	32
2.9 Quality Housing Choices.....	34
2.10 Open Space Strategy	39
2.11 Transport and Movement	42

Section 01: Introduction

1.1 Vision

Beachlands South is a place defined by its symbiotic relationship with the natural environment. Seamlessly extending and connecting with the existing town of Beachlands, it draws upon the existing rural coastal character of the area. It is an innovative, regenerative, sustainable, and resilient development that will thrive for many generations to come.

Key Outcomes

Values important to mana whenua are recognised and adopted, including protecting and enhancing the coastal, estuarine, foreshore and ecological areas.

Mauri Tu & Te Taiao – the natural environment of gullies, native bush and coastal edge are protected, restored and regenerated. Significant ecological areas are enhanced, positively impacting upon the wider ecological network and existing Beachlands community.

Kaitiakitanga – the natural environment is looked after by a variety of stakeholders including mana whenua and members of the future community.

Whakawhanaungatanga – partnerships are created and fostered with community and stakeholders to deliver positive community outcomes .

He Ara – people and amenities are connected by a network of sustainable, safe and accessible transport options.

A publicly accessible coastline provides opportunities to engage with this sensitive natural environment whilst also protecting it.

A network of high-quality and safe open spaces and recreation areas that meet the needs of the growing Beachlands community.

A commercially successful development that provides economic benefits to the Beachlands community.

A diverse range of future-focused, local employment and business development opportunities.

A sustainable development and infrastructure framework, that is efficient in energy and resources and has a low carbon footprint.

A built environment which is complementary to the existing landform and coastal setting.

A variety of high-quality housing choices.

Compact neighbourhoods that promote and nurture a sense of wellbeing and belonging.

A range of social, cultural and recreational amenities for both the new community and the existing Beachlands residents.



1.2 Design Principles and Objectives



1.2.1 Partnership

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

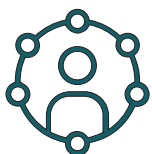
- A collaborative decision-making process where key partners and the existing and future community are engaged.
- Establish targets and measurable goals to monitor the project's progress to achieving the Vision, Key Outcomes, Design Principles and Design Moves.
- A project governance structure that has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



1.2.2 Low-Carbon & Biodiversity

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

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



1.2.4 Neighbourhood Identity

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

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



1.2.3 Thriving Local Community

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

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



1.2.5 Kaitiakitanga

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

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



1.2.6 Sponge City

Generate an innovative and resilient three waters management strategy.

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



1.2.7 Diverse Communities

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

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



1.2.8 Modal Shift

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

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

1.3 Key Spatial Design Moves

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

1.3.2 Natural Ecological Area

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

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

1.3.3 Spine Road

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

1.3.4 Village Centre

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

1.3.5 Compact Neighbourhoods

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

1.3.6 Social Infrastructure

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

1.3.7 Transit-adjacent Community

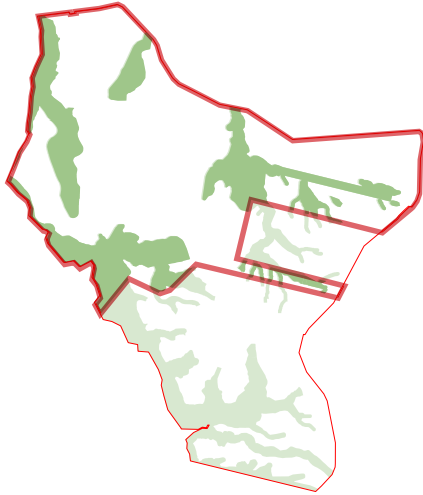
The location and function of the Village Centre ‘heart’ informs the way in which residential density is assigned, with higher densities allocated in proximity to high frequency public transport and near to community facilities and amenities. The residential density of the precincts naturally lowers further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

1.3.8 Network of Walkways and Cycleways

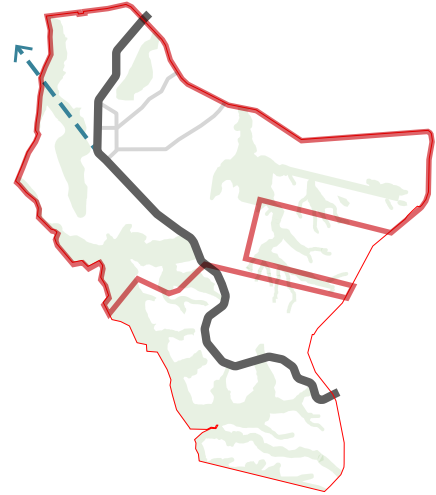
A recent survey in Hobsonville Point has found that the coastal walkway is used daily or weekly by 69% of residents, making it the most frequently used feature in Hobsonville Point.

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

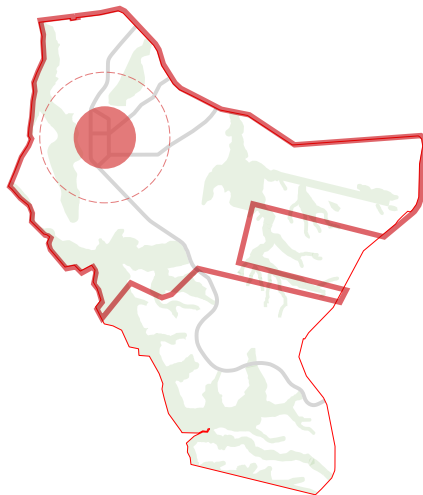
The following diagrams show the Live Zoned area where subdivision/development is proposed in the fast track consent application outlined in bold red.



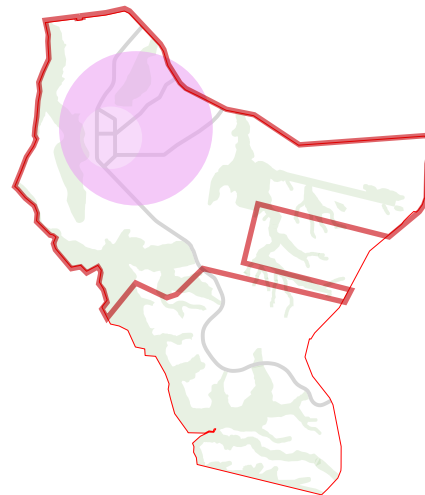
Retain, protect and enhance natural ecological areas.



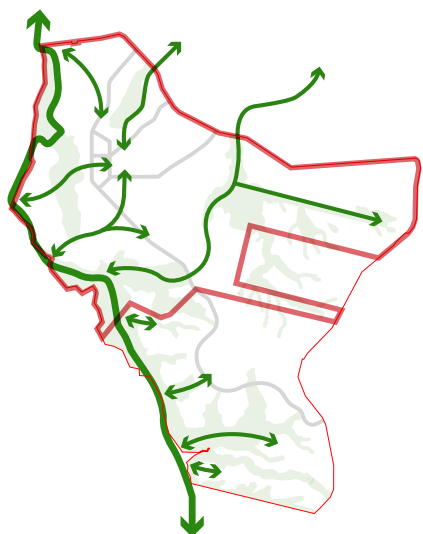
Creation of a spine road as a central organising element.



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



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



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



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



1.4 Sustainability

Sustainability Strategy

During the plan change process the Sustainability Strategy for Beachlands set out the sustainability credentials for Beachlands South and included the objectives, proposed initiatives and performance targets required to fulfill the development's vision.

This fast track submission follows through on this strategy as a holistic approach that encompasses six key focus areas:

1. Water Management and Water Sensitive Design

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

2. Biodiversity and Ecological Regeneration

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

3. Health, Well-being and Culture

A built environment that embodies principles that foster the physical, mental, social, cultural and economic well-being of residents and visitors of Beachlands South. This includes design principles that align with Te Ao Māori values, providing neighbourhoods with strong emotional, visual and physical connections with nature, and including employment opportunity areas and public amenities that promote communities that can sustain themselves.

4. Low-carbon Development

A low carbon development, with significantly reduced embodied and operational energy for buildings and infrastructure, alongside the enhancement and introduction of significant on-site carbon sequestration through native planting.

5. Renewable Energy and Energy Efficiency

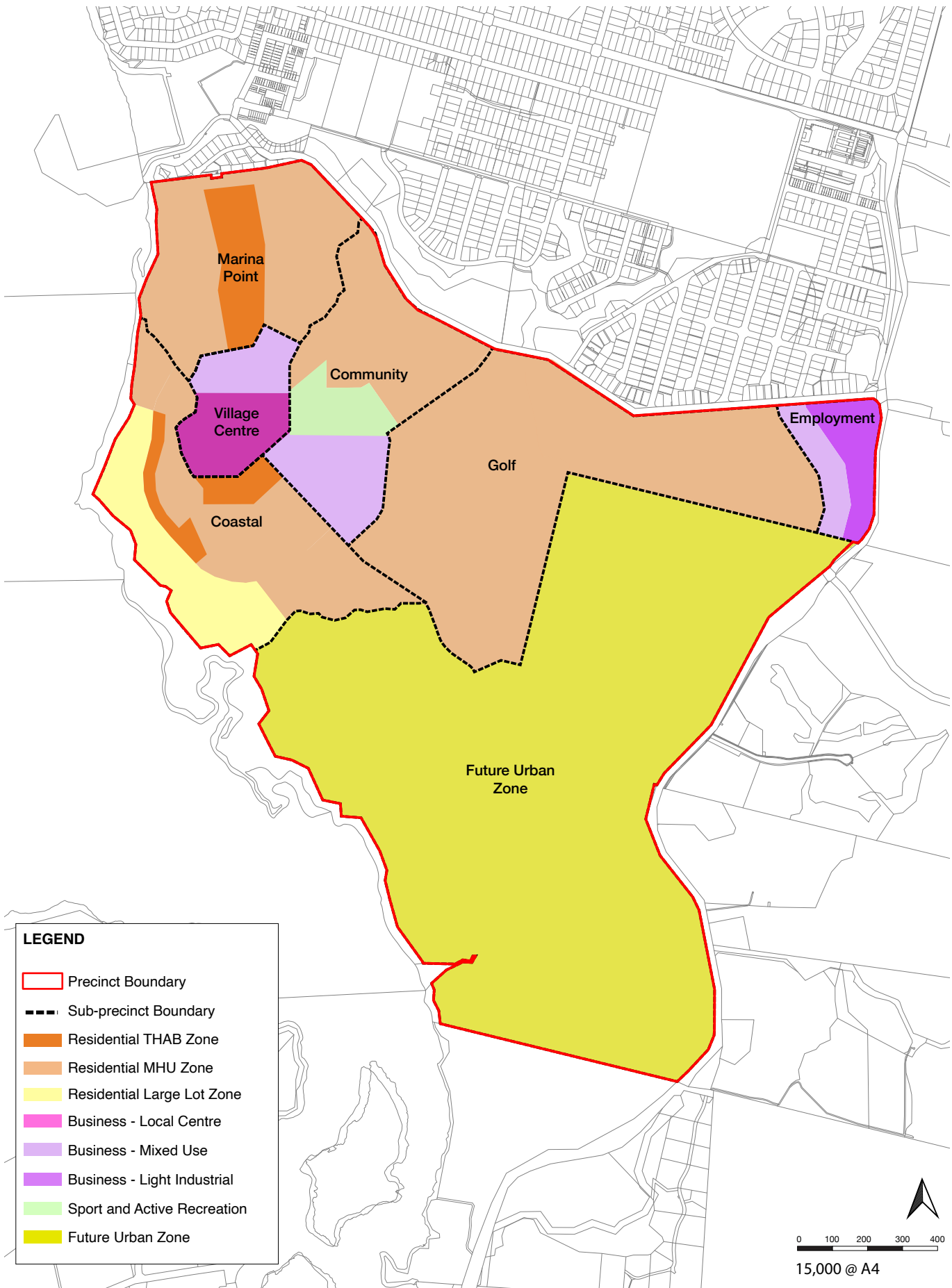
Energy efficient infrastructure and buildings, reduced water and operational energy demand.

6. Transport – Modal Shift and Healthy Streets

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



1.5 Existing Structure Plan



Section 02: Design Response



2.1 Illustrative Masterplan

The Beachlands South Precinct applies to approximately 307 hectares of land with a contiguous boundary to the existing coastal town of Beachlands. The project area of this fast track consent applies to the 159.58 hectares of Live Zoned land.

The purpose of the Beachlands South Precinct is to provide for significant expansion of the existing coastal town of Beachlands into a comprehensively planned and public transport focused community adjacent to the Pine Harbour ferry berths that supports the development of a well-functioning urban environment.

The precinct comprises a variety of urban zones for residential, business, light industrial and recreational development opportunities. This variety of urban zones will enable the development of a wide range of activities that will support the expansion of the existing coastal town of Beachlands. The remainder of the precinct is zoned Future Urban and will be rezoned for urban purposes in the future in coordination with identified infrastructure upgrades and funding.

The following illustrative plan shows the area of the Beachlands South Precinct which forms the fast track application and highlight some key features.

The overall structure is underpinned by:

- A high-quality walkable street network including dedicated cycling facilities
- A hierarchy of open spaces, including the Fairway Reserve and coastal walkway
- Strong integration with natural features, including the Ecological Protected Area Network (EPAN)



- 
- 1 Fairway Reserve
- 2 Village Centre
- 3 Protected Ecological Area
- 4 School
- 5 Hotel
- 6 Golf Course
- 7 Employment
- 8
- 9
- 10
- 11

2.2 Sub-Precincts

The proposal comprises six sub-precincts:

- **Sub-precinct A:** Marina Point – located between the Pine Harbour Ferry and the Precinct's Village Centre this sub-precinct provides the opportunity for high-intensity residential development to complement the local centre and maximise the efficient use of land adjacent to a significant public transport infrastructure asset.
- **Sub-precinct B:** Village Centre - intended to provide for high density residential opportunities, employment, civic space and a range of commercial activities for the local convenience needs of surrounding residential areas. The Village Centre is strategically located to support the Pine Harbour Ferry and is intended to complement the existing commercial activities within Beachlands/Maraetai. This sub-precinct is the focal point for local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets.
- **Sub-precinct C:** Community - intended to be the focal point for civic and community facilities including two new schools and a destination playground to reinforce the Village Centre and indicative public open spaces for informal recreation. Opportunities for visitor accommodation and associated amenities are also provided for through the adaptive reuse of the existing golf clubhouse building.
- **Sub-precinct D:** Coastal – a lower density residential area, located along a coastal escarpment with significant landscape features including a central ridge sloping towards a densely vegetated gully of significant terrestrial and ecological value. Development in this sub-precinct will respect the natural rolling topography and landform character while ensuring people and property are protected from natural hazards.
- **Sub-precinct E:** Golf - to provide for the maintenance and on-going activities of the remaining 9-12 hole golf course within the Golf Course Special Area including the addition of some lower density housing, while respecting significant ecological features.
- **Sub-precinct F:** Employment – located at the eastern edge of the site, adjacent to Whitford Maraetai Road, and will therefore be easily accessible to the existing Beachlands- Maraetai community. A range of light industrial and small business / live-work units will provide a local employment source.

Figure 1. Sub-Precinct Plan



2.3 Marina Sub-Precinct

Innovative, compact, high density living in nature with stunning views of Hauraki Gulf and islands with easy access to public transport. Offering a wide variety of lifestyle choices and affordability with better work-life balance.

Overview and design response

Located at the northern point of the new community, homes in this sub-precinct benefit from the greatest accessibility to local facilities and public transport options. Homes in this sub-precinct will overlook the coastal edge to the west and the existing marina to the north, with great access to the Kahawairahi Coastal Pathway and the network of walkways that trace the gullies across the site.

A key feature of this sub-precinct is the Fairway, a generous band of recreational, ecological and amenity open spaces that run between the existing Marina to the north, and the Village Centre to the south. The Fairway bridges the east-west links that are distributed through the residential blocks, creating a network of convenient and safe walking and cycling routes.

The proximity to the proposed primary collector Spine Road to the east of the Fairway provides excellent access to frequent bus transportation, as well as the ferry service from the existing Pine Harbour Marina.

Accordingly, this sub-precinct enables higher density urban living with a mix of 6-storey lifted apartments that line the Fairway, with some 3-storey walk-up apartments and a mix of terrace and stand alone houses accessed by a legible network of roads and laneways.



2.4 Coastal Sub-Precinct

Surrounded by open space on three sides, the peninsula-like landform emphasises the opportunity for neighbourhoods with a strong relationship with the natural coastal environment.

Overview and design response

The Coastal sub-precinct is an elongated area located along a coastal escarpment and is characterised by a central ridge that slopes gently towards a well-vegetated gully and boasts sweeping views of the Hauraki Gulf and Waikōpua Estuary.

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

Overlooking the Waikōpua estuary with Cockle Bay and Howick Beach in the foreground, and the Sky Tower, Rangitōtō Island and Motuihe and Motutapu Islands on the horizon, it is expected that development in this sub-precinct will have a strong focus on maximising sea views while maintaining a light footprint nearer to the coastal edge, enabling clear and legible access to the coastal pathway.

The western (coastal) side of the main access road is comprised of large Lot coastal living. Apartment living is provided among the ridge to maximise views and includes a 12-storey apartment building at the northern end.

A mix of terrace housing in the remainder is designed to maximise connection to the regenerating ecological network.





2.5 Village Centre Sub-Precinct

An attractive regional food and beverage destination and thriving mixed use local hub for the Beachlands South community. Includes shops, cafes, restaurants, workspaces and a small supermarket, all focussed around a main street and high-quality public open spaces providing opportunities to host small markets and events with views over the Hauraki Gulf and Rangitoto Island.

Overview and design response

Located at the heart of the Beachlands Masterplan, the Village Centre sub-precinct is a pedestrian-orientated work, shopping & living community hub that is well-connected to the adjacent sub-precincts. It is strategically located on the central circulation spine facilitating convenient connectivity to the new and existing Beachlands community, particularly by walking and cycling, with a number of high-quality routes all arriving at the centre. The Village Centre is orientated with views down through the western gully over the coastal edge and beyond to Rangitoto Island, reinforcing the connection with the sea.

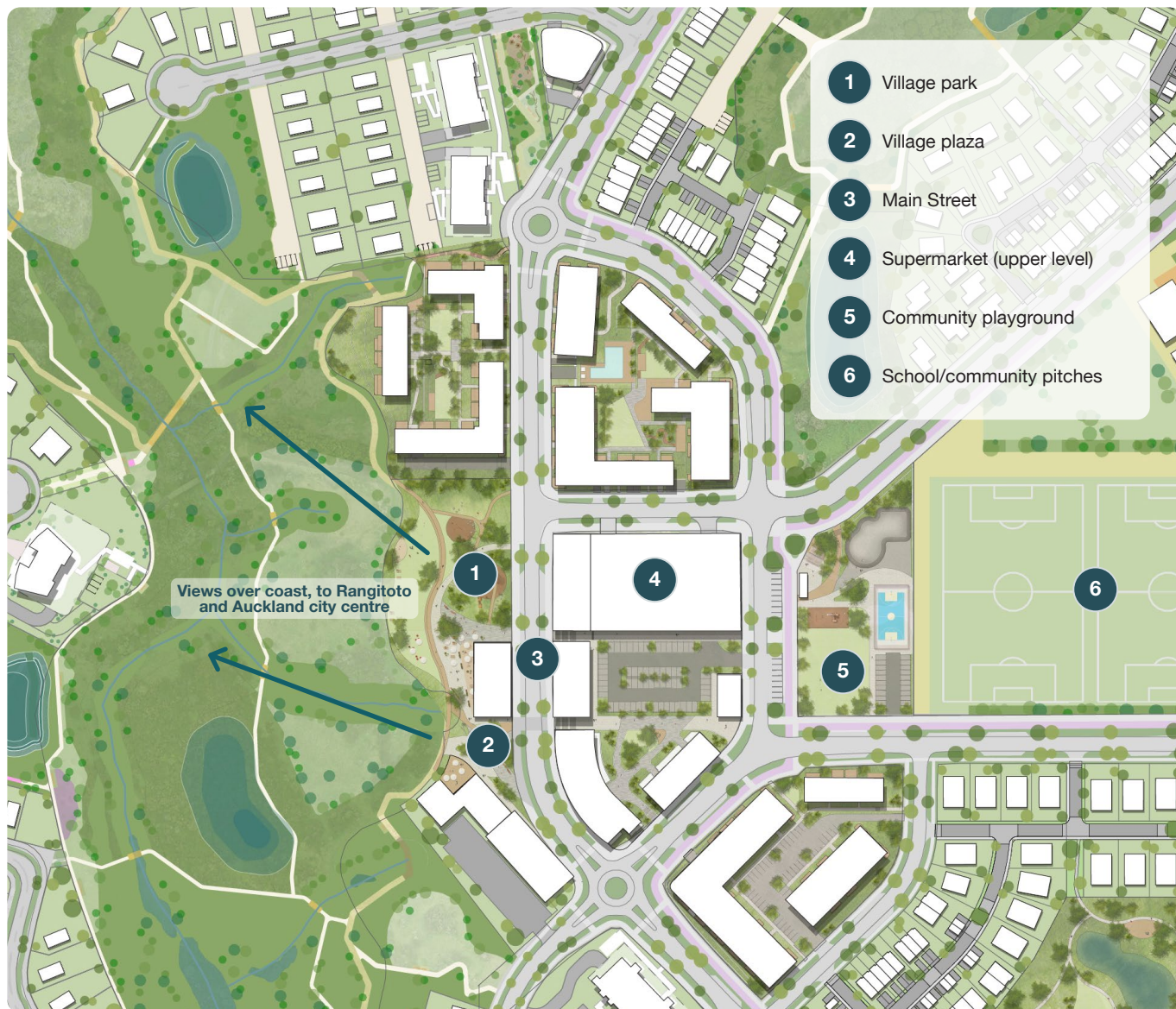
Promoting a compact and assorted cluster of mid-rise buildings, the Village Centre provides a mix of local retail offer that sleeve a supermarket along the main street level to encourage pedestrian activity, with commercial and residential use on upper floors with apartment balconies capturing coastal views.

Designed to supplement rather than compete with the existing retail offering within Beachlands/Maraetai, the centre will consist of a small number of shops as well as places to eat and drink. The Village Centre is anchored by the central village plaza and village park, two high-quality urban spaces benefiting from the north-western orientation and located on the edge of the adjacent gully which allows views over the coast towards Rangitoto helping to foster connections with the Hauraki Gulf.

Food and beverage outlets are located around these open spaces to encourage outdoor dining and families to use the adjacent play facilities.

The spaces have been designed with flexibility in mind, able to host small events and markets.





2.6 Community Sub-Precinct

The community hub of Beachlands South, offering a range of high-quality social and recreational facilities to serve both the existing and proposed population.

Overview and design response

Located immediately adjacent to the Village Centre, this sub-precinct contains a number of community facilities including a suburb park, community sports pitches, the existing golf clubhouse (re-purposed as an events centre), proposed hotel and a site for a primary and secondary school.

The school sites allow for the full range of school education (including primary, intermediate and secondary), avoiding the need for residents to travel beyond Beachlands/Maraetai for school. This location provides easy connections for not only new residents, but also for existing residents of Beachlands as well as easy access to the proposed new Village Centre. The provision of shared facilities between the school and the community will be encouraged therefore it is important these facilities are co-located with strong pedestrian links. Such shared facilities could be sports pitches and courts, meeting spaces and potentially a swimming pool or library.

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

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

The sub-precinct will also contain the existing golf clubhouse, which is envisaged as being retained as a multi-purpose building containing the golf pro-shop and changing rooms, conference and wedding venue facilities as well as new visitor accommodation in the form of a new hotel, all served by appropriate hospitality and dining facilities. The existing clubhouse will maintain a generous open space around it to preserve outlook and provide an attractive setting for the visitor facilities and event spaces.





2.7 Golf Sub-Precinct

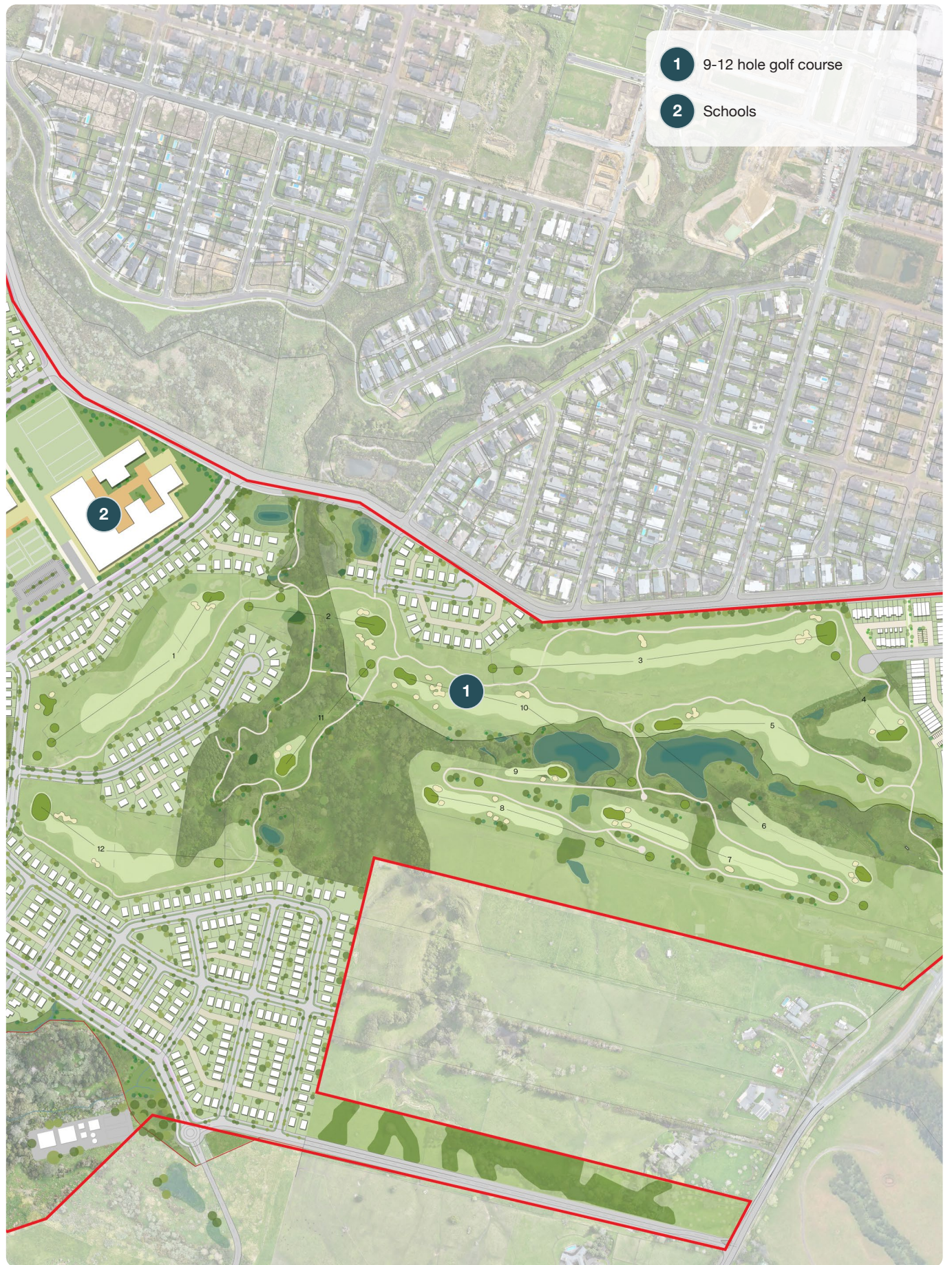
Characterised by a 9-12 hole golf course and stunning views back over the Hibiscus coast, this sub-precinct provides a range of medium density housing with great connections to recreational opportunities and ecological areas.

Overview and design response

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

It is envisaged the golf course will remain in a shorter format of 9-12 holes that are more accessible to a wider range of golfers including families and younger golfers, complemented by indoor and outdoor practice facilities. This will provide a valuable community asset for both the proposed and existing Beachland's community.

Through a staged approach, amending some of the existing golf holes opens up pockets of land for housing across this sub precinct, many of which would benefit from overlooking the golf course or backing onto a gully.



2.8 Employment Sub-Precinct

Located just off Jack Lachlan Drive and at a stone's throw from existing and proposed residential areas, this sub-precinct provides a range of high-quality and local employment opportunities, for better work-life balance and lifestyle choices.

Overview and design response

The Employment sub-precinct is located at the north-east corner of the Beachlands South Precinct, overlooking the Golf Sub-precinct and vegetated gully to the west.

The Employment Sub-precinct is zoned for light industrial and mixed-use activities. This land is immediately adjacent to the intersection between Jack Lachlan Drive and Whitford-Maraetai Road making it highly accessible for the Beachlands-Maraetai community and will provide some valuable employment land in order to minimise travel beyond the area.

A small pocket of terrace housing is proposed adjacent to Jack Lachlan Drive overlooking the golf course. The remainder of the precinct is made up of:

- 2-level work/live units with commercial activity or workshops on the ground floor and living above.
- 2-level warehouse or storage units.
- Larger light industrial Lots along the Whitford-Maraetai Road boundary.

The use of planted buffers and screening is incorporated to both minimise the visual impact of the light industrial buildings and to help mitigate any reverse sensitivities relating to the arterial road nature of Whitford-Maraetai Road such as traffic noise and pollution.



2.9 Quality Housing Choices

The masterplan proposes a range of high-quality housing and apartment typologies to provide for a diverse community.

Houses

Within mixed housing urban and THAB zones a suite of typical house typologies are provided. Vacant lots have been provided and residential development within the vacant lots will be designed to comply with the MDRS standards under the current precinct provisions.

For lots below 300m² the following 2-storey typologies have been provided:

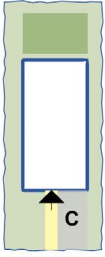
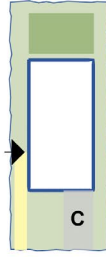
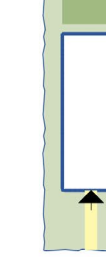
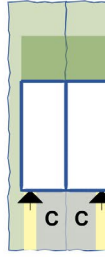
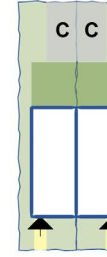
- Stand alone houses.
- 6.5m wide terrace houses or semi-detached houses.
- 4.5m wide terrace houses.

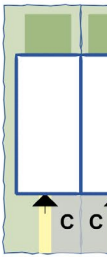
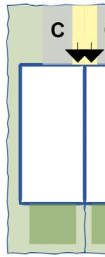
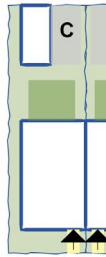
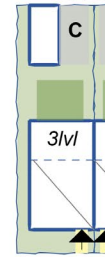
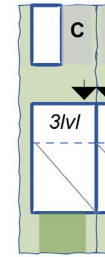
Within the coastal living zone, larger lots of 1,000m² will provide for larger lot living as anticipated in the underlying zoning and to maximise coastal views.

Apartments

Higher density apartment living is strategically located within easy access to open space, transport, and amenity. A suite of typical apartment typologies provide a range of apartment sizes from 1 bed to 4 bed.



Typology	Standalone				4.5m Terrace / Semi D	
	S-3a	S-3b	S-3c	S-4a	T-2a	T-2b
C = Car ▲ = Main entry  = Primary outdoor						
Frontage Condition:						
Street	✓	✓	✓	✓	✓	✓
JOAL	✓	✓	✓	✓	✓	✓
Back to back	✓	✓	✓	✓	✓	

Typology	6.5m Terrace / Semi D				
	T-3a	T-3b	T-3c	T-4a	T-4b
C = Car ▲ = Main entry  = Primary outdoor					
Frontage Condition:					
Street	✓		✓	✓	✓
JOAL	✓	✓	✓	✓	✓
Back to back	✓	✓			



Indicative House Typologies



Indicative Apartment Typologies





2.10 Open Space Strategy

Beachlands South is envisioned as a place defined by a symbiotic relationship with the natural environment – where an interconnected network of open spaces, gullies, wetlands and the coastal edge is part of everyday life and supports a healthy, resilient community over generations.

The open space network is a cornerstone of this vision. It is structured to:

- protect and enhance ecological systems and culturally significant landscapes;
- celebrate and enable public access to the coastal edge in a way that is sensitive, safe and legible;
- provide a hierarchy of recreation and play spaces that are accessible, inclusive and well-distributed; and
- connect neighbourhoods, centres and facilities through a coherent green and blue network that supports active travel and wellbeing.

Open Space Design Principles

The following principles guide the planning, design and delivery of open space across Beachlands South. They are to be read as an integrated set – i.e. The network should function as a cohesive system rather than a collection of stand-alone reserves.

Strategy outcomes to be delivered through design and staging

To give effect to the above vision and principles, the strategy will be delivered through:

- a legible parks hierarchy (destination park, neighbourhood parks, civic space and local play spaces) integrated with schools, the Village Centre and movement networks;
- a continuous Kahawairahi Coastal Pathway and supporting links that enable coastal access while protecting sensitive coastal and estuarine environments;
- a coherent set of green links that provide everyday walking/cycling connections and ecological connectivity from inland gullies to the coast; and
- an integrated landscape framework where open space contributes to wellbeing, identity, biodiversity outcomes and long-term resilience.



**Multi-purpose,
everyday utility**



**Accessible
and inclusive**



**Positive edges and
neighbourhood address**



**Safety through visibility,
activity and clarity**



**Easy access to nature –
from views to immersion**



**Well-connected
green-blue network**



**Adaptable and
resilient landscapes**



**Ecology-led planting
and habitat protection**

Beachlands South will be shaped by a well-connected network of open spaces and movement corridors that brings access to nature into everyday life – supporting recreation, wellbeing and community connection while protecting and enhancing the site’s ecological values.

An Integrated Open Space Network

The open space network at Beachlands South is proposed as a high-quality, safe and well-connected network of natural and ecological spaces that provide a range of social, cultural, economic and environmental benefits for the local and wider Beachlands community, building upon and protecting the existing natural assets of the site.

The open space network of Beachlands South has 3 key components:

- A diverse range of programmed and informal recreation and play spaces, with a variety of walkways, tracks and cycleways for people of different ages and abilities.
- A series of strong green links to the coast, including a coastal pathway that extends along the top of escarpment and along the edge of the estuary.
- An ecological approach to planting that responds to the various ecosystems that already exist on-site and extends it throughout the open space, streets and neighbourhoods.

Open Space Provision

The Auckland Council Open Space Provision Policy (OSPP) informs investment decisions to create a high-quality open space network and principles that guide how high-quality open spaces should be located and configured in relation to the social, built and natural environment. In line with the principles and provision metrics under the OSPP, the following indicative open and recreational spaces are provided:

- A publicly accessible coastal pathway along the entire coastal edge
- Strategic implementation of open space reserves
- A destination Suburb Park with play space and sports fields
- A civic Village Park, with high levels of activation from ground floor uses
- Neighbourhood parks and play spaces within residential areas and short walking distance for all residents
- Stormwater parks with an ecological and recreational focus, and the retained golf course

The open space provision for Beachlands South is assessed against Auckland Council’s Open Space Sport and Recreation Strategy provision standards.

Based on the anticipated population of 5,400 residents (2,000 dwellings at 2.7 persons per household), the minimum open space requirement equates to 13.5Ha at 2.5 ha per 1,000 residents.

The masterplan currently provides approximately 34Ha of open space overall, made up of the aforementioned types.



- LEGEND**
- | | | |
|-----------------------------|--------------------------------------|--|
| — Development Area Boundary | Terrestrial SEA Zone | Proposed Civic Space in Village Centre |
| Ecological Area | Proposed Kahawairahi Coastal Pathway | Proposed Play Space |
| Recreational Amenity Area | Proposed Walkway Network | Shared Sports Fields |
| Stormwater Area | Existing Wider Connections | |
| Golf Course Area | Potential Future Green Link | |
| Coastal Reserve Area | Proposed Village Park | |
| Marine SEA Zone | | |



2.11 Transport and Movement

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

A Sustainable and Healthy Movement

Network Active transportation is the most healthy, affordable, environmentally-friendly, and inclusive form of transport. A sustainable and healthy movement network focuses on providing active and multi-modal transport choices that promote a healthy lifestyle and reduce car-dependent transport.

The vision is to create a network of slow-speed streets that will reduce the need for short vehicle journeys by prioritising safe and convenient walking and cycling connections to key amenities and public transport options.

Key objectives of the movement network are to create:

- Sustainable and convenient public transport options by establishing a new bus route and improving accessibility to the Pine Harbour ferry service.
- Streets as places for people, prioritising pedestrians and cyclists as primary users of the street network and creating attractive and safe, human-scaled streets.
- An efficient multi-modal network that integrates the needs and safety of for users of all modes, including making streets inclusive and accessible.

In addition to the street network, the off-road walkways network of Beachlands South features:

- The Kahawairahi Coastal Pathway, a 3km shared pathway along the coastal edge extending south from Pine Harbour Marina towards Whitford.
- Well-defined east-west connections that form a link between existing and new neighbourhoods and the coastal edge.
- An extensive network of walkways, shared paths and cycleways that enable a convenient lifestyle within the development without car ownership.
- Wider network connections, including a potential bridge link across the Beachlands South Stream to the north of the site to Whawhaki Road, integrating the development into the existing community and enabling access to wider amenities and recreational opportunities.

Key Objectives

Sustainable and convenient public transport options

Streets as places for people

An efficient multi-modal network

Street Typologies

There are 9 street typologies that have been utilised across the Beachlands South movement network. The design of the street typologies has been considered to include:

- An abundance of multi-generational street trees and plantings for beauty, shade, food, carbon sequestration, biodiversity and stormwater treatment.
- Streetscape character that is distinctive to the Beachlands South coastal location and its cultural context.
- Streets that reinforce slow vehicle speeds.
- The use of JOALs to promote lower vehicle speeds and to minimise vehicle crossings on primary streets thus providing a more seamless cycle network with few interruptions.
- Street intersections and crossings that prioritise pedestrian and cycle movement, thus further reducing vehicle speeds and car dependency.
- A holistic approach to on-street car parking.

Street Facility Indicators



Footpath



Shared Path



Cycleway



Shared Carriageway (Sharrow)



Bus Priority Lane



Future Bus Lane

Figure 2. Beachlands South Road Network Plan

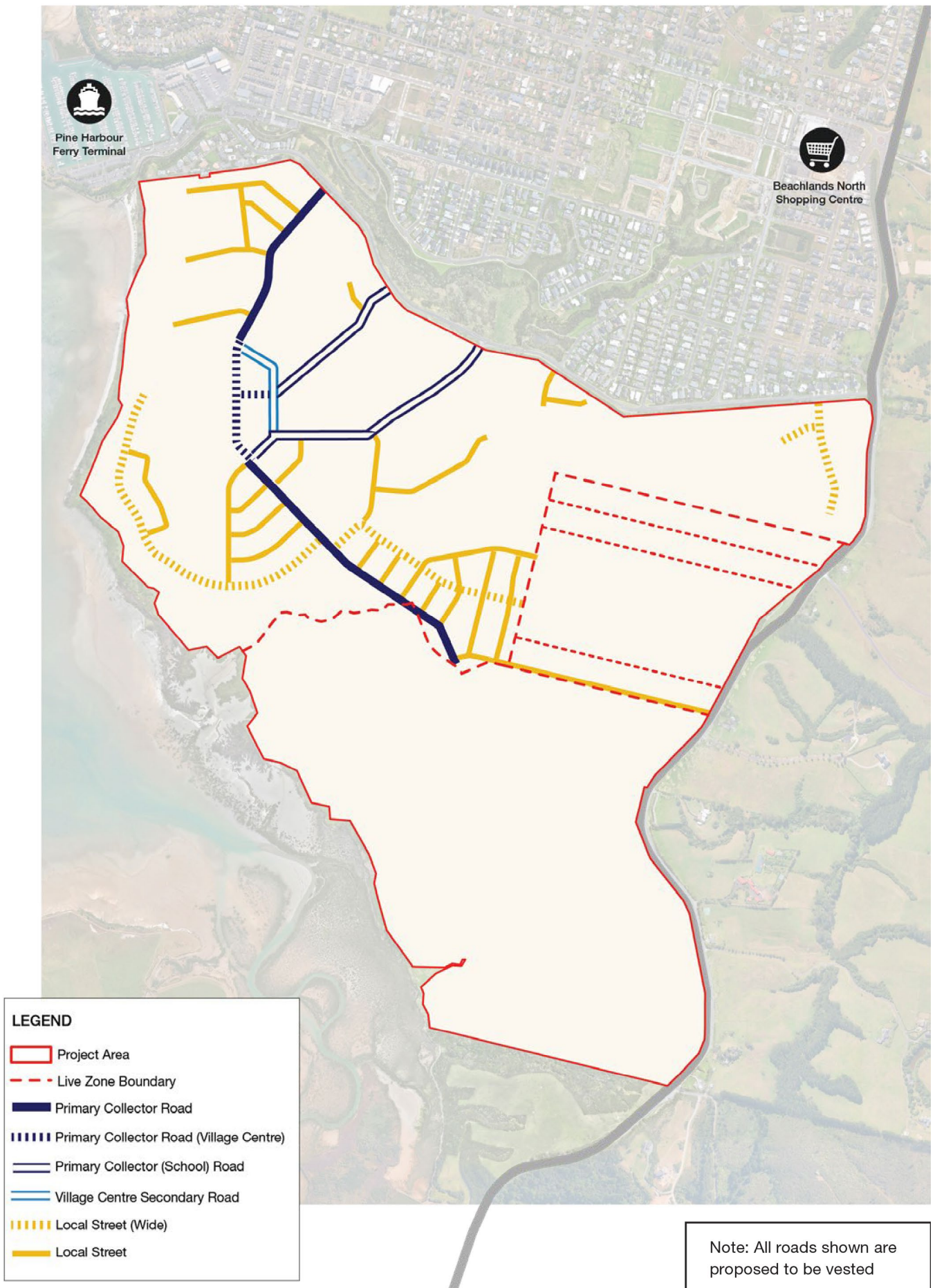


Figure 3. Dedicated Cycleways Along Road Corridor Plan

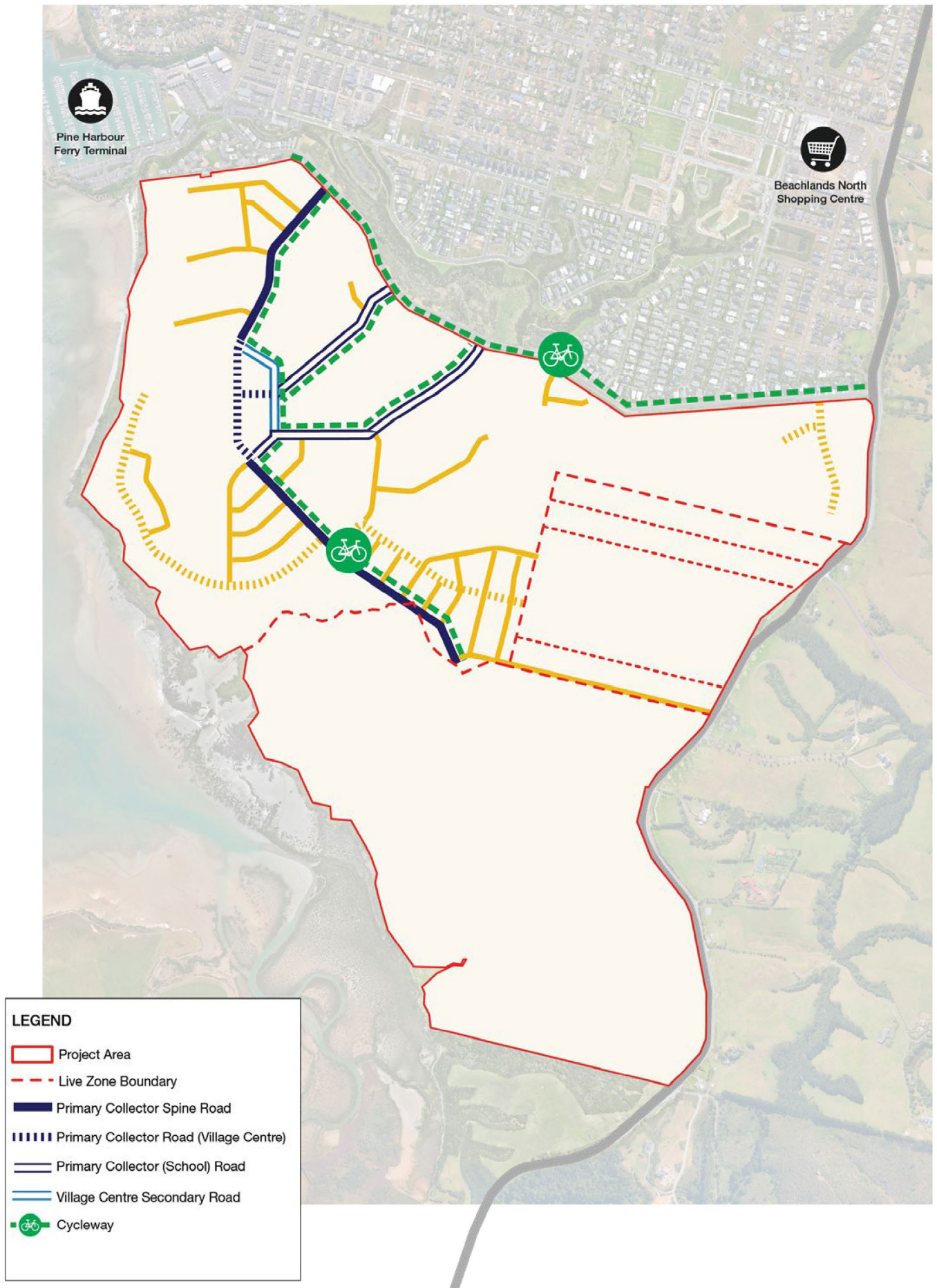


Figure 4. PT Route Plan

