Memorandum

28 October 2025

Memo to : Knight Investments Limited - Daniel Nakhle

Memo From : Nick Rae

Re: Fast-track Approvals Act 2024 Referral Application – Orawaahi Development – Urban Design Considerations

This report has been prepared in relation to a fast-track referral application by Knight Investments for the proposed Orawaahi - A Complete Community Project ('the Project').

The Project

The Project Area is legally described as Lot 3 DP 337204 and Lot 1 DP 337204, known as 156 Clarks Beach Road and the adjacent lot which has no street address.

In addition, works are proposed on:

- 115 Clarks Beach Road (Lot 1020 DP 578599, Lot 1012 DP 573987, Lot 1018 DP 573987, Lot 1001 DP 560664, Lot 1003 DP 560664, Lot 801 DP 526153, Lot 200 DP 567326, 9/14 SH Lot 300 DP 526153, 4/23 SH Lot 100 DP 560664), for works associated with required infrastructure/roading upgrades.
- Lot 4 DP 116708 held as Local Purpose Reserve (Esplanade), located at the southern edge of the site, adjacent to the Coastal Marine Area ("CMA").
- A portion of land which is vested as legal road, as per GeoMaps (but unformed), which is located between the subject site and the CMA.
- Clarks Beach Road.

The Project is a masterplanned sustainable extension to the existing Clarks Beach coastal community that enables multigenerational living, local employment and community services. The Project will be integrated with the fast growing Clarks Beach community, and will provide a logical extension to it.

The Project seeks to establish:

- Residential lots to accommodate approximately 700-800 dwellings;
- A retirement village of approximately 220 units/villas;
- A neighbourhood centre (likely to include activities such as a supermarket, retail, a community hub, commercial offices, food and beverage premises, childcare and/or fitness/wellness facilities)

phone s 9(2)(a)
email
Victoria Square, 2/143 Wellesley St West,
PO Box 90921 Victoria St West, Auckland.
www.transurban.co.nz

- A service / light industrial area (likely to include workshops, storage and warehouse facilities and/or, associated retail and business premises);
- A multi-functional green / blue network across the site's stream and wetland features, with enhancements of the coastal edge. This will include neighbourhood parks, recreational walkways, and pedestrian/cycle connections throughout the site.

This is depicted in the concept masterplan on page 1 and 2 of Attachment A.

Scope

The scope of this report is to:

- assess the Project with regard to urban design matters;
- consider anticipated and known effects, and
- identify options if required to manage those effects.

Transurban design experts Anna Lum, Fabio Namiki and Nick Rae have worked collaboratively with the applicant and technical specialists from various disciplines to inform the urban design of the Project. These technical inputs have been considered together with best practice urban design principles to develop the development concept within the constraints of the site.

Project

In preparing this report, Transurban has drawn on the following:

- Visited the site on two occasions to understand the current condition and identify and understand the existing features and qualities.
- Visited the development area north of Clarks Beach Road on many occasions.
- Visited the surrounding roads and locations in Kahawhai Point to assist with determining where the site is visible from. This assists in understanding the landscape.
- Considered the existing vegetation on site in terms of its condition and contribution to the landscape.
- Reviewed the ecological assessment and adopted the indicative streams and wetlands identified within that assessment as key features.
- Mapped the existing contours to understand topography and existing falls and drainage patterns, and used this to guide roading and open space alignments. Where possible, existing contours have also been used to create a development block structure that would result in a high proportion of east – west orientated lots for good sunlight access.

- Tested concept development layout options and key landuse metrics for development of the site guided by the advice of other specialist, particularly economics and transport planning / engineering, as per example on page 12 of Attachment A.
- Researched scale and land use mixes in other existing settlements.
- Explored options for access and circulation, road types including function and landscape attributes, open space network for recreation and natural system enhancement, along with the stormwater management strategy, and edge interface options. These are illustrated in diagrams on attachment A pages 6 – 10.
- Illustrated the desirable typologies and activities as per Attachment A page 11.
- Illustrated the concept in an illustrative masterplan as per Attachment A page 1 and 2.

The Site

The site is a large land holding (74.7ha) consisting of two titles between smaller neighbouring lifestyle type lot sizes, Clarks Beach Road and the northern edge of the Taihiki River, being a tributary to the upper reaches of the Manukau Harbour, via the Waiuku River.

The landform is mildly undulating and with a general fall to the south, except the north-western corner which falls to the north west to Clarks Beach Road. The views from the site to the wider landscape provide a pleasant outlook to elements in the foreground, middle ground and long-distance.

The site is currently zoned Rural – Rural Coastal zone, Manukau Harbour Coastal area (at the southern third of the site) with the remainder being Rural – Mixed Rural zone. The same zones continue either side of the site.

The site is located at the entry to Clarks Beach where the speed limit on the road changes from 80km/hr to 50km/hr. Refer Attachment A for details.

The context

Attachment A pages 3 – 5 set out the location of Clarks Beach in relation to Pukekohe, Papakura and greater Auckland, how the site might work with the existing Precinct plan for Clarks Beach and the existing zone patterns, and the physical attributes of current development.

The Context Plan (Attachment A page 3) outlines indicative future roading within currently undeveloped Future Urban land, while acknowledging that there are currently no plans to live-zone this area. Access to the site is currently only from Clarks Beach Road. Future links to Boyd and Saddleton Roads could be made

possible, as surrounding land is developed. However, these areas sit outside the Project area and connections through these sites do not form part of the Project.

The area is well served by a number of community facilities such as a golf course, bowling club, jetty, motor camp, yacht club, boat ramp and beaches. The area is also experiencing growth, but its current population is not yet large enough to support a wider range of commercial activities beyond the existing small centre.

A green open space network has been established through the existing development to the north providing for stormwater management, ecological enhancement and pedestrian amenity.

The existing subdivision pattern illustrated on page 14 of Attachment A is a mix of site sizes with only a few large farms existing, surrounded by many lifestyle blocks and the more intensive development to the north.

The north-east corner of the site adjoins and is adjacent to rural lifestyle type lots of around 9,000m^2, and the access driveway to Camp Morley. A shelter belt exists along the interface of these two properties, but appears to be mostly within the boundary of 175 Clarks Beach Road. The shelter belt extends along the street frontage and creates a very good screen between that property and the proposal.

Beyond the southern boundary of the site, there is a road reserve (road zone) and land zoned Open Space – Conservation zone and Coastal - General Coastal Marine zone. Although the width of the road reserve effectively provides the equivalent of an esplanade reserve, there is no public access to this land, except from the water, or via the Boyd Road esplanade reserve that legally provides a connection from the south-western corner of the site, along the waterfront to Boyd Road. There is also no formal pathway connecting the esplanade areas. Vegetation within this area includes some large pohutukawa trees and other smaller native species, along with weed species along a steep bank (3-6m high) at the coastal edge. Mangroves occupy a lot of the edge with the coastal marine area which is tidal with mud flats exposed at low tide.

To the east of the site, there are five direct neighbouring lots each with one dwelling, ranging from 0.4ha to 4.75ha. Immediately beyond these lots is a further three lots which make up the cluster at 210 Clarks Beach Road. Further east of these is another large farm (87ha) at 246 Clarks Beach Road.

To the west there are four neighbouring lots (1.75ha to 6.6ha each) also with one dwelling. Beyond these around Boyd Road, where there are similar sized lifestyle type lots. These appear to be mostly used for horse grazing / training, grazing, one has a plastic tunnel house (similar to a glasshouse) and one appears to contain an olive grove.

The site is visually separated from some of these neighbours by existing shelter belts on the site assuming the existing fence is on the boundary.

Assessment of Anticipated and Known Urban Design Effects

There is no nationally standardised approach to undertaking and evaluating urban design in New Zealand. Transurban has drawn on existing publications and its years of experience to identify topics to help particularise the components of good urban design. This assessment uses those topics to structure the evaluation of anticipated and known urban design effects:

- Consolidation and dispersal
- Context and identity
- Connections and legibility
- Diversity and adaptability
- Amenity and safety
- Environmental responsiveness.

Consolidation and dispersal

In the context of the Project, consolidation means making efficient use of land and available infrastructure by concentrating housing in areas where higher density is appropriate. This includes using smaller lots, integrating housing types and aligning with existing infrastructure. It also involves planning for comprehensive development on larger sites to maximise land use and respond to market needs.

Dispersal refers to spreading out development where required, in order to maintain the area's character. This is especially important where proposed near rural zones or environmentally sensitive areas. It can include the use of larger lots to create a spacious transition from a suburban to rural setting, and preserve open space. It may also require that land is set aside for stormwater purposes, to protect natural features, even if it reduces the overall housing yeild, ensuring a balanced and sustainable development.

Often in rural areas, there is considerable demand for countryside living in a dispersed pattern of development. This has the effect of changing rural character over a large area, and reducing the productive potential of land. The settlement patterns in this part of Franklin illustrate this trend. There are a range of positive and negative effects from countryside living. In urban design terms when dispersal is compared to consolidation, the preference is to consolidate demand in Franklin to live in a rural settlement – growing the existing community in a more sustainable and efficient manner than dispersed countryside living.

Overall, the Project will increase the supply of housing with approximately 900-1,000 dwellings proposed (including the retirement village). For context, the 2023 census recorded 690 dwellings in the Clarks Beach settlement area including Waiau Beach (this does not include some of the recent development or the additional 200

proposed dwellings to the north). The Stats NZ population estimate at June 2024 is 1,640 people[1].

The Auckland Council growth scenario (AGS23v1.1) for the same area includes a population of 3,254 within 1,208 households in 2024, not including the Future urban zone land. Therefore, only half the population the Council anticipated for this area has been achieved to date. The Project provides an opportunity for this planned growth to be realised or provided for, and achieving this in a consolidated urban form.

In our opinion, well-functioning urban environments, which include settlements in the Auckland region, need to have access to a range of employment opportunities, community services and other activities. These require a population of a size sufficient to support retail, service and community facility providers. The 2023 census records 129 businesses existing in Clarks Beach[2]. These will mainly be located within existing dwellings or work from home type arrangements or agricultural businesses in the surrounding rural land. The highest percentage is in *rental, hiring and real estate services* (19%), then *construction* (14%), *professional, scientific and technical services*, and *financial and insurance services* are 11% each, *agriculture, forestry and fishing* (9%).

The proposed mix of activities on the site has been informed by economic advice for the Project resulting in indicative land requirements for businesses providing employment opportunities for local residents, along with convenience retail, and essential service type businesses within the area identified as a neighbourhood centre.

The integrated and cohesive nature of the design is a good use of the large land resource, which is guided by a masterplan that will deliver specific positive urban design outcomes.

The Project demonstrates efficient land use by efficiently using land to support planned population growth while maintaining the area's character and environmental features (acknowledging that the character of the site will change).

Consolidating growth within expanded settlements is a superior urban form outcome than allowing continued dispersed countryside living. It is understood that there is demand for people to live in this area, and that demand is likely to continue. Providing for this demand in an urban form contributes to well-

[1] https://tools.summaries.stats.govt.nz/places/SA2/clarks-beach

[2] 2023 Census - https://datafinder.stats.govt.nz/ Clarks Beach metadata Statistical Area 2 SA22023_V1_00 – 159401, 2.41220747km^2. This is the area north of Clarks Beach Road and Wharf Road, with the western boundary of Camp Morley being the edge.

functioning urban environments, community wellbeing and opportunities for housing choice.

There is the potential for a higher density outcome near the centre and main road, particularly where the land is within a 5min walk to Clarks Beach Road where there will be provision for a bus stop and a potential bus service in the future being an extension to Route 379. This higher density may result in duplex or a terrace typology, or three storey buildings. Demand for apartment typologies is unlikely in this environment, except perhaps for the retirement village. This will require further analysis as part of any substantive application, however from an urban design perspective, taller development could certainly be accommodated close to the commercial centre where a non-residential built form outcome is proposed. This is appropriate as a continuation of the typology and scale of existing residential in Clarks Beach. This is an opportunity to enable a variety of homes consistent with NPSUD Policy 1, and supports infrastructure efficiency and preserves environmental and character values.

Context and identity

Context and identity refers to shaping a place that responds to and enhances its natural, cultural, and built character. This involves transitioning from rural to urban in a way that respects existing landforms, ecological features, and cultural values. A well-designed development should integrate public spaces, community facilities, and coastal or environmental features to create a distinct and meaningful sense of place. The inclusion of varied land uses helps establish a complete and recognisable identity, while design controls ensure consistency and quality across its future built form.

The Project will change the identity of the site, from rural to urban.

The urban form proposed within the site is appropriate for an urban area and for accommodating growth. The masterplan also enables connections to neighbouring land to occur in the future.

The design of the retirement village, commercial centre and business area will enable a comprehensive vision that will define the identity of this place as a complete community where people can live, work and play. This is considered a positive urban design opportunity.

The design of individual dwellings will be subject to design controls and a design guide for the future built form to adhere to, which will be provided as part of the

substantive application. These requirements are anticipated to be similar to the controls provided by the current Unitary Plan Mixed Housing Suburban Zone standards (or other similar nationally standardised zones, as they may be developed through reforms) with controls in relation to matters such as height in relation to boundary, yards etc, but tailored for this site.

Indicative imagery for the development using precedent examples is included on page 11 of Attachment A.

We envisage that the detailed subdivision design will enable a more traditional suburban residential character distributed across the site. This could be considered to create adverse effects on the amenity values of immediate neighbours where their current enjoyment of a rural character would change. The design has responded to this through the use of different strategies at the different interface conditions with the neighbouring rural context which reflect the opportunities shown in page 8 in Attachment A. These include an open space or separation between buildings and the rural context, and a visual screen using vegetation to address visual effects and minimise the potential for conflict between rural and residential activities, (including the potential for reverse sensitivity effects on existing rural uses).

Detail of the treatment at these interfaces will be provided as part of the substantive application, but generally consist of an open space outcome with trees either within a road reserve or at the rear of lots. A linear open space at the edge of the retirement village is intended to provide for a range of activities such as vegetable gardens, orchard, recreational facilities as a positive space.

The land set aside for the cultural centre and proposed open space is well located on the tip of the site projecting into the estuary where this can be integrated with the esplanade reserve. This will enable a publicly accessible environment where the relationship of land to water and appreciation of the coast can be experienced. This will enable amenity and cultural values to be appreciated and facilitate public access to the existing esplanade (and road reserve) to achieve a connected coastal walkway.

The detailed design, to be undertaken as part of the substantive application, will incorporate suitable open space areas to achieve appropriate walkable access (600m) from all dwellings, in complement to the existing neighbourhood parks to the north of Clarks Beach Road and the open space associated with the cultural centre at the southern tip. This could result in one park or multiple parks, and will provide for diverse recreational opportunities such as a kick-around space and play structures. The recreational opportunities could be associated with the stream environment / storm water devices, or completely separate. The esplanade and eastern edge treatment will also provide for recreational amenity and activities in what is essentially a linear park. This will open up the recreational opportunities for the wider context.

The built form of the residential development is expected to mainly consist of one and two-level stand-alone dwellings and single level units within the retirement village, except perhaps where there are opportunities for an unders and overs approach to address level changes.

The interface with the streets will need to be specifically addressed in the design to ensure an appropriate street-based outcome is achieved to ensure the identity of the place is continued. This is important as commercial activities will occur in the vicinity of residential land uses, the interface between which will need to be carefully managed.

The concept masterplan illustrates a planted interface along the common boundary where residential abuts the business land directly. This is a good solution to manage the interface between the different uses, acknowledging the high-level concept nature of the planning to date.

The development design discussed above will appropriately transition the site from a rural to an urban character and will integrate natural features, cultural values, and varied land uses to create a distinct and complete community. Design controls and masterplanning will ensure consistency and quality across the built and natural environment.

Connections and legibility

Connections and legibility relates to how people move through and understand a place. A well-connected layout supports walking and cycling connections, linking homes with parks, centres, and surrounding areas. Legibility ensures the street and path network is intuitive, with clear visual cues and logical routes that help people navigate easily. These principles are especially important in mixed-use developments, where residential, commercial, and industrial areas coexist. Good design at the interfaces between different land uses helps maintain clarity and cohesion, contributing to a safe, accessible, and well-functioning urban environment.

The upgrade to Clarks Beach Road along the site frontage will assist with a distinct change in character which will advise people that they have arrived. This is an improvement from the current situation where the speed limit changes, but there has been no change to the surrounding land use to support this speed limit change which would otherwise communicate to drivers that they are in a different environment.

The proposed roading network has been designed to provide two main access routes from Clarks Beach Road to the south. Opportunities for the street network layout are shown on page 4 of Attachment A. This includes completing the new road connection to the north which is planned to be the new main access road (Kaitiaki Drive) to the existing part of Clarks Beach. This avoids the potential for a

lack of connection or relying on other developments to deliver this key infrastructure.

The proposed western north-south orientated road will enable a continuation of the green spine network illustrated on the Context Plan in the neighbouring land to the north and will integrate with the stormwater and stream network assisting with the legibility of the place.

The proposed grid road pattern generally locates roads on a north – south orientation, with alternative responses to where existing landform and the stream patterns and coastal edge provide constraints. This is good urban design practice as it enables lots that front streets having their long dimension in an east-west orientation providing good sun access and manage fall across sites. This grid also provides excellent connectivity assisting with pedestrian and other active modes of transport.

The Project designs 'in' active recreation and greenway connections within the site, adjacent to the coastal marine area, and connections to the green spaces north of the site, ultimately linking the Taihiki River to the Clarks Beach coastline. This will support legibility whereby streams typically lead to the main water body and enable people to understand the landscape.

Connections beyond the site include integration with the planned pathway linking Clarks Beach to Waiau Pā (identified as priority number 2 for the Clarks Beach area by the Franklin Local Board in its Franklin Paths Programme). This will contribute towards an important community asset for families living in Clarks Beach where the option to safely cycle to the nearby Waiau Pā school is retained. These facilities are important to provide alternative modes of transport to reduce the impact on the environment, add health benefits through increased activity, and assist with community interactions, all of which contribute to a well-functioning urban environment.

The retirement village has been located so as to maximise direct connections to the centre, where easy access and proximity is important for residents. The substantive application will detail the final design of the proposed retirement village, however we envisage that direct access to villas that address a public street would be provided ensuring it is well integrated with the rest of the community.

The location of the business activities is appropriately located on the main road near a key intersection, providing convenient access for residents of the wider Clarks Beach area. While it is approximately 3km from the furthest edge of Orawaahi, it nevertheless extends the local network of services and improves accessibility for the growing community overall. This community also includes those on more rural land east of this settlement.

The planned bus route to Clarks Beach will enable connections to Papakura without the need for private vehicles, and assists with transportation of younger and older

people. There is potential for bus route extensions to even better serve this community, once developed.

The gentle changes in topography will enable all public open space including streets to provide good accessibility for people with disabilities or the young and old who are less mobile.

Opportunities for access and connections are shown on page 4 in Attachment A.

The layout supports intuitive movement through the site, with strong pedestrian, cycle, and public transport links. The street network and green spaces are designed to enhance accessibility and help users understand the landscape, contributing to a well-connected and navigable environment.

Diversity and adaptability

Diversity and adaptability refers to creating a community that supports a wide range of living, working, and recreational needs. This involves offering varied housing types, including options for different age groups and lifestyles, alongside spaces for commercial, industrial, and community activities. Adaptability means designing with flexibility to accommodate future changes in land use, infrastructure, or community needs. Public spaces should be inclusive, accessible, and multifunctional, supporting both ecological and social wellbeing. Together, these principles ensure the development remains resilient, inclusive, and responsive over time.

The Project provides for a diverse range of dwelling types and affordability options, allowing flexibility to respond to future housing needs. It enables people to adapt to their changing circumstances without having to leave their community by moving from one housing typology to another. For example, a young couple might move from a terrace house, to a family home, ultimately to retirement village accommodation. Adaptability is also a key feature within the commercial area, where buildings are intended to be designed for changing uses over time.

The Project is diverse and adaptable. A range of housing types and land uses are proposed to meet varied needs and allow residents to remain within the community as their circumstances change. The commercial and community spaces will be designed to allow for change and adaptability over time, supporting the projects long-term resilience.

Amenity and safety

Amenity and safety refers to the quality and liveability of the environment, and how well it supports the wellbeing of residents and visitors. Good amenity includes active streetscapes, access to sunlight, privacy, usable outdoor spaces, and visual appeal. Safety is achieved through design that encourages passive surveillance, manages traffic and pedestrian movement, and well-designed public spaces. Together, these

principles help create a neighbourhood that is not only functional and liveable, but also fosters a sense of community and security.

The proposed concept masterplan sets out the main organising elements that will contribute to the amenity and safety of people in this development. Good urban design practices will be used to ensure streets and open spaces have a positive relationship with the adjoining neighbours where dwellings and commercial buildings address the street. The mix of streets alongside reserves and private dwellings will provide a good level of public surveillance and ownership of public places.

The connections to the coast and the facilitation of access to the public land around the wider waterfront will have positive effects on the amenity values of Clarks Beach, particularly recreational benefit.

The inclusion of commercial activities introduces opportunities to create a vibrant mixed-use environment. While this interface can raise amenity considerations, these can be effectively managed through thoughtful design responses such as planting, rear boundary treatments, and careful orientation of buildings. Where commercial buildings front roads with residential development opposite, appropriate façade design and land use planning will ensure a high-quality interface and maintain residential amenity.

The urbanisation of the main road enables vehicle speed to dramatically reduce and ensure that the intersections are part of the urban fabric, rather than on the edge of the settlement. This will enhance the amenity of this street and the safety of people crossing.

The proposal prioritises attractive and functional public spaces and streetscapes, with a high degree of passive surveillance and well managed interfaces between residential and commercial areas. Design elements will promote a safe, vibrant, and liveable environment.

Environmental responsiveness.

Environmental responsiveness refers to a development that respects its natural environment, ensuring its compatibility with existing natural features, ecosystems and landforms. It involves protecting and enhancing such features, while integrating them with stormwater management requirements, to support ecological well-being. Environmentally responsive design also considers energy efficiency, sustainable land use, and long-term resilience. These principles help create a development that both minimises environmental impact and contributes positively to the landscape and community wellbeing.

This Project will assist in supporting the whole of the Clarks Beach and Waiau Beach community providing a more sustainable outcome, enabling people to live and

work in Clarks Beach more easily. While business opportunities are included, not all people will work in Clarks Beach and a number will still travel out of Clarks Beach for work, or for schooling, recreation, and to access a wider range of services.

It is expected that the retail and business land will be developed over time as the population grows. A draft sequencing methodology is illustrated on Attachment A page 13. For the community to function well, the commercial and community offerings, such as a doctor and pharmacy, should be developed alongside the residential. This will enable a high quality, connected expansion of the settlement from north to south with appropriate amenity attributes that assists with defining an arrival into Clarks Beach and the open space linkages to the existing network.

We understand, from advice provided by the applicant's consultant team, that the proposed sequencing and design of the development will also support positive outcomes for stormwater management, ecology (both terrestrial and freshwater), and management of natural hazards (particularly flooding), which support its environmental responsiveness.

For example, the Project will include a significant increase in trees on the site adding to the tree canopy overall. This is a positive amenity effect providing shade, spatial enclosure and ecologically as habitat for birds and insects.

The development respects and enhances natural systems, through suitable stormwater management, and extensive ecological restoration, and native planting. It supports sustainable living and contributes positively to the landscape and broader community wellbeing.

Conclusion

The site provides a good opportunity to expand Clarks Beach in a location which can integrate with the existing and future urban area, enabling sufficient population scale to support commercial and community opportunities currently lacking in Clarks Beach. This will enable the community to be more self-sufficient, reducing trips, and enabling improved social outcomes through reduced commuting.

The Project provides for a good mix of activities in locations which respond to the future functionality of the community, while addressing potential adverse effects on existing neighbours and the potential for reverse sensitivity effects on surrounding rural activities from the introduction of new sensitive uses.

The existing publicly owned esplanade along the coast of the site (and the land that is currently vested as road) can be unlocked to provide public access with this development providing positive effects with regard to recreational connectivity and ecological enhancement.

It is acknowledged that the Project is not anticipated by the existing planning framework in the Auckland Unitary Plan which expects a rural outcome, whereas

this is an urban outcome. However, the Project follows good urban design principles and practices that can work with a planned future outcome. The Project will result in a positive living environment for future residents, and adds to the employment opportunities and amenities available to the existing residents of Clarks Beach, Waiau Beach and the neighbouring rural community.

The outcome of this assessment due to the need to assess the Project against the current physical context is that anticipated adverse effects will largely be around the lack of integration and the appreciation of a separate development. When considered in the context of a planned future outcome, these effects are likely to diminish and can be mitigated through the establishment of the new centre on Clarks beach Road, good pedestrian and road connections and the establishment of new recreation opportunities associated with the esplanade reserve. There could also be interim effects while the Project is constructed like many greenfield developments.

The detailed design phase at the substantive application stage will enable the resolution of connections, levels, layout, building design, landscape treatment, subdivision and sequencing.

Assessor: Nick Rae

Nick Rae holds a Master of Urban Design from Sydney University and a Bachelor of Landscape Architecture from Lincoln University.

Nick's urban design career in New Zealand has spanned the last 16 years, and since 2009 has been the managing director of Transurban Limited. Prior to that, Nick worked in Sydney, Riyadh, and London in landscape architecture and urban design roles.

Nick is a founding member of the Urban Designers Institute Aotearoa, a professional institute that accredits urban design professionals.

Nick has experience in many master planning Projects, plan changes, detailed design of greenfield subdivisions supported by urban design assessments.

Nick has had significant involvement in the masterplanning and detailed design of residential and retirement, industrial and centre developments including subdivision, and land form changes and enhancement of natural systems.

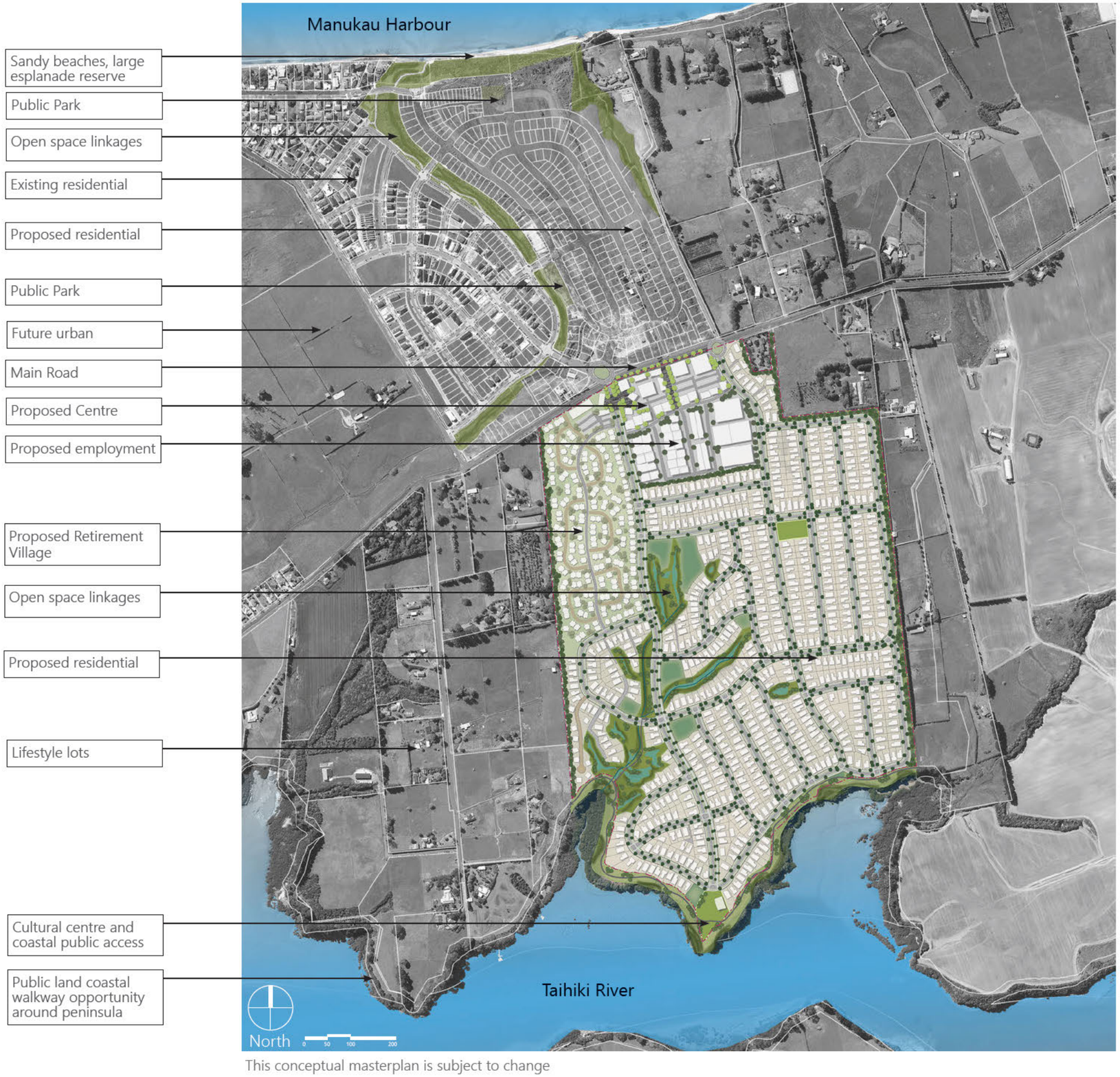
Attachment A
to Urban Design Statement

Orawaahi

A Complete Community

transurban
Design

Orawaahi Context



This conceptual masterplan is subject to change

Vision

A complete community

- Provide a range of living, community and commercial and recreational opportunities on the western end of the Clarks Beach peninsula in a high amenity environment
- A community hub at a central location on this peninsula that is easily accessible by the variety of the population around it, including those to the east on rural lifestyle land.
- Providing a population to support a more sustainable settlement with good retail and services and job opportunities.
- Use the land resource in an efficient way.
- Include the potential for further connections and different development to existing future urban zoned land and rural residential land, particularly to the west.
- Continue the open space networks developed to the north in all future development proposals delivering positive connectivity and ecological outcomes.

Concept Masterplan

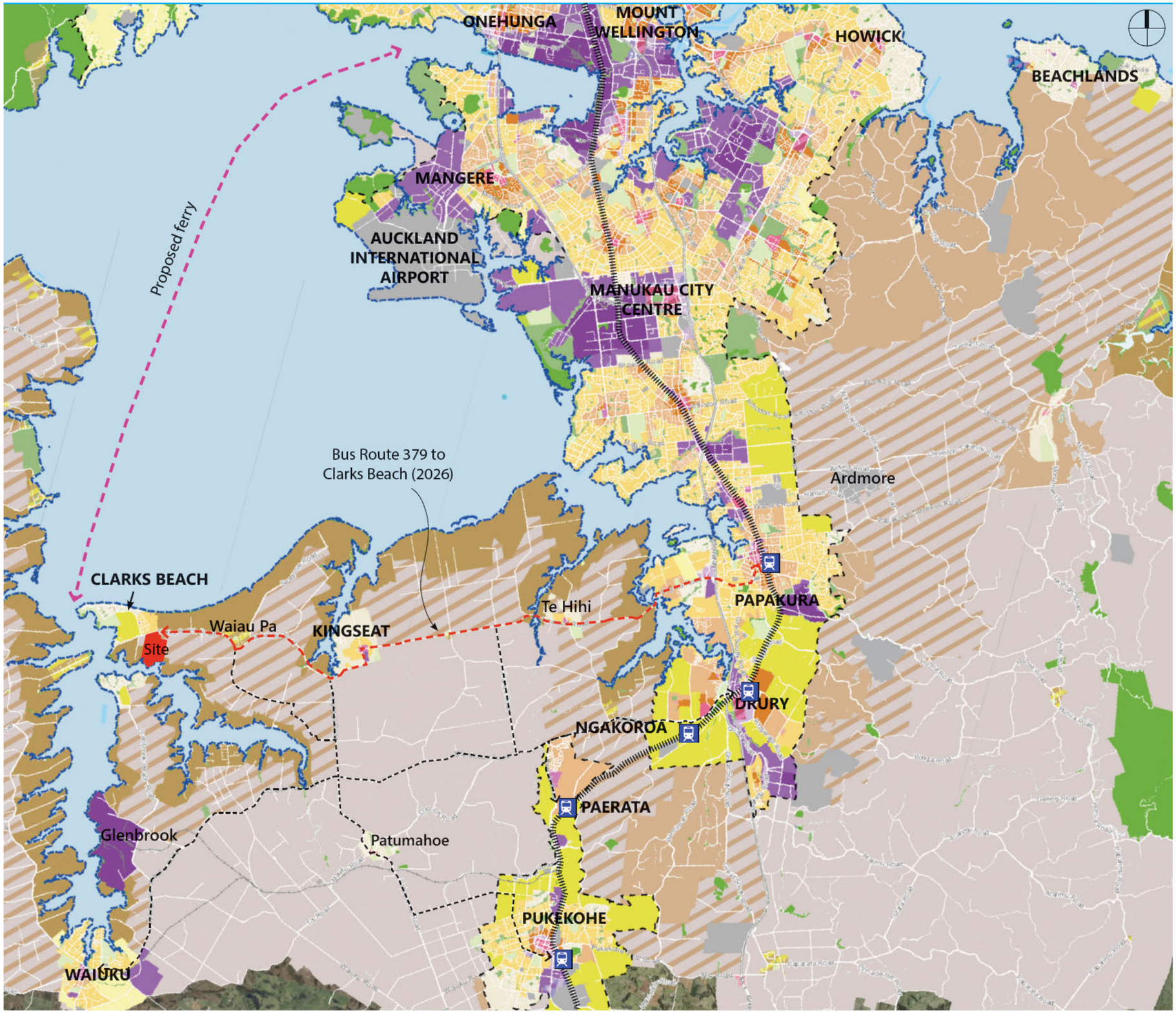
This conceptual masterplan is subject to change

Site detail

- Neighbourhood centre - 1.7ha net (0.6ha GFA)
- Business land - 5ha net (2.5ha GFA)
- Land for cultural centre and open space recreation - 0.8ha
- Circa 700-800 dwellings - 35ha (net)
- Retirement village with circa 220 units - 9.2ha (net)
- Multi-functional green / blue network with excellent recreational opportunities - 6.9ha (plus Esplanade reserve)
- Road network that enables future connections - 16.3ha
- Serviced with on-site water and waste water solutions or public network
- Rural interface management (amenity and reverse sensitivity)
- Total site area - 74.7ha

Orawaahi
A Complete Community

Location

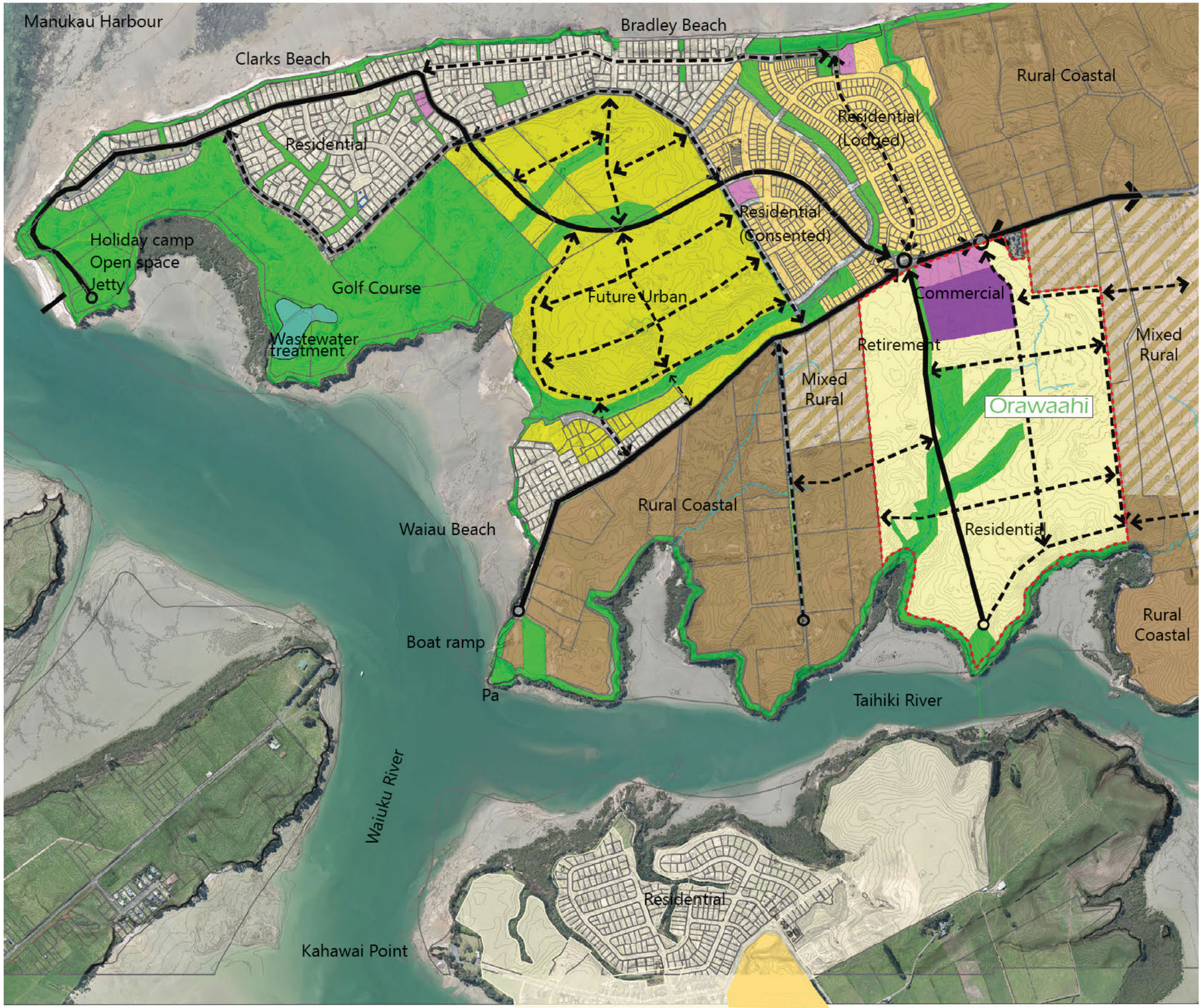


Source map : Auckland Unitary Plan zone maps

Where It Sits in Auckland

- Clarks Beach peninsula is at the confluence of the Waiuku River and the Manukau Harbour.
- 25min drive from Pukekohe via Patumahoe, or from Papakura via Kingseat, or from Waiuku.
- 20min drive from the new Paerata train station.
- Bus for secondary school children to Rosehill College, other buses to private schools.
- Bus route 379 planned to connect Clarks Beach to Papakura from 2026.
- Railway to Glenbrook does not provide passenager services currently.
- A ferry service to Onehunga proposed by the community.
- The Local Board plans to develop a path connecting Clarks Beach to Waiau Pa;

Context Plan



Opportunities

- The southern shores of the Manukau Harbour and the meeting of the Waiuku River and Taihiki River is an attractive landscape, desirable for human habitation.
- The stream network provides a natual system for connectivity between these three water bodies.
- Access to the coastal Esplanade.
- Arrival treatment with road enhancements.
- Land resouce to enable a population to support community facilities at new centre accessible to all on peninsula via key transport routes.
- Future urban land not currently being developed (Structure Plan Illustrated).

Existing Context

0 100 200 500

Legend

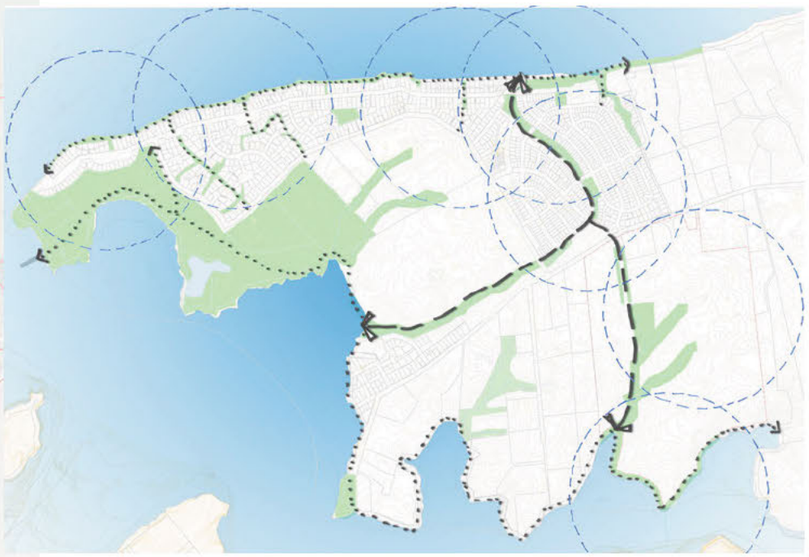
Camera location of photos within Landscape Memo

Orawaahi
A Complete Community

Access Solutions

Opportunities

- Open Space linkage between north west and south coasts as key access paths
- Street pattern to provide local walking, cycling, mobility trips
- Coastal access along edge of the peninsula can be achieved
- Rural edge road provides for future connections
- New gateway intersection to the peninsula controls speed and change of character
- Public parks existing and conceptual locations based on 450m radius catchment, 600m walking distance.



Natural Water

Opportunities

- Natural ecological features to be enhanced and guide design solutions for development layout
- Maintain overland flows into the site to avoid adverse flooding effects on neighbouring land
- Use roads to convey overland flows
- Use off line stormwater treatment devices at the head of streams and wetlands to protect features and maintain flow
- Use natural discharge points to the coast to avoid adverse effects on coastal environment

Vegetation

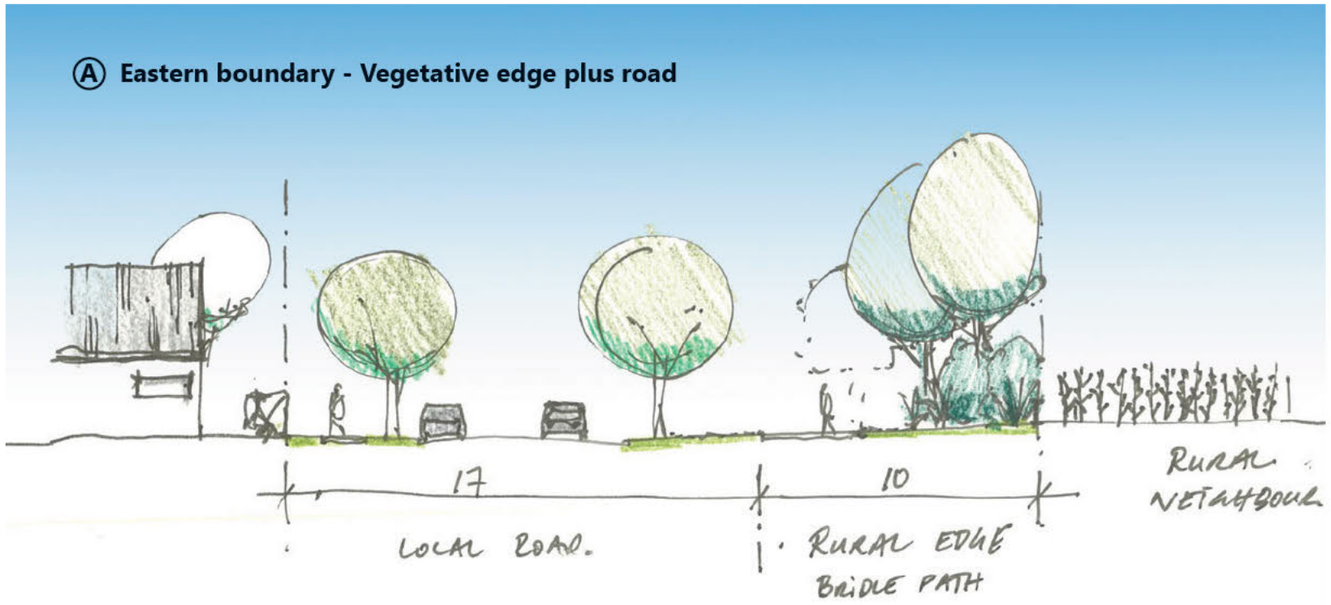
Opportunities

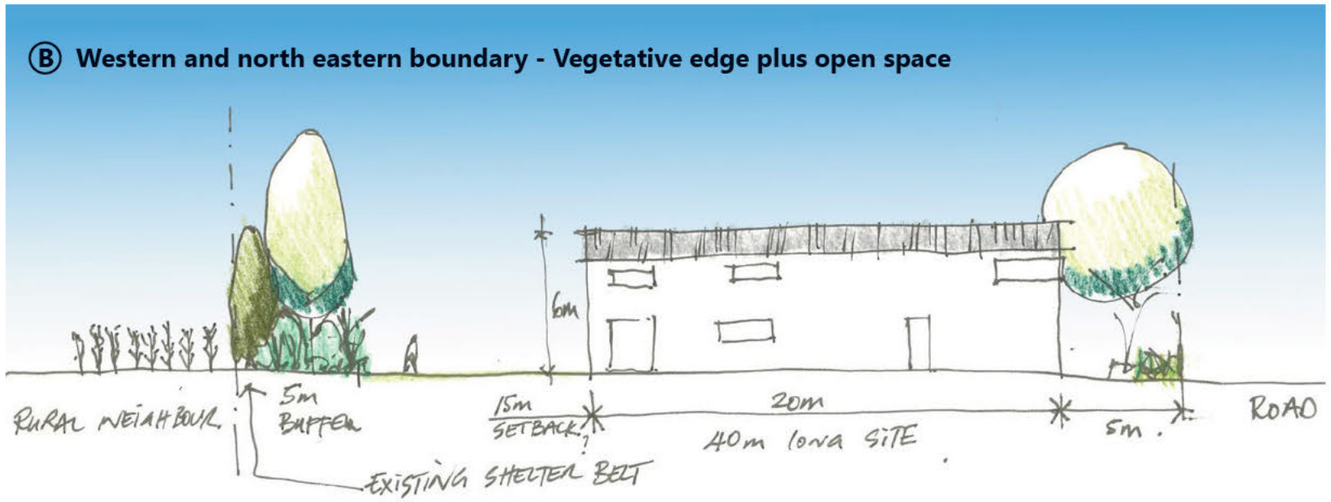
- Natural streams, wetlands and the coastal edge to be restored with native vegetation and weed eradication.
- Existing shelter belts provide immediate interface visual interuption
- New boundary planting to create interface barrier between activities.
- Mature trees to assist with quality of the centre
- Streets to introduce a tree canopy to the site

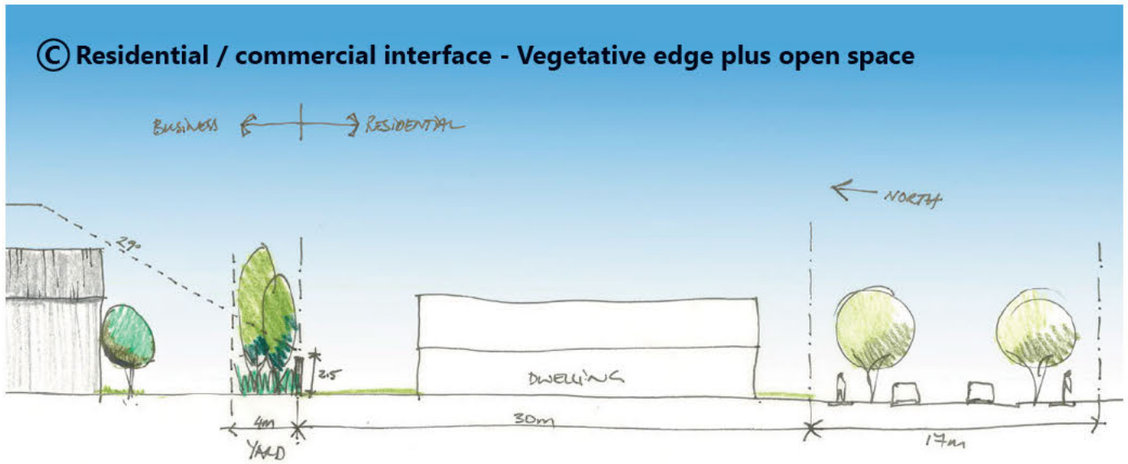
Landuse Interface

Opportunities

- Vegetative barriers using existing species plus new native outcomes
- Open space and set back from the rural interface reduce the impact on each activity
- Vegetation between residential and business activities can assist with amenity values and water management





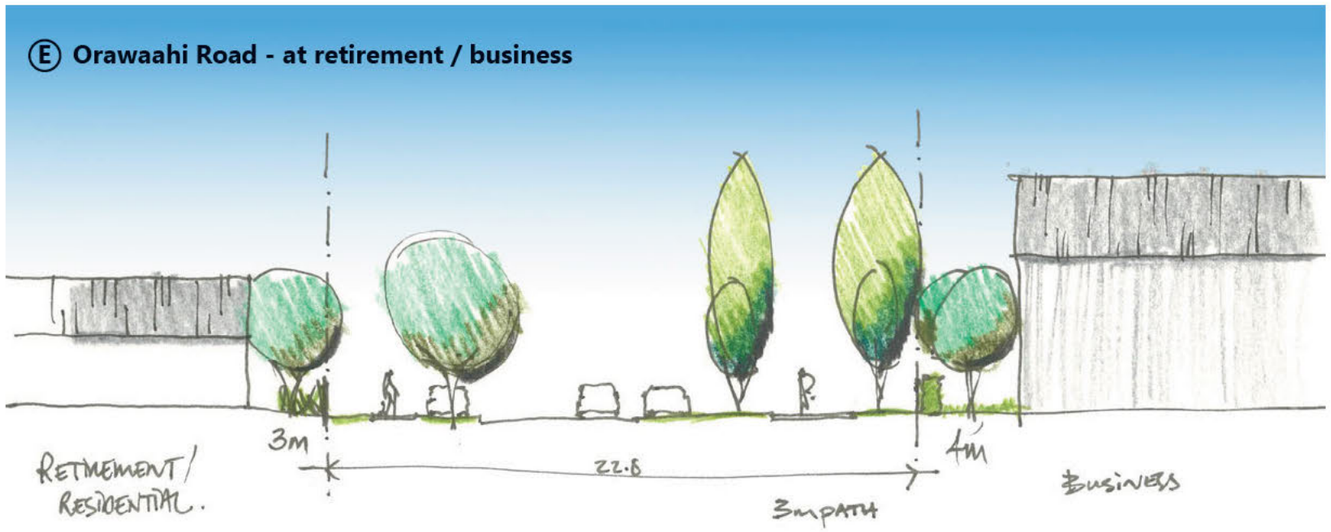


Orawaahi
A Complete Community

Street Network

Opportunities

- Urbanisation of Clarks Beach Road between two roundabout intersections, with high amenity centre sense of place
- Mixed use outcome eitherside of the main access road managed with high amenity frontages
- Key street tree planting to provide visual cues and high quality spaces
- Main road part of three coasts pedestrian network



Development

Village Centre example
(https://www.tosaconnection.com/streetscape-construction-project-vision-village/)

Retirement village example
(https://www.teawalifecare.nz/)

Light industrial example
(https://www.northbase.nz/)

Residential example

The substantive application will include the following key components at level of detail suitable for Resource Consent:

Infrastructure

- Detailed design of all roads, services including stormwater solutions
- Subdivision for roading, services and superblock creation

Retirement Village

- Fully designed village including all buildings, internal circulation and landscape solutions.

Centre

- Fully designed centre including all buildings, access, open space, parking, and landscape solutions

Business

- Building location and overall bulk allowing flexibility for floor area allocation
- Key interface landscape solutions and building facade detailing

Residential

- Subdivision design of all superlots for vacant residential lots with staged outcomes
- Development controls to apply to each residential lot to control building scale and location
- Design guidelines to apply to each lot to control the dwelling design outcomes

Implementation

- Overall roading and infrastructure implementation sequencing and triggers
- Detailed implementation sequencing for each of the key components

Landuse

Key Metrics

Identifier		Area in m²	Yield	Assumptions
	Total site	751,399		Includes: Lot 3 DP 337204; Lot 1 DP 337204
	Neighbourhood Centre	17,177	6,012 m² GFA	35% of total area.
	Light Industry/Service Activities	50,037	25,019 m² GFA	Range based on 42-56% Building Coverage. Assume 50% building coverage. Assume no additional roads required in area.
	Residential - MHS	346,896	771 lots	450m² average lot size. Net area is gross area reduced by 9% of roads for SW devices.
	Retirement Village	92,475	222 units	Range is 21-31 units per ha. Assume 24 units per ha
	Roads (as illustrated)	162,240		
	Stormwater devices	14,602		9% of road area
	Land set aside for Neighbourhood Parks & Cultural Centre	8,080		
	Streams and wetland reserves	44,715		
	Esplanade Reserve (inside and outside of site)	30,218		
	Eastern boundary LA buffer	9,940		

The numbers provided in this spreadsheet are high level based on the concept illustrated and subject to change.

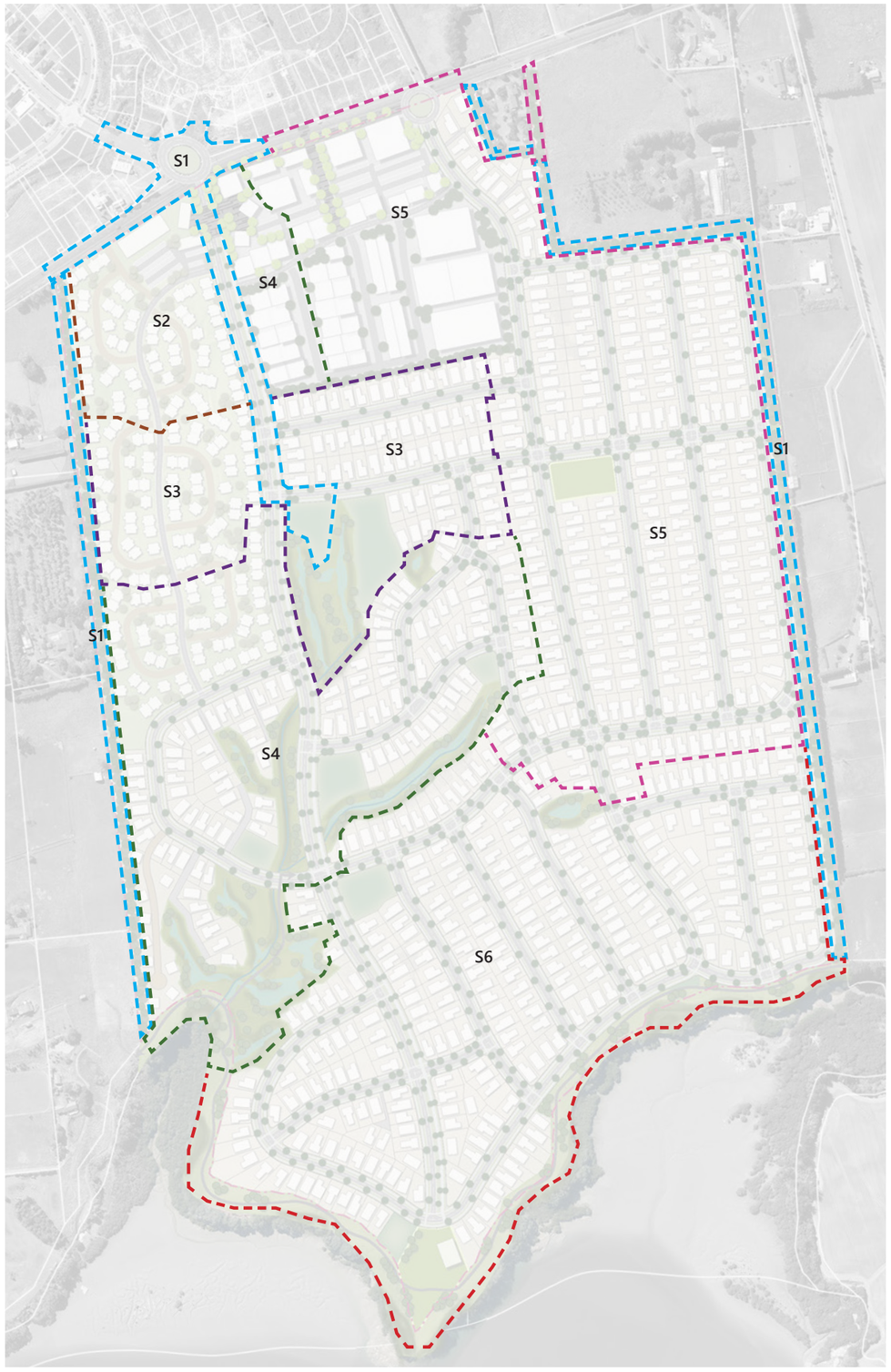
The location of roads and allocation of use is indicative only and subject to change.

Orawaahi
A Complete Community

Sequencing

Indicative Sequencing

Development sequencing is illustrated (indicatively), seeking to enable the “front door” to be established and boundary planting undertaken early to provide time for establishment and benefit, while balancing infrastructure costs with residential dwellings and a commercial opportunities. Earthworks and infrastructure installation may result different to the sequencing of the land use development. Final stormwater management design may also result in changes to the sequence boundaries.



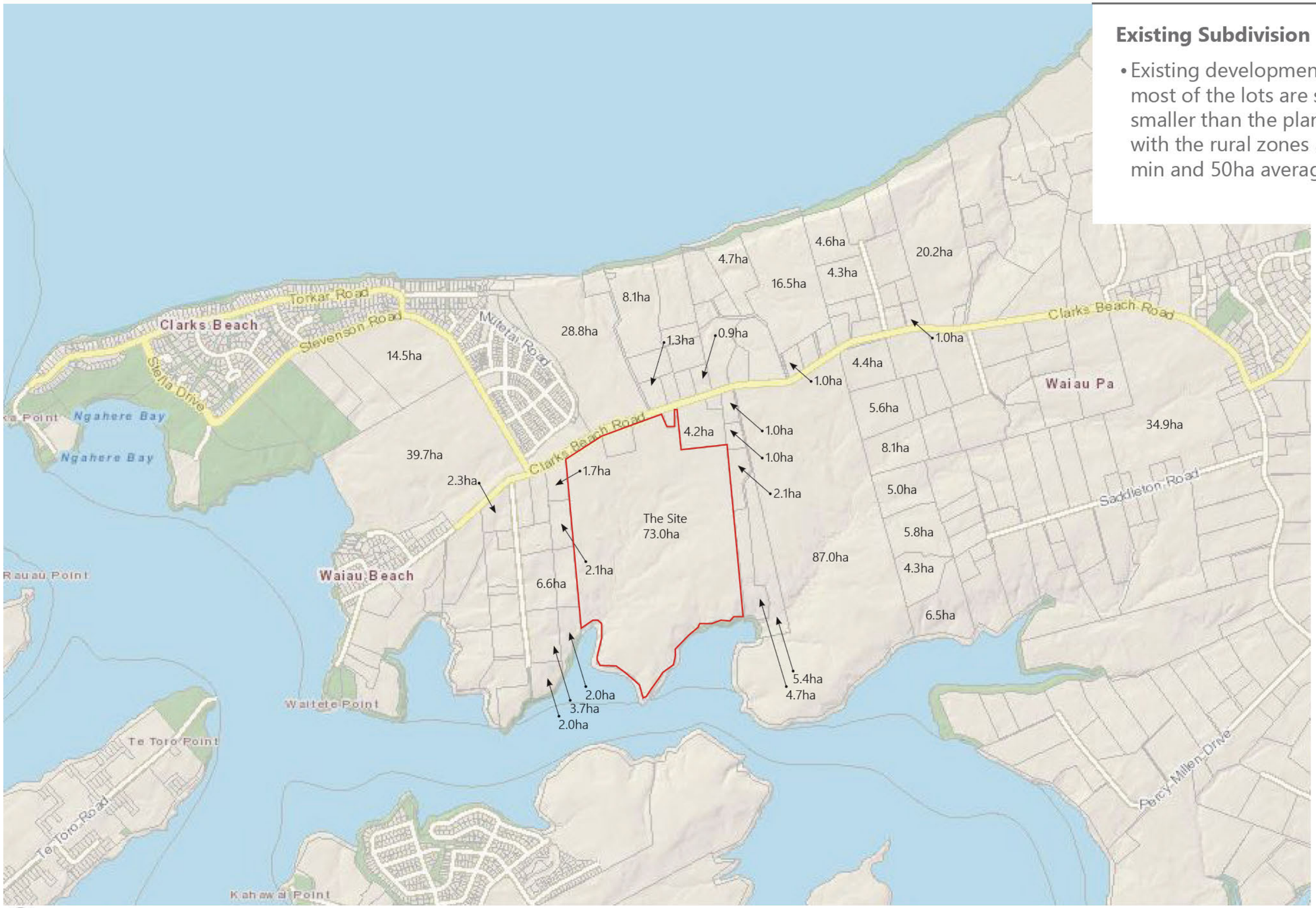
- S1 - Clarks Beach Road upgrade with roundabout installation, Orawaahi Road part 1, eastern and western boundary planting, and stormwater device
- S2 - First portion of retirement village
- S3 - Wetland and stormwater, second portion of retirement village and circa 60 dwellings
- S4 - First portion of village centre and employment, third portion of retirement village, circa 120 dwellings, stream enhancement, stormwater devices, roading, portion of esplanade reserve.
- S5 - Second roundabout, Clarks Beach Road upgrade, village centre and employment, roads, park and circa 200 dwellings
- S6 - Esplanade upgrade, cultural centre, remaining dwellings

0 50 100 200

Context

Existing Subdivision

- Existing development pattern where most of the lots are significantly smaller than the planned outcome with the rural zones applying (40ha min and 50ha average).



Orawaahi
A Complete Community