

Beachlands South Precinct Fast Track Consent Urban Design Assessment

24 June 2026

REV A - FINAL

JASMAX

studiopacificarchitecture

Design and Consultant Team

This report has been prepared by Jasmax and Studio Pacific Architecture on behalf of the Beachlands South Ltd Partnership.

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We wish to acknowledge the input from the wider consultant team who have contributed their knowledge to the design development to date.

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- Hughes Traffic – Traffic and transport
- Viridis – Ecology
- Unio – Planning
- Landscape Visual Impact Memorandum – Stephen Brown
- Stantec – Sustainability
- Studio Woodroffe Papa – Peer Review

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Executive Summary

This Urban Design Assessment has been prepared in support of a substantive application under the Fast Track Approvals Act 2024 (FTAA) for the Beachlands South Listed Project.

The Project is located within the Beachlands South Precinct Chapter I458 within the Auckland Unitary Plan (AUP), which establishes the site-specific planning framework for urban development within this location. Accordingly, this assessment focuses on the extent to which the proposal:

- Aligns with the precinct-specific objectives and policies; and
- Complies with, or appropriately responds to, the relevant precinct standards and assessment criteria.

The proposal delivers a comprehensive, master-planned coastal community, structured around:

- A transit-oriented residential core;
- A vibrant mixed-use village centre;
- An extensive network of open spaces including a series of re-vegetated gullies (Ecologically Protected Area Network (EPAN)); and
- A range of uses and activities including schools, employment, hotel, and golf course and clubhouse, which will help to create a vibrant and active mixed-use community.

The proposal establishes a benchmark coastal urban community within the Auckland context, delivering a coherent, transit-oriented and landscape-led masterplan that goes materially beyond standard greenfield development outcomes.

It gives clear effect to the Beachlands South Precinct objectives while advancing a more integrated and design-led approach to urban structure, movement, landscape and community formation than typically achieved at this scale.

Identified non-compliances are deliberate and design-driven, enabling superior outcomes in urban form, public realm quality and spatial legibility rather than reflecting any deficiency in the masterplan.

Figure 1. The existing site - looking south-east from Pine Harbour marina

Section 01

Introduction

1. Introduction

1.1 Background

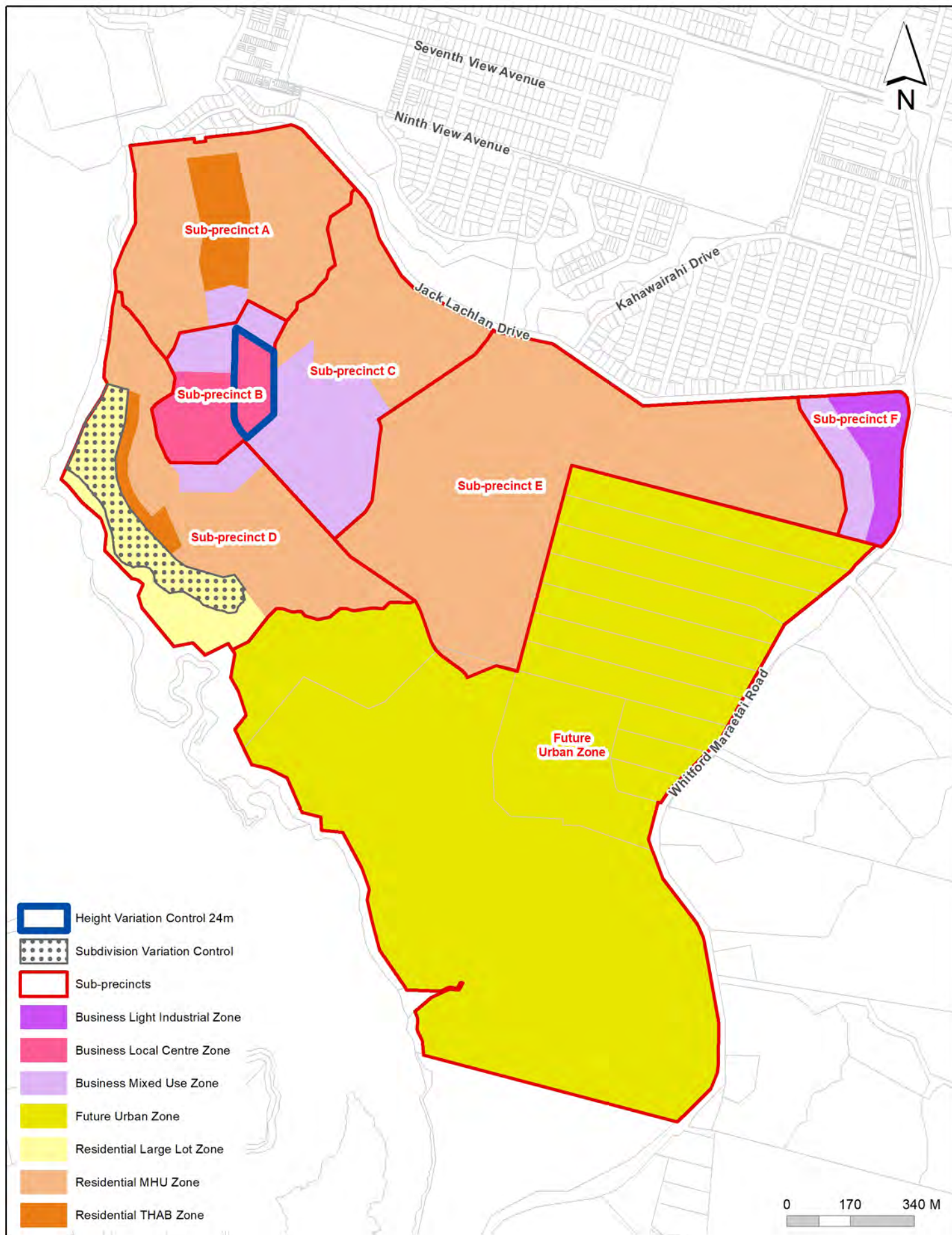
This report has been prepared in support of a substantive application submitted by Beachlands South Limited Partnership ('BSLP') under the 'FTAA'. The Project name is 'Beachlands South' and is included in Schedule 2 of the FTAA as a Listed Project with significant regional or national benefits. The Project 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 focussed 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 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.

The extent of the plan change and the current AUP zoning is shown in Figure 2.



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 an effective existing public transport infrastructure.
- 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 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.

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 EPAN.

1.2 Purpose of this document

The purpose of this assessment is to demonstrate that the proposal delivers a high-performing, design-led urban outcome that not only meets but substantively advances the intent of the Beachlands South Precinct provisions.

This document should be read in conjunction with the following accompanying documents:

- Planning Report by Unio - which provides a complete assessment against all the components of the I458 planning provisions.
- Masterplan Design Report – which sets out a detailed context and site analysis together with a design vision and outcomes; design principles and objectives; key spatial design moves and a detailed design response.
- Landscape Visual Impact Assessment – Stephen Brown
- Various documentation sets for each sub-precinct by Jasmax and Studio Pacific Architects (SPA) – which provide detailed compliance assessment against AUP and precinct plan provisions on a lot-by-lot basis.

It is not the purpose of this Urban Design Assessment to repeat the analysis and design response contained in the Masterplan Design Report. Rather it is to demonstrate that the proposed design response meets the standards and assessment criteria contained in the I458 precinct planning provisions and to support the Expert Panel's decision-making under the FTAA.

1.3 Statement of Qualifications and Experience

My name is Alistair Ray. I am a Registered Urban Designer (2024) and one of the founding members of the Urban Designers Institute Aotearoa. I have a Master of Arts - Urban Design, Bachelor of Arts (Hons) - Town Planning, and Post-Graduate Diploma - Town Planning, all from the University of Newcastle-upon-Tyne, UK. I have over 30 years' experience as an urban planner and urban designer from practice within the UK and New Zealand. I have led the urban design and masterplanning team in Jasmax since 2008, one of New Zealand's largest and most recognised design practices.

Although this is not a hearing before the Environment Court, I record that I have read and agree to and abide by the Environment Court's Code of Conduct for Expert Witnesses as specified in the Environment Court's Practice Note 2023. This assessment is within my area of expertise, except where I state that I rely upon the evidence of other experts. I have not omitted to consider any material facts known to me that might alter or detract from the opinions expressed.

This assessment has been reviewed by Gerald Nicholas (Nick) Barratt-Boyes. He is a registered architect with the New Zealand Registered Architects Board (NZRAB). He has a Bachelor of Architecture from the University of Auckland (BArch 1984), is a Fellow of the New Zealand Institute of Architects (FNZIA), a member of the Architects Registration Board UK (ARB) and a Chartered Member of the Royal Institute of British Architects (RIBA). He has 38 years' of experience as an architect and has practised as an architect and urban designer in New Zealand and the UK. He is an independent commissioner for resource consent hearings with expertise in architecture and urban design.

Both Mr Barratt-Boyes and I have been involved in the master-planning of the Project since mid-2020 and throughout the PC88 plan change process. We have both visited the site on multiple occasions.

Section 02

Scope and Methodology

2. Scope & Methodology

This assessment has been prepared having regard to:

- The FTAA
- The RMA
- The Beachlands South Precinct Provisions contained in I458 (Objectives, Policies and Standards)
- Relevant AUP overlay, zone and Auckland-wide provisions (where applicable)

Given the existence of an operative precinct plan, this report:

- Does not re-establish the appropriateness of urban development on the site; and
- Focuses specifically on urban design outcomes within the established planning framework.

The methodology comprises a review against the following elements of the Precinct Provisions:

1. Objectives & Policies: To ensure a cohesive design narrative, the precinct-wide objectives and policies have been synthesised into five core Urban Design themes. These themes - ranging from Transit-Oriented Walkable Urbanism to Community and Social Infrastructure - serve as the primary qualitative benchmarks for the Project.
2. Standards Compliance: An assessment against the Development Standards (e.g., height, yards, outlook) and where there are departures from the Standards, justifying the approach through reference against the relevant assessment criteria.
3. Matters of Discretion & Assessment Criteria: A review of the Project against the matters of discretion and assessment criteria that apply to Restricted Discretionary consents.



Figure 3. Proposed Illustrative Masterplan

Section 03

Objectives & Policies

3. Objectives & Policies

The Beachlands South Precinct contains an extensive suite of objectives and policies designed to guide the transition of this rural-coastal landscape into a well-functioning urban environment. While these provisions cover a broad range of statutory requirements, they collectively describe a singular vision for a vibrant, sustainable, and coastal-focused town. This vision is described in greater detail in Section 1.1 of the accompanying Fast Track Design Report.

3.1 Methodology for Synthesis

To avoid fragmentation found in assessing objectives or policies in turn, this report adopts a “Thematic Synthesis” approach. By grouping related objectives and policies into five cohesive themes relating to urban design, the assessment more effectively demonstrates how the physical design of the Project addresses the intent of the Precinct Provisions, rather than treating individual objectives and policies as isolated checklists. Each theme represents a core design outcome required by the Precinct Provisions.

3.2 The Five Urban Design Themes of Beachlands South

The following themes form the backbone of this assessment. These five themes establish a clear and integrated urban design framework, structuring both the masterplan and the assessment of outcomes:

1. Transit-oriented, walkable urbanism – the creation of compact, higher density neighbourhoods structured around public transport accessibility (Pine Harbour ferry terminal), green networks and use of walking and cycling.
2. Intensification with high-quality built form and mixed use – a diversity of dwelling typologies and a range of supporting uses, paired with a strong emphasis on design quality and contextual responsiveness.
3. Distinctive coastal sense of place and landscape integration – the creation of a distinctive coastal identity grounded in local landform, ecology, and landscape character.
4. Ecological restoration, environmental resilience and sustainability – a strong emphasis on ecological protection and restoration as a structuring element of urban development together with a comprehensive sustainability agenda spanning transport, energy, water, ecology and built form.
5. Community and social infrastructure – social cohesion and civic life as foundational components.

The following sections provide a detailed analysis of the proposal against each of these themes, demonstrating a deliberate and cohesive response that translates precinct objectives into a resolved and implementable urban form.

3.3 Theme 1: Transit-oriented, walkable urbanism

A central thrust of the Precinct Provisions is the creation of compact, higher-density coastal neighbourhoods structured around public transport accessibility, particularly proximity to the Pine Harbour ferry terminal. Residential density is intentionally concentrated around the Village Centre and Marina Point sub-precincts to support modal shift away from private vehicle dependency. The masterplan establishes a highly legible and connected movement framework that prioritises active and public transport modes as the primary structuring elements of the development. These elements are:

- A fine-grain connected movement network;
- Slow-speed, pedestrian-priority streets;
- Integrated open space and movement corridors; and
- Active frontages and passive surveillance to support safety and vitality.

The proposal follows the structuring elements contained in Precinct Plan 3 (below) within the same sub-precinct boundaries, EPAN areas, location of open spaces, location of Village Centre as evidenced in the proposed masterplan layout found in Figure 4 below.

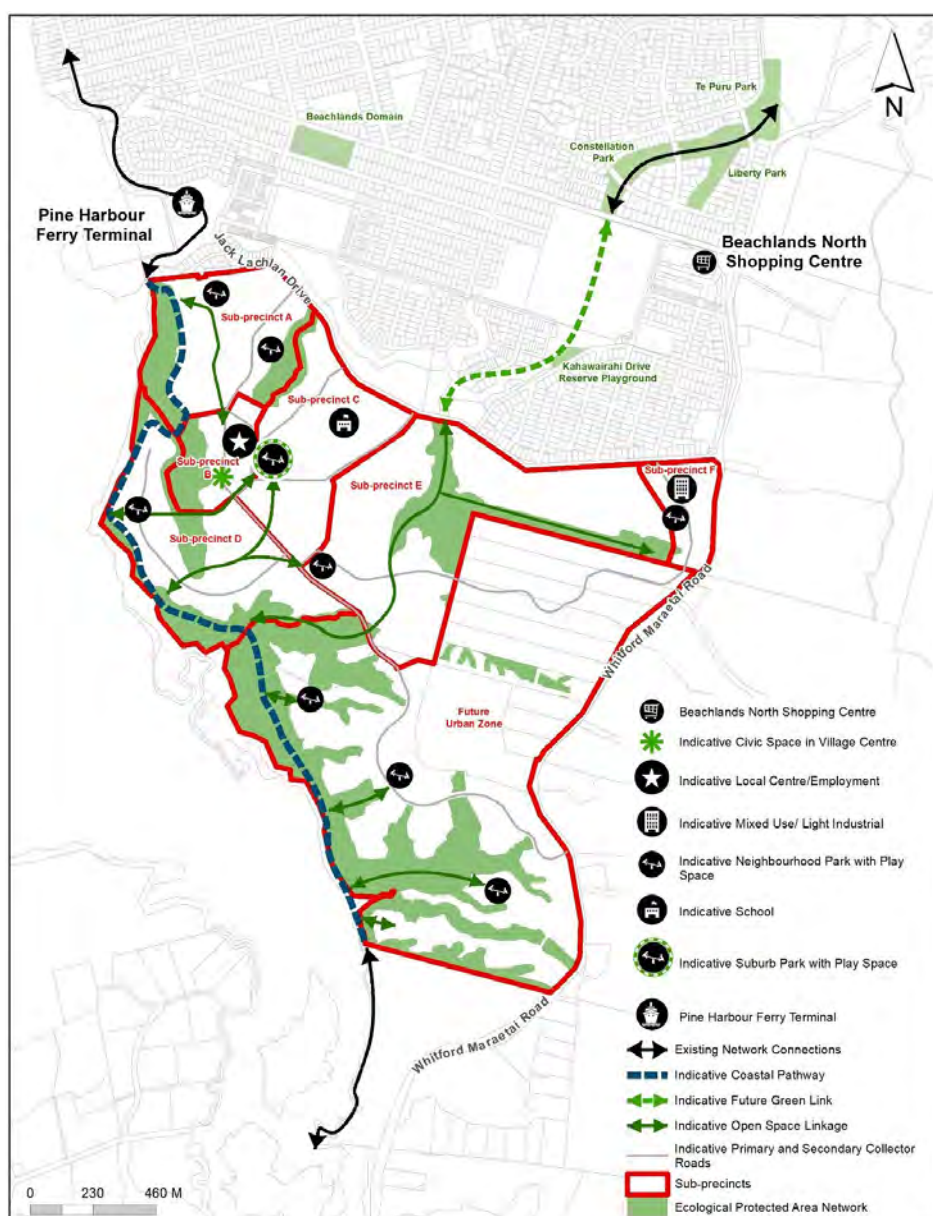


Figure 4. I458.10.3 Precinct Plan 3 - Structuring Elements

Sub-precinct A (known as Marina Point) is the highest-density precinct with a mixture of housing typologies, but with a higher proportion of apartments and terraced housing than other precincts. Its location closest to the Pine Harbour Marina provides easy walking or cycling access to the ferry terminal. Several walking/cycling connections have been made to provide easy access to Pine Harbour from the Marina Point sub-precinct.

The “Fairway” is a linear open space running along the centre of the Marina Point sub-precinct and has been located and oriented to connect Pine Harbour in the north to the Village Centre which is located at the southern end of the sub-precinct. The Village Centre has been designed as a local centre and is located approximately 800m from the ferry terminal. Shared paths are provided along both edges of the Fairway linear open space to provide good quality walking and cycling facilities and to provide a legible,

easy and convenient route between these important focal points and nodes.

In addition, a pathway along the coastal edge is provided, in accordance with the Precinct Plans 3 & 5, further reinforcing the cycling and walkability of the proposal.

Work is on-going with Auckland Transport to re-align the local bus route that currently connects Beachlands with East Auckland. The intent is for the bus route to run through the main spine road of Beachlands South, helping to connect the new sub-precincts with the new local centre, through to the ferry terminal, and to the existing Beachlands town centre. This will assist connecting the Project with the existing Beachlands community as well as bringing visitors into Beachlands South.

Reinforcing the importance of the ferry terminal, the density of housing decreases as one moves south through the development and away from the ferry



Figure 5. Connections from the site to Pine Harbour Marina and ferry terminal

terminal in the north and the local centre. Overall, the residential density is relatively high compared to similar new developments, with a high-proportion of apartment buildings and vertical living reinforcing the urban nature of this proposal.

A highly interconnected network of routes is provided across the site including publicly vested roads, Jointly Owned Access Lots (JOAL's), and walking / cycling routes through open spaces including through the EPAN. JOAL's have been extensively used partly to help create better streets. Providing rear access to terraced houses removes excessive vehicle crossings from the streets, allowing for improved safety for pedestrians and cyclists and allowing more visitor / overflow parking and street trees.

Streets have been designed with narrow carriageways as far as practicable to reduce vehicle speeds and

the collector roads have dedicated cycle lanes. The result is a highly connected movement network which encourages and prioritises active modes of walking and cycling.

The local centre has also been designed with a street based urban form – buildings placed along the street edge with active ground floors – and whilst there are car parks provided, these are located in either the rear of the blocks or underground, so that the built form is designed to encourage a pedestrian experience. The inclusion of several pedestrian only civic spaces within the local centre reinforces the aim to reduce car dependency, support active modes of walking and cycling and overall promote a modal shift.

Collectively, these moves reposition movement from a servicing function to a defining spatial and social driver of the urban structure.

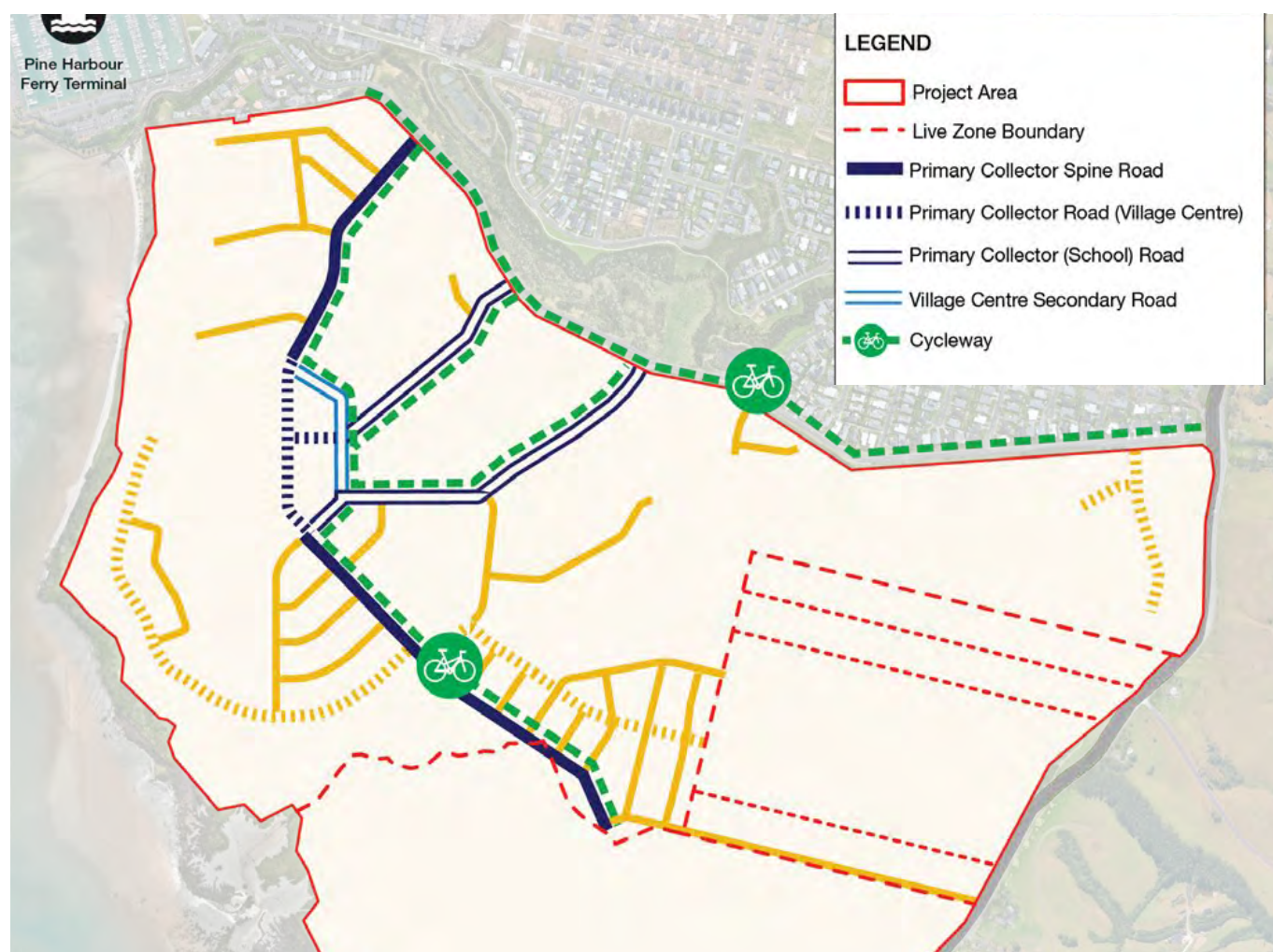


Figure 6. Proposed cycling network

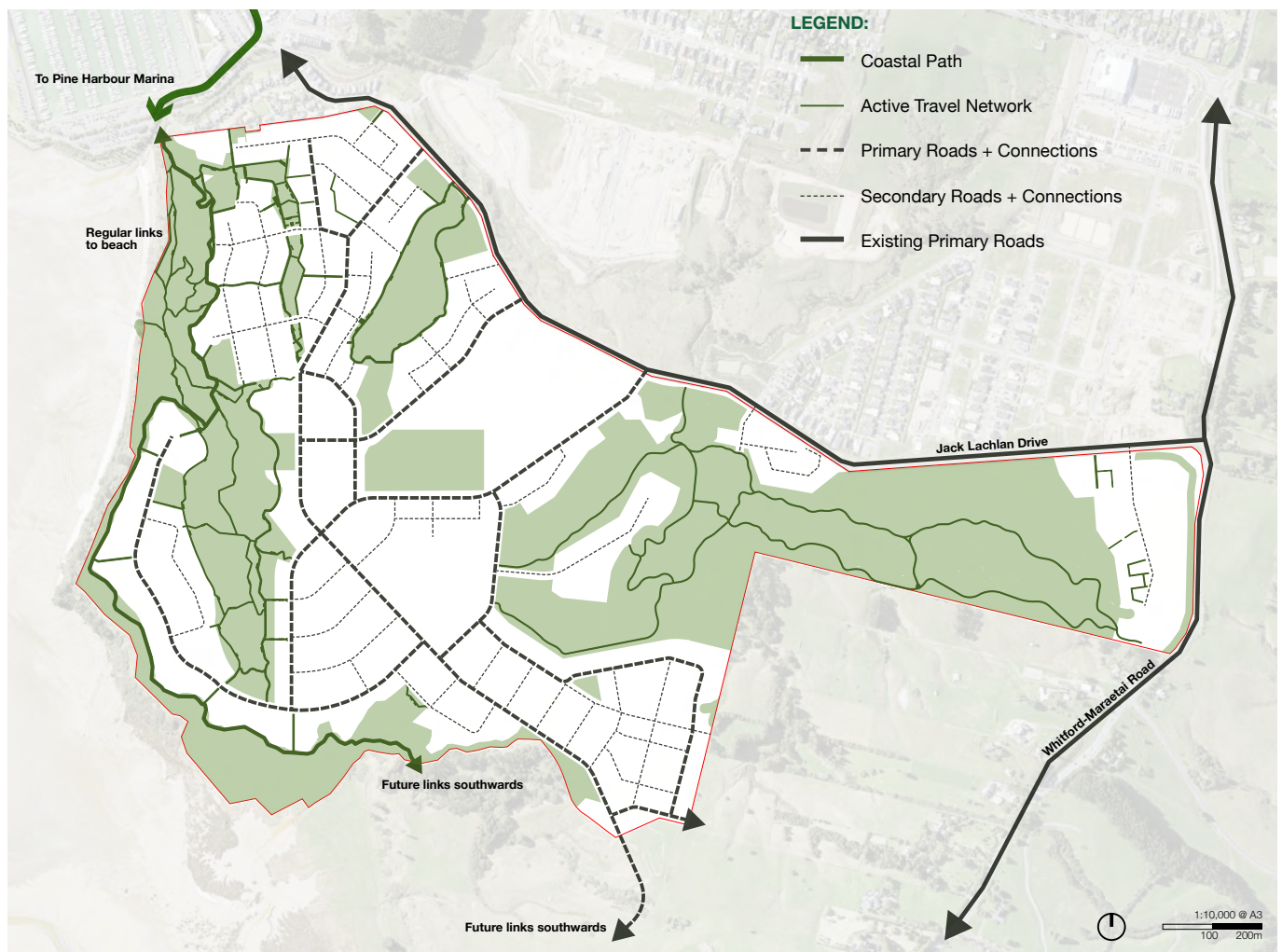


Figure 7. Proposed complete movement network

3.4 Theme 2: Intensification with high-quality built form and mixed use

The proposed masterplan promotes a compact urban form using a range of housing typologies with a high proportion of apartment buildings and a mix of non-residential uses, seeking to avoid generic suburban expansion by creating a genuine mixed-use community.

To facilitate a genuine mixed-use environment, located at the geographical centre of Beachlands South, a fully functioning local centre is proposed. This aims to be the focal point and heart and soul of the community and is designed to be a gathering space for the new residents, as well as being an attractive destination for the existing Beachlands and Maraetai community and beyond.

It contains a street-based retail environment with a supermarket, shops, cafes, restaurants, bars, commercial office space and a gym, medical centre or bookable community space on upper floors. It contains multi-level vertical mixed-use buildings to help create a sense of enclosure and natural surveillance to adjacent streets and outdoor spaces.

Upper floors of buildings have been designed as flexible spaces suitable for commercial offices, medical facilities, gym, or even a bookable community space. This includes the ability to create a generous shared workspace environment, a place to encourage small business to co-locate, for business start-ups and to foster creative innovation in a managed and facilitated workspace environment.

A number of apartment buildings line the streets to further create a more compact urban form. It is proposed to have some limited on-street parking to facilitate very short stay access to stores, with a small surface car park in the centre of the main perimeter block. Due to the change in levels across this block, it is proposed to accommodate a “basement” car park within the block that can serve all users of the village centre including shoppers, patrons of other businesses and staff. Some additional streetside parking is provided adjacent to the village park located on the eastern side of the local centre.

Streets will have wide footpaths typical of main street environments with high quality planting and materials and some on-street parallel car-parks.

A number of high-quality civic spaces are provided at different scales and design to create places suitable for a range of activities and events within the local centre, as illustrated in Figure 8.

- A village green is proposed with a small playground, space to relax, and space to host small events and gatherings such as organised events, music etc. This will be adjacent to the main hospitality units so that people can eat and drink and enjoy the adjacent open space. The space and adjoining units are located on the western edge of the village centre, adjacent to a large gully that will form part of the EPAN, thus providing high quality amenity and outlook. Furthermore, this gully leads down to the beach and coastal edge, and so patrons will enjoy views across the Hauraki Gulf to Rangitoto and Auckland City Centre.
- A small urban plaza – a hard surfaced space, also adjacent to the hospitality units and the village green with views over the gully and coastal edge. Suitable for events including small markets.
- A small urban courtyard on the upper level of the village centre adjacent to the car park and supermarket entrance, a space just to wait and relax and providing amenity for the adjacent residential building that is adjacent and overlooks this space.

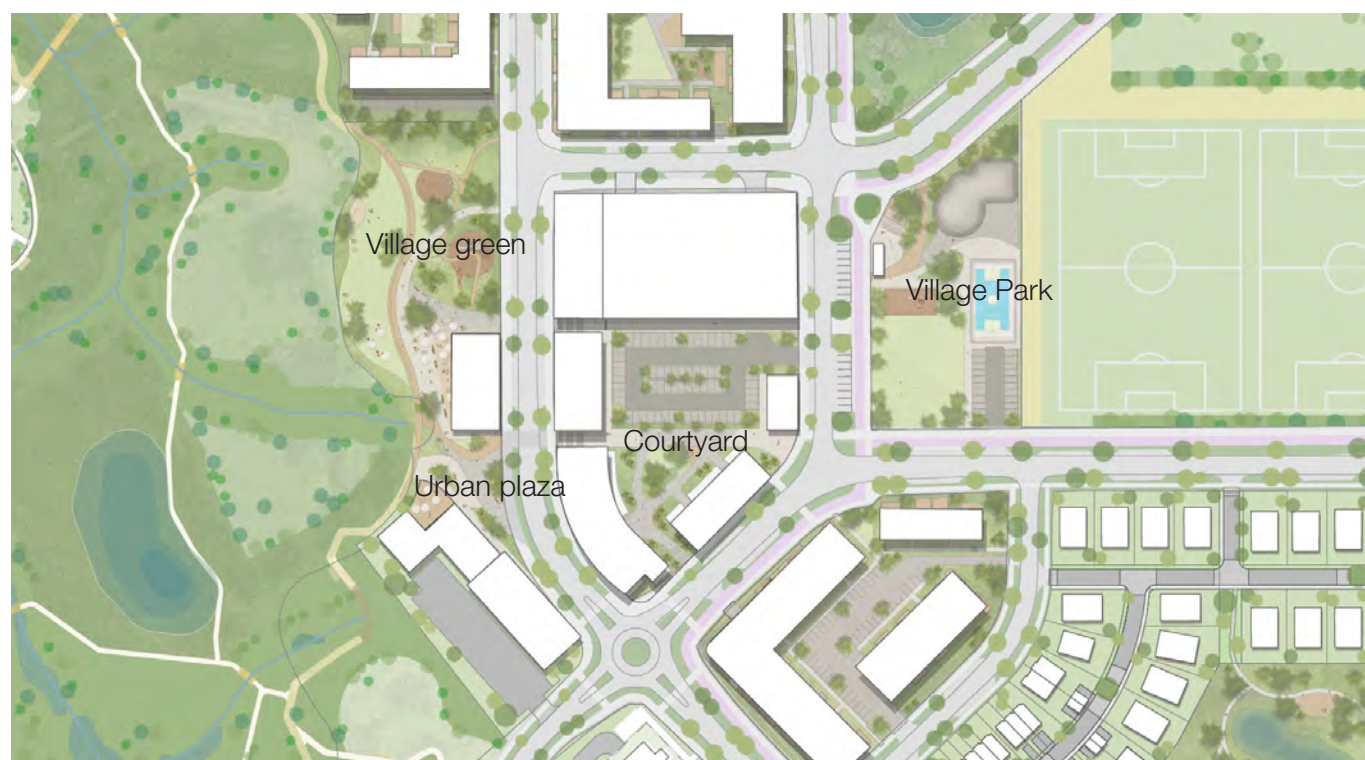


Figure 8. Proposed Village Centre showing range of high-quality proposed civic spaces.

- A “village park” (located in the Community sub-precinct) located on the eastern side of the village centre. This park is proposed to contain a skate park, BBQ facilities, multi-use sports court, kick-a-about area, toilets and changing rooms. Two full size rectangular pitches (including central cricket wicket) are proposed adjacent to this village park. Discussions are on-going with Auckland Council and the Ministry of Education regarding ownership and use of these pitches. Those discussions include a sharing agreement to allow school use through the week and community use out of school hours. If this is the case, the combined facility is of a quality and scale to meet Auckland Council’s requirements for a “suburban park” of approximately 3ha and act as a destination for the wider Beachlands community and beyond. Its location adjacent to the local centre has been carefully considered to provide the opportunity for linked trips – particularly for parents with children using the shops and facilities as part of the same trip, to minimise the need to drive between amenities.

All spaces are designed to be fully accessible to the public (as opposed to private spaces), although ownership and vesting of these spaces is still to be negotiated with Auckland Council.

Figure 9 illustrates the scale and form of the proposed buildings, illustrating the design quality of the buildings and spaces to create a high-quality destination local centre.



Figure 9. Proposed Village Centre showing intensive mixed use centre with a range of high-quality open spaces and main street environment

The variety of uses required to generate a genuine mixed-use community is complemented by a range of other uses. Two schools are proposed – a primary and secondary school – the latter of which has been missing from the wider Beachlands community, requiring all secondary school children to be transported to schools in east Auckland. Other uses include retaining a 9 or 12 hole golf course and the existing clubhouse which also provides an important function venue and conference facility, the provision of a new approximately 150 room 4+ star hotel to complement these activities, and an employment sub-precinct (F) located at the intersection of Whitford-Maraetai Road and Jack Lachlan Drive to provide valuable employment opportunities for the local community.

This includes several larger sites capable of accommodating future light-industrial buildings. Details of these buildings will be assessed at the time of future development in the Resource Consent process given all new buildings in this sub-precinct will need a Restricted Discretionary consent.

In the residential sub-precincts, a range of building types are proposed with a high proportion of apartment buildings in sub-precinct A (Marina Point) and sub-precinct D (Coastal). The scale of the apartment buildings significantly helps to create a more urban environment with a greater sense of enclosure and natural surveillance of adjacent streets and public spaces.

In Marina Point, the apartments have been arranged in a predominantly north-south direction with many dual-aspect apartments to maximise sunlight and the avoidance of south facing only apartments. Furthermore, the apartment buildings line the proposed Fairway Reserve open space maximising surveillance of this space and providing a high level of amenity space often required to create a desirable environment for apartment dwellers.

The buildings have been carefully located and spaced to avoid creating a dominant wall effect, with

gaps between buildings to allow views through to the coastal edge in particular from apartments on the east side of the Fairway Reserve and users of the reserve itself.

The apartment buildings have been carefully designed with a slightly raised ground floor to balance the need for privacy for occupants without creating unduly large blank facades and maintain a degree of surveillance and interaction between occupants and passers-by. Car parking is typically provided in basements and semi basements, thereby minimising the visual dominance of garage doors and carparking when viewed from streets or public open spaces.

The apartment buildings are also carefully located away from the property boundaries of the site. Instead, lower density two storey housing is provided as a more sensitive transition between adjacent sites and the more intensive typologies proposed within the Project. Although it must be noted that there is only one small section of boundary (along the northern boundary of sub-precinct A) where there are houses immediately adjacent to the site.

Elsewhere, terraced houses have been used extensively, with buildings providing windows and/or balconies facing the street and public open spaces to create attractive streetscapes with good levels of natural surveillance. JOAL's have been used widely which helps to avoid excessive vehicle crossings on the street – improving safety for pedestrians and increasing the number of street trees and on-street parking.

This is balanced with a range of “vacant” lots that are typically over 300m² that can accommodate a detached dwelling that could be designed to be permitted activity on a lot of this size. However, design control of these houses will be retained through the use of design guidelines that will be produced and an on-going Design Review panel process facilitated and managed by the developer to maintain the highest possible design standards as signalled in the Precinct provisions.

3.5 Theme 3: Distinctive coastal sense of place and landscape integration

Objectives for Beachlands South are to create a distinctive coastal identity grounded in local landform, ecology and landscape character.

The proposal achieves this by maintaining and protecting significant ecological and natural site features. Whilst most of the site has been heavily modified from its original state to be a golf course, there are a number of natural gullies crossing the site, and all of these have been retained in their existing 3-dimensional form to create the EPAN. These are planned to be restored to native vegetation and the large extent of these this will help to create a development more integrated with its natural environment.

Development is kept deliberately low-rise immediately along the coastal edge (other than the two notable apartment buildings), to create a more natural transition between the water and the urban development. Apartment buildings are set back from the coastal edge by at least 100m. The often-typical approach of privatising the coastal edge with private rear gardens has been avoided. Instead, a generous step-free coastal pathway is also provided running along the whole length of the coastal edge to provide extensive public access to a coast that has been totally inaccessible whilst it has been a private golf course.

The quantum of open space provided within this comprehensive development through the EPAN,

parks and civic spaces, the schools and the golf course, is substantial helping to maintain the spacious landscape character as much as is possible whilst creating a new area of urban Auckland. As stated above, there are a high proportion of apartment buildings and a vibrant local centre proposed helping to create a high-quality urban environment but balanced against a generous amount of open space between the buildings and throughout the site. The high-quality design proposed for the parks and civic spaces with the proposed planting palette together with the restoration of the EPAN areas will considerably help to reinforce Beachlands' identity as a coastal settlement.

The variety and purpose of the proposed open space can be seen in Figure 10.

The architecture of the buildings has been carefully considered to reflect the coastal location. The use of softer, richer tones and warmer materials such as timber, brick and terracotta combined with extensive native planting has been designed with the coastal location in mind.

The street layout has also been designed to fit the landform, as opposed to imposing a rectilinear grid across the site simply for efficiency. This reflects a deliberate move away from standardised greenfield subdivision patterns toward a more site-responsive urban structure shaped by the existing landform of ridgelines and valleys, views, coastal interfaces, and open space networks. The proposed internal movement network is generally consistent with the location of indicative collector roads on Precinct Plan 3 and is therefore consistent with the planned structuring elements of the precinct.



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		

Figure 10. Variety and purpose of the proposed open spaces

3.6 Theme 4: Ecological restoration, environmental resilience and sustainability

The precinct provisions place strong emphasis on ecological protection and restoration to ensure their long-term protection and to improve ecological values through a range of habitat restoration and enhancement measures.

The proposal responds by seeking to actively enhance ecological systems particularly through restoration and riparian planting with wetland and stream rehabilitation within the EPAN. Other initiatives proposed include coastal habitat restoration, biodiversity enhancement and pest and weed management.

The EPAN functions as both environmental infrastructure and a landscape framework shaping and defining the urban form and open space structure.

Since the major floods of 2023, stormwater management has become a much more important consideration. Stormwater ponds have duly been sized and located to meet the latest Council Code of Practice. Further details can be found in Harrison Grierson's reports. The stormwater ponds have been carefully shaped and located not just to meet the stormwater requirements, but to ensure they fit well within the emerging new landscape. They will be designed to be attractive features in their own right, with native vegetation, paths and seating. This further level of design will be undertaken at the Engineering Plan Approval stage. As attractive features, housing has been orientated to overlook them to provide both good outlook and natural surveillance. Further information on the design intent for the ponds can be found in the accompanying Document 3 Beachlands South - Open Space Strategy document, and can be seen in Figure 11.

The intent at detailed design stage is also to use permeable paving and rainwater tanks for all houses to further reduce the impact of heavy rainfall events.

Sustainability is embedded at a masterplan level through the integration of land use, transport and landscape systems, supporting a compact urban form, reduced car dependency and enhanced environmental performance.

Transport – the masterplan has been designed to support the Pine Harbour ferry terminal through a combination of locating the most intensive housing in closest proximity and providing a number of highly legible walking and cycling routes to access the ferry terminal. The local bus route is also proposed to be re-aligned to encourage bus patronage both to the ferry terminal, existing Beachlands centre and to east Auckland. The street layout together with an extensive off-road walking and cycling network through the range of open spaces will further promote active transport modes and reduce car dependency.

The urban form deliberately uses more dense housing forms with a high proportion of apartments and terraced houses with the intent of creating a compact urban form, using less land and therefore being able to retain more land for open space.

All buildings have been sited with solar access in mind, minimising south facing apartments and creating as many dual aspect or “through” apartments as possible. As well as maximising solar access, this also provides cross ventilation. Terraced homes have also all been sited and designed to avoid south facing private gardens and living areas.



Figure 11. Location of stormwater ponds and design intent

3.7 Theme 5: Community and social infrastructure

The objectives and policies strongly emphasise social cohesion and civic life as foundational components of the urban environment.

This will be achieved in the proposed development through the following elements and initiatives:

Local Centre

A vibrant mixed-use local centre with community focal points and civic spaces – as described earlier, the local centre has been located and designed to be a highly active and attractive destination centre, not just for new residents, but for the wider Beachlands / Maraetai community and wider Auckland beyond. The quality of buildings, their urban form and arrangement has been designed to create a place that people will enjoy and want to spend time in. A street-based retail environment with accompanying small, intimate open spaces, will create the opportunity for people to linger and bump into other people, encouraging social cohesion.

The two open spaces located on the western edge of the local centre with views over the Hauraki Gulf and immediately adjacent to the proposed hospitality units – known as the “village park” and the “village

plaza” – have been designed specifically to be able to host small events such as live music or other activities connected with the local countryside such as craft fairs, farmers markets etc., reflecting the success of similar spaces and initiatives north of Auckland at Hobsonville Point, Kumeu, Puhoi and Matakana. The “Pohutakawa Coast” – Beachlands and Maraetai – is a stunning part of Auckland but perhaps less well known and visited, partly due to the lack of an attractive urban centre to stop and play, relax and eat and drink.

With its connection and views over the adjacent estuary looking back to Auckland city and Rangitoto, the centre has been designed to create a social hub with high levels of activity and reinforcing the coastal town aspect of Beachlands.

Schools

Two new schools are proposed as part of the development including a new secondary school. Beachlands does not have a secondary school, with children having to be transported to schools in east Auckland. Schools often become social hubs, particularly secondary schools, with events and activities for the local community as well as potential shared resources such as play spaces, pools, sports fields, library and large halls for events. The location



Figure 12. Proposed Village Centre plaza and main street environment

of the schools and how they relate to the local centre and surrounding neighbourhoods has been well considered.

The new schools are proposed to be located at the north-eastern part of the site, adjacent to Jack Lachlan Drive, to provide the easiest access for existing Beachlands residents as well as new residents of Beachlands South. The proposed alteration to the local bus route will see the bus pass by the school, whilst dedicated cycle lanes have been provided on the key streets leading to the school to facilitate easy cycling to school. Additional connections across the creek to the existing neighbourhoods of Beachlands are also being explored to help facilitate easier walking and cycling connections to the school.

Golf

The existing 18 hole golf course is proposed to be reduced to either 9 or 12 holes. The existing clubhouse will be retained as this is also an important social element in Beachlands. The shorter course together with practice facilities will be focussed on bringing in golfers of all ages and abilities and the clubhouse with its large function spaces suitable for events and conferences will provide spaces for social gatherings.

Vibrant Heart

The local centre, schools and golf facility along with the civic spaces and community park have been deliberately co-located in the centre of Beachlands South to create a community heart to the development where residents, visitors, workers and school children will come together, helping to create social cohesion and civic life, often missing from new residential subdivisions that are almost exclusively residential in

nature.

Employment

Whilst the local centre, school and clubhouse with its function spaces will create a range of employment opportunities, a small employment sub-precinct is also provided at the north-east corner of the site close to the intersection of Whitford-Maraetai Road and Jack Lachlan Drive. This will provide for some employment uses not suitable for location within the local centre – such as small industrial units and other light industrial activities. It will also include some live/work units for small businesses. This precinct therefore represents an important addition in creating local employment opportunities that are otherwise relatively lacking in the Beachlands Maraetai area.

Walkability

Streets have been designed to encourage walking and cycling, with relatively narrow carriageways, generous footpaths and in many cases separate cycle lanes. With an abundance of apartment buildings and rear-accessed 2-storey terraced houses, this places buildings closer to the street helping to create a higher degree of interaction between residents and people on the streets. The extensive open space network with coastal pathway and routes through the EPAN areas have also been designed to encourage people to get out and walk, exercise and meet other people.

The overall intent is therefore not merely residential growth, but the creation of a socially connected and community-oriented coastal settlement.

Section 04

Assessment Against Relevant Standards

4. Assessment Against Relevant Standards

Detailed “compliance tables” assessing the Project against the relevant urban design standards (AUP) and where they are superseded by specific standards within the Precinct Provisions are provided within each of the sub-precinct drawing packages.

These tables demonstrate that the proposal complies with the majority of relevant standards. Departures occur in relation to the following standards:

- Sub-precinct A – “Marina Point”
 - Over-height in Residential - Mixed Housing Urban zone (MHU) & Terrace House and Apartment Building zone (THAB)
 - A number of minor non-compliances which are discussed in more detail below
- Sub-precinct B – “Village Centre”
 - Over-height in Local Centre zone
 - Residential at ground floor level in Local Centre zone
- Sub-precinct C – “Community”
 - Over-height in Business Mixed-Use zone
- Sub-precinct D – “Coastal”
 - Over-height in MHU & THAB zone
 - A number of minor non-compliances which are discussed in more detail below

Each of these departures will be addressed in the sections below, also referring to the relevant assessment criteria that apply where a standard has not been met.

In most cases the departures relate to buildings over height in the MHU, THAB, Business Mixed-Use and Local Centre zones. Assessment criteria in the Precinct Provisions and the AUP become relevant in this case, which require the following assessment.

Character and Visual Amenity

l458.8.2(2)(b)(v) the extent to which the form and design of the building and any additional height responds to the planned urban built character of the surrounding area including natural landforms and features, and the coast

Visual dominance

l458.8.2(2)(b)(vi) the extent to which buildings as viewed from the side or rear boundaries of adjoining residential sites or developments are designed to reduce visual dominance effects, taking into account:

- the planned urban built character of the zone;
- the location, orientation and design of development;
- the physical characteristics of the site and the neighbouring site;
- the design of side and rear walls, including appearance and dominance; and
- providing adequate visual and/or physical break up of long continuous building forms.

4.1 Sub-precinct A – Marina Point (THAB & MHU Height Exceedance)

A number of buildings exceed the height limits contained within the Precinct Provisions in the Marina Point sub-precinct as set out in the diagram below. These exceedances relate to a number of buildings within the THAB zone located along the Fairway linear reserve and one building located in the MHU zone in the north-west corner of the sub-precinct.



Figure 13. Buildings exceeding the THAB height limit (orange) and the MHU (yellow) in the Marina Point sub-precinct

4.2 Buildings exceeding THAB Height limit along The Fairway linear public open space (AUP H13.6.1)

As described in Section 3.3, The Fairway is the principal north–south open-space spine through Marina Point, linking the Pine Harbour Ferry terminal with the Village Centre. It is therefore entirely appropriate that the most intensive residential built form within the precinct is concentrated along this corridor. The apartment buildings fronting The Fairway are all designed as six-storey buildings above basement parking, with an overall height of approximately 21.8m excluding plant. This exceeds the operative 16m height standard applying to the THAB zone.

As illustrated in the plan above, there are 11 apartment buildings in total that exceed the height limit.

In my view, the operative 16m standard is an unduly constrained benchmark for apartment development of the type anticipated in this location. Contemporary apartment buildings typically require floor-to-floor heights of around 3.2m to accommodate structure, services and good internal stud heights, together with a taller ground floor to allow for lobby, entry and amenity functions, and potential future adaptability. On that basis, even a well-designed five-storey apartment building would generally exceed 16m, while six storeys produces a height of about 21.8m. The proposed height therefore reflects normal contemporary apartment design parameters rather than an exaggerated or inefficient built form.

That is also relevant in functional and delivery terms. Marina Point is the part of the Project most clearly oriented toward rapid public transport, being the closest residential area to the ferry terminal and directly connected to it by a legible walking and cycling network. In this context, apartment development at genuine urban intensity is not only appropriate, but important to achieving the transit-oriented outcomes anticipated by the precinct framework. A lower-rise alternative would materially reduce yield and undermine the ability to deliver apartment buildings in this location or otherwise force a broader building footprint and a less generous public realm outcome.

It is also relevant that Auckland's broader planning direction has been moving toward a more enabling height framework for apartment and mixed-use areas, including through Proposed Plan Change 120 (PC120). While the height-based provisions in that plan change are not yet operative and therefore not determinative for this application, the proposed PC120 provisions do provide useful context that the operative 16m standard is no longer the sole or necessarily most appropriate benchmark for evaluating apartment height in accessible urban locations. In that wider context, six-storey apartment buildings at Marina Point are consistent with the trajectory of more intensive urban development around public transport nodes.

The additional height is a deliberate design response that enables a materially superior urban outcome, supporting intensity where it is most appropriate while maintaining high levels of amenity and spatial openness.

Having regard to the relevant assessment criteria, I consider that the additional height produces a positive urban design outcome for the following reasons.

First, the planned urban built character of Marina Point is deliberately more intensive than other parts of the precinct, reflecting its location between the ferry terminal to the north and the Village Centre to the south. The concentration of apartment buildings along The Fairway is therefore entirely consistent with the intended structure of the sub-precinct. In my opinion, the question is not whether apartment buildings are appropriate here, but whether six storeys is acceptable in this particular spatial context. I consider that it is.

Secondly, the buildings are arranged in a north–south orientation on either side of The Fairway, with their principal outlook directed east and west across a substantial central open space. Separation distances between opposing buildings range from approximately 35m at the closest southern end to

around 65m at the northern end. Relative to a building height of 21.8m, these are generous dimensions by Auckland apartment standards and result in a very comfortable relationship between built form and public open space. This means the additional height is experienced within a spacious landscape setting rather than as a compressed canyon condition.

Thirdly, the apartment buildings are not arranged as a continuous wall. With the exception of the two southernmost buildings, which are intentionally composed as a paired termination to the reserve, generous gaps are maintained between buildings, typically around 30m and often occupied by streets or pedestrian connections. Those breaks are important because they preserve outlook from end apartments, maintain sunlight penetration, and allow views through toward the coast from within The Fairway and from adjoining streets. The proposal therefore provides effective visual and physical break-up of built form, consistent with the relevant criteria.

Fourthly, the relationship to nearby lower-scale housing is also appropriately managed. The apartment buildings are generally separated from neighbouring two-storey dwellings by around 30m, which in my opinion is generous in the context of a precinct expressly planned for intensified urban development. The additional height is further moderated by the orientation of the buildings, the presence of open space and streets between different built forms, and the fact that the buildings sit within a broader master-planned composition rather than at a tightly constrained suburban edge.

Finally, the buildings themselves are relatively slender and well proportioned, typically no more than about 40m in length and around 18m in depth, with elevations articulated on all sides and no blank ends. Combined with the quality of the proposed architecture and landscape design, this produces a collection of apartment buildings that reads as deliberate, elegant and open rather than bulky or overbearing. In my view, a six-storey outcome in this location is preferable to a stricter but more dispersed lower-rise alternative, because it allows the same level of activity and amenity to be achieved while retaining more openness around the buildings.

4.3 Building exceeding MHU Height limit in the north-west corner of the Marina Point sub-precinct (I458.6.17.2 (a))

A single apartment building within the MHU zone also exceeds the applicable height standard in the north-west corner of the sub-precinct. Although this sits outside the zoned THAB area, I consider the exceedance to be a deliberate and defensible response to a highly specific site context.

The building occupies the part of Marina Point closest to the Pine Harbour Ferry terminal and marina, at a location that is visually prominent and strategically important in legibility terms. It effectively marks the northern gateway to the precinct and sits only about 70m beyond the THAB edge. In urban design terms, it is therefore better understood as part of the same transit-oriented intensity gradient that structures Marina Point, rather than as an anomalous intrusion into a conventional suburban setting.

A further apartment building in this location:

- Supports a transit-oriented development pattern, concentrating density in proximity to high-frequency public transport;
- Enables the building to function as a landmark and gateway element, given its elevated position on a promontory and visibility from the ferry terminal and marina; and
- Enhances residential amenity and responds to its location at an interface with the coast through improved outlook over the marina and Hauraki Gulf.

The proposed building is also modest in footprint, being approximately 35m long and 18m deep, with only two apartments per floor. That relatively slender form is important, because it limits perceived bulk and allows the building to operate as a vertical marker rather than a dominant slab. Its elevated position and outlook over the marina and Hauraki Gulf also make it an appropriate location for a more prominent building,

both in terms of residential amenity and wider place legibility.

With regard to visual dominance effects on neighbouring sites, the closest existing dwelling is approximately 18m to the north at 19 Tui Brae. However, that relationship needs to be understood in context. The neighbouring dwelling is oriented primarily toward the marina to the north, with limited south-facing outlook toward the proposed building. The physical characteristics of the site, including level changes and the promontory setting, mean the apartment building is experienced as part of the wider marina-edge landform rather than as a continuous wall directly confronting adjoining residential sites.

In addition, the proposed building does not present as an overly long or monolithic form. Its limited length, articulated elevations and windows on all sides provide adequate visual break-up and avoid the kinds of blank, overbearing façades that the assessment criteria are intended to guard against. In my opinion, this is an instance where a modest and well-designed over-height building produces a better urban design outcome than strict compliance, because it reinforces transit-oriented intensity at the point of greatest accessibility while remaining appropriately responsive to its immediate context.

4.4 Other minor non-compliances

Outdoor Living Space (I458.6.17.2 (e))

A number of minor breaches occur in relation to the outdoor living space requirements for several ground floor apartment units. These are limited in extent and relate primarily to shortfalls in minimum depth or overall size.

All non-compliances are confined to ground floor units within apartment buildings that have been intentionally designed with a consistent balcony treatment across all levels. In many cases (for example MP8-A, B and C Lot 1500 and MP1 Lot 1503), these balconies are raised above ground level and oriented toward adjacent streets, parks, or on-site landscaping, thereby benefiting from a high degree of borrowed amenity.

In practical terms, these units function in a similar manner to compliant upper-level apartments, achieving appropriate outlook and amenity such that the numerical shortfall does not translate into any meaningful reduction in residential quality.

These departures are minor in quantitative terms and do not result in any material adverse urban design effects.



Building Coverage and Yards (I458.6.17.2 (d) & I458.6.17.2 (c))

The majority of lots within the Marina Point sub-precinct comply with the building coverage standards of the MHU and THAB zones. Where non-compliances occur, these are generally minor, typically involving exceedances of less than 10% above the permitted 50% site coverage.

Several sites in the MHU and THAB infringe the yard rule to a small degree, which requires buildings to be setback 1.5m from the front boundary and 1m from the side and rear boundaries.

These departures reflect the variation in lot sizes and configurations inherent to the masterplanned layout. As a result, while some lots marginally exceed the standard, others do not fully utilise their permitted coverage. On balance, this distribution indicates that a strict lot-by-lot assessment overstates the significance of individual exceedances.

In my view, the minor exceedances do not give rise to any material adverse effects in terms of visual dominance, residential amenity or precinct character. Rather, they form part of a coherent and well-resolved urban design outcome.

On that basis, I consider the building coverage and yard non-compliances to be acceptable.

Windows to the street 20% glazing (I458.6.17.2 (g))

The minimum glazing requirement is not met for standard housing typologies T3A, T2B, and S3A. In practice, the glazing standard is only one component contributing to street activation, alongside the presence of habitable rooms and active edges fronting the street.

In all cases, these typologies provide active frontages through the inclusion of entrance, kitchen and bedroom spaces oriented toward the street. As such, the intent of the standard in supporting an active and engaging streetscape is achieved (refer to corresponding assessment criteria I458.8.2(2)(i)).

On that basis, I consider these departures to be acceptable in urban design terms.

Impervious surface (AUP H5.6.9)

There are a relatively small number of non-compliances of the impervious surface standard, when considered against the overall number of lots within the precinct.

The standard housing typologies have been largely designed to be compliant when applied to a typical lot depth of 25m. However, the masterplan incorporates a range of lot shapes and depths, reflecting the curvilinear street pattern and response to natural features, which has resulted in some lots being smaller or more constrained than the typical condition.

Several apartment sites also do not comply with this standard. This is a logical outcome of the denser development pattern, which requires greater provision for vehicle manoeuvring, servicing and surface parking. Note the Beachlands stormwater management approach including swales, site-wide stormwater ponds, and provision for on-site stormwater tanks for each lot.

HIRB (AUP H13.6.1 - Business Mixed Use zone)

Apartments MP25 and MP26, located within the BMU zone, do not comply with the Height in Relation to Boundary (HIRB) control. This non-compliance arises as a technical consequence of the transition between the BMU zone and THAB zoning, rather than representing a substantive design exceedance.

In urban design terms, the resulting built form is appropriate and achieves positive outcomes. In particular, the increased building envelope supports greater residential density in a location adjoining public open space and along the primary collector spine road, where a more intensive urban form is both anticipated and desirable.

From a reverse sensitivity perspective, the relevance of the HIRB control is limited in this instance. The presence of a vested road along the affected boundary provides a physical and functional buffer, effectively mitigating potential interface effects between zones.

In my view, the non-compliance is therefore a technical infringement that does not give rise to any material adverse effects and is acceptable in urban

design terms.

Building Set Back (AUP H13.6.3 - Business Mixed Use zone)

Lot 1509 apartment MP26 does not comply with the BMU zone H13.6.3 upper-level building setback requirement. From an urban design perspective this is a technical non-compliance that is immaterial in the building's context which is a tower surrounded by roads and/or a park proving sufficient spatial separation to the closest buildings. The site does not share a common boundary with a neighbouring building.



Landscape Buffer (AUP H13.6.6 - Business Mixed Use zone)

In Lot 1509 apartment MP26 the loading zone manoeuvring area encroaches approximately 0.5 a metre into the minimum landscape buffer to street zone H13.6.6. I am comfortable that good landscape amenity can easily be achieved through fence design and planting.

4.5 Sub-precinct B – Village Centre (height exceedance) (AUP H13.6.1)

Within the Village Centre sub-precinct there are just three areas where the standards have not been met. These are:

- A minor exceedance of the 24m height control (by approximately 2m) in the local centre zone.
- Exceedances of the 16m (18m when including roof-form) Mixed-Use zone height limit for 6-storey buildings.
- Residential use occurring at ground floor (street) level in the local centre zone.

The extent of buildings over the height limit is shown on the plan below.

The Beachlands South Village Centre has been deliberately designed as the civic and commercial heart of the wider development. In urban design terms, it is entirely appropriate that the centre carries a greater sense of intensity and prominence than surrounding areas. The local centre height overlay, which allows buildings up to 24m, reflects that design logic by enabling a stronger sense of centre, sufficient critical mass to support commercial activity, and a more defined and enclosed street environment.

Only two buildings within the Local Centre zone exceed the 24m standard, and in each case by approximately 2m. This is a very limited departure in quantitative terms and largely reflects the use of contemporary floor-to-floor dimensions, including a more generous ground floor necessary to



Figure 14. Buildings exceeding the Local Centre height limit (pink) and the Mixed Use height limit (purple) in the Village Centre sub-precinct

accommodate active commercial uses and upper floors capable of supporting viable residential or mixed-use outcomes. Having regard to the scale and role of the centre as a whole, the volume of built form above the standard is minor.

In my opinion, that limited exceedance is not only acceptable, but assists in achieving the intended prominence, enclosure and identity of the Village Centre.

Within the Mixed Use zone, several parts of the buildings on superlot VC3 exceed the operative height standard where a strict 16m limit is applied. In most instances the exceedance is modest, generally around 2m, with one part rising to approximately 5m. Even then, much of the built form remains within, or very close to, the 18m allowance that can be achieved where roof form is taken into account. Importantly, the exceedance is driven less by an intention to create significantly taller buildings and more by the practical realities of designing a coherent multi-level mixed-use environment on sloping land.

As with Marina Point, contemporary mixed-use and apartment buildings typically require floor-to-floor heights of around 3.2m to accommodate structure, services and reasonable internal stud heights, together with a taller ground floor for retail, hospitality

or other active uses. On this site, however, topography is the more significant factor. The apparent breach largely arises because ground levels fall across the site, meaning that only parts of the buildings project above the standard while the majority of the built form sits comfortably within the intended scale of the Village Centre. This is therefore a case where the numerical exceedance overstates the actual visual and urban design effect.

Within the Precinct Provisions there a number of assessment criteria that specifically relate to the design of buildings in sub-precinct B (village centre):

- I458.8.2(5)(h)(i) - The extent to which multi-level buildings are designed to create a sense of enclosure and intimacy to adjacent public spaces while reinforcing a low-speed walkable environment for pedestrians;
- I458.8.2(5)(h)(ii) - The extent to which buildings and open spaces are orientated to celebrate key views toward the Hauraki Gulf and Rangitoto Island; and
- I458.8.2(5)(h)(iii) - The extent to which design features and the selection of materiality reinforce a distinctive village character.
- I458.8.2(5)(h)(iv) - The extent to which the proposal gives effect to relevant structuring elements in Precinct Plan 3.



Figure 15. Elevation showing extent of building in VC1 over the Local Centre (including 24m overlay) height limit

In my opinion, the design of the Village Centre responds well to these criteria. The main street has been kept deliberately narrow, with multi-level buildings set at or close to the street edge to create a strong sense of enclosure, pedestrian comfort and low-speed village character. At the same time, the public spaces, including the village green, urban plaza and upper level plaza, are proportioned to avoid any sense of overbearing scale. The centre's layout and orientation have also been carefully shaped to capture views toward the coast and Rangitoto, with the main spine aligned to frame those outlooks. The taller elements sit within this composition as part of a coherent centre form rather than as isolated or visually dominant intrusions.

The architectural treatment of the Village Centre further supports this conclusion. The buildings are articulated with active frontages, balconies, varied rooflines and a warm coastal material palette, including timber, brick and glazing, which together reinforce a distinctive village identity rather than a generic commercial form. The modest additional height therefore reads as part of a well-composed urban centre and contributes positively to its character, legibility and sense of place.

Overall, I consider that these height exceedances are contextually appropriate and support the functional and spatial role of the Village Centre.



Figure 16. Elevation showing extent of building in VC4 over the Local Centre (including 24m overlay) height limit



Figure 17. Elevation showing extent of building in VC3 over the Mixed-Use height limit

4.6 Sub-precinct B – Village Centre (ground floor residential) (AUP H11.6.3)

The other departure from the Precinct Provisions within the Village Centre is the inclusion of residential apartments at ground floor level within superlot VC3. While the Local Centre zone anticipates non-residential uses at ground level to activate streets, in this instance a more nuanced response is appropriate. The Village Centre has been deliberately designed to remain compact, with the most active retail and commercial frontages concentrated within superlots VC1 and VC2, around the main street, supermarket entrance and upper car park area, where pedestrian activity will be highest and where such uses are most likely to be commercially viable.

There is already sufficient frontage in these central locations to accommodate the retail and commercial

offer needed to support a successful local centre. Requiring additional ground-floor commercial space within VC3 would risk overextending the centre, diluting activity and creating poorly performing frontages. In this context, ground-floor residential in VC3 is an appropriate and pragmatic response that supports the overall viability and compactness of the Village Centre, while still maintaining an active and well-functioning heart in the locations where activation is most important. Importantly, the ground floor within VC3 has been designed with a 4m floor-to-floor height, which provides a generous level of flexibility and future-proofs the building for potential conversion to commercial or other non-residential uses if market demand changes over time.

Having regard to the overall design quality of the Village Centre, as outlined in Section 3.4, I consider that this non-compliance nevertheless results in an appropriate urban design outcome.



Figure 18. Render showing ground level residential in buildings in lot VC4

4.7 Sub-precinct C – Community (Hotel Building & CM3 Height Exceedance) (AUP H13.6.1)

Within the Community sub-precinct, the proposed hotel building exceeds the operative 16m height standard in the Mixed Use zone, or 18m where roof form is taken into account, by approximately 7m to the main roofline and approximately 9m including roof plant. In practical terms, this equates to an additional two storeys beyond the operative envelope.

A visitor accommodation use already exists on the site through the current Rydges Formosa operation, where accommodation is provided as 26 duplex villas spread across approximately 3.5ha. Reception, administration, dining, bar, kitchen, conference and function facilities are already consolidated within the existing golf clubhouse building, which is an established and important destination within Beachlands.

Visitor accommodation is an important component of a successful and complete Beachlands neighbourhood, particularly in a location with an existing golf course, function venue and conference offer. However, the current villa arrangement is land-

intensive and inefficient, dispersing accommodation across a wide area and limiting the ability to intensify this activity in a coherent manner. The proposal instead consolidates visitor accommodation into a purpose-built hotel of approximately 150 rooms, which is a scale generally regarded as necessary to support a commercially viable hotel operation of this type, while retaining the existing clubhouse as the arrival, hospitality, dining and conference hub.

In urban design terms, the proposed height is a direct consequence of seeking a more efficient and better resolved built form outcome. A seven-storey building allows the hotel to achieve the required room yield while maintaining a relatively compact footprint, thereby reducing land take, preserving openness around the building and avoiding a more expansive, lower-rise form spread across the site. The result is a more consolidated development pattern that sits more comfortably within the wider golf course and open landscape setting. Using contemporary floor-to-floor dimensions, including a more generous ground floor to accommodate leisure and guest amenity functions, produces an overall building height of approximately 25m.

In my opinion, this non-compliance is acceptable,



Figure 19. Buildings exceeding the Mixed-Use height limit (purple) in the Community sub-precinct

and indeed preferable to a more extensive low-rise alternative, for the following reasons:

- It replaces existing dispersed visitor accommodation with a more consolidated and efficient built form, significantly improving land-use efficiency on a site where visitor accommodation is already established.
- It supports the continued viability and activation of the retained golf clubhouse, conference and function facilities by consolidating accommodation within easy walking distance of those existing amenities.
- By building upward rather than outward, it reduces the footprint of development and retains a greater proportion of open landscape around the building, which is important in this part of the site where spaciousness and landscape setting are defining characteristics.
- The proposed form is comparatively slender and well-proportioned for a hotel building, with the additional height expressed in a single coherent building rather than a broad or sprawling built form, thereby limiting perceived bulk and visual dominance.

- The site is adjacent to the golf course and existing clubhouse in a large-scale open landscape context that is capable of absorbing additional height more readily than a tighter urban or suburban setting.
- There is limited proximity to sensitive residential interfaces, such that the additional height does not give rise to the same degree of dominance, outlook or privacy effects that might otherwise arise in a more closely settled residential context.
- The building also has the potential to perform a legibility and landmark function within the wider development, signalling the location of the visitor accommodation and clubhouse precinct without undermining the primacy of the Village Centre.

A further building within superlot CM3 also exceeds the operative Mixed Use height standard, reaching approximately 22m. In my view, that additional height is similarly explainable by the practical realities of designing on sloping topography together with the use of appropriate contemporary floor-to-floor heights, rather than any attempt to create an unduly dominant built form. As with the hotel itself, the numerical exceedance somewhat overstates the actual urban design effect, because the visible height



Figure 20. Elevation showing extent of hotel building over the Mixed-Use height limit

of the building is moderated by the site's fall and the wider open landscape setting. In that context, I do not consider the CM3 exceedance gives rise to any material adverse urban design effects beyond those already addressed above.

As noted above PC120 is considering a more enabling height framework in Mixed Use areas, including a 24m height standard in some locations as part of Auckland's wider intensification response. This indicates that the operative 16m standard may no longer necessarily be the only appropriate benchmark when considering whether a somewhat taller built form can still achieve acceptable, and in some cases better, urban design outcomes. Against that broader policy signal from the Council, a hotel of approximately 25m in this specific open landscape setting is not out of character with the trajectory of planning for more intensive urban development.

Overall, I consider that the additional height is a proportionate and design-led response to the operational requirements of a viable hotel, the need to consolidate an existing visitor accommodation activity, and the particular spatial qualities of this site. Rather than resulting in unacceptable effects, the height enables a more efficient, compact and coherent built form outcome that integrates successfully with the retained clubhouse, golf course and wider landscape framework. For those reasons, the non-compliance is, in my view, appropriate and results in a positive urban design outcome.



Figure 21. Elevation showing extent of building in CM3 over the Mixed-Use height limit

4.8 Sub-precinct C – Community (Terraced house building coverage) (AUP H5.1.10)

There is one further and relatively minor non-compliance within Sub-precinct C. As identified in the relevant compliance tables, Terraced House type T-3c exceeds the maximum building coverage standard in H5.6.10 of the AUP on 10 lots within superlot CM1, where building coverage is approximately 57% rather than 50%. These lots occur in the middle of a run of terraced houses and are slightly narrower than others within the same typology. In my view, this is a limited exceedance affecting a small number of dwellings and does not give rise to any material adverse urban design effects. It does not alter the established character of the terrace row, reduce the quality of the streetscape, or undermine residential amenity to any meaningful degree. On that basis, I consider the non-compliance to be acceptable in urban design terms.



Figure 22. Plan showing lots non-compliant (red) with MHU building coverage in CM1

4.9 Sub-precinct D – Coastal (THAB & MHU Height Exceedance)

A number of buildings exceed the height limits contained within the Precinct Provisions in the Coastal sub-precinct as set out in the diagram below. There are a number of buildings within the THAB zone located along the Coastal local road, one building in the northern corner of the sub-precinct in the MHU zone, and two buildings located in the Mixed-Use zone adjacent to the Village Centre (see below).



Figure 23. Buildings exceeding the THAB height limit (orange), the MHU height limit (yellow) and the Mixed-Use height limit (purple) in the Coastal sub-precinct

4.10 Sub-precinct D – Coastal (Landmark Tower Height Exceedance) (I458.6.17.2 (a))

Within the Coastal sub-precinct, a single 12-storey apartment building is proposed in a location otherwise characterised by lower-scale residential development. The proposed building is 42.1m above ground level whilst the MHU height limit is 11m and is therefore 31m over the height limit. The degree of non-compliance is therefore substantial in numerical terms. However, in my opinion, this is not a case of generalised over-intensification. Rather, it is a highly site-specific and design-led response to an exceptional part of the site, intended to operate as a singular landmark element within the wider masterplan.

The appropriateness of that approach turns on the tower's precise siting, form and context. The building is located on a prominent headland where a more vertical built form can be read as a deliberate marker in the landscape rather than as part of a continuous band of height. It is separated from most surrounding development by the EPAN gully and significant changes in level, such that it reads as a freestanding element within the wider landform. This physical and visual separation is important, because it ensures the tower remains an isolated intervention rather than creating any impression of a broader pattern of high-rise development along the coastal edge.

In urban design terms, the proposal is supportable for the following reasons:

- The tower occupies a naturally prominent landform where a distinctive vertical element can contribute positively to legibility and wayfinding across the precinct and from the coastal edge.
- It is designed as a slender building with a limited floorplate, understood to contain approximately two apartments per level, which materially reduces perceived bulk and avoids the visual effects associated with a broader slab or podium form.

- Its separation from surrounding lower-scale development by the EPAN gully, open space and topography means the tower is experienced as a stand-alone feature in the landscape rather than as an overbearing neighbour to a conventional suburban street.
- Because the tower is singular in number, highly specific in location, and dependent on unusual site conditions, it does not create a credible precedent for widespread height increases elsewhere within the Coastal sub-precinct.

While the extent of the height exceedance is notable, the actual urban design effects are substantially moderated by the building's slender proportions, isolated siting and topographic separation from other development. In visual terms, it will read less as a bulky over-height building and more as a sculptural marker associated with the headland landform. Importantly, this is not a model that is repeated elsewhere in the proposal. It is a singular intervention intended to provide identity and orientation within a large and varied coastal masterplan. Subject to the conclusions of the Landscape and Visual Impact Assessment, I consider that approach to be defensible in this specific context.

On that basis, I consider the non-compliance to be acceptable and, in urban design terms, beneficial. The tower reinforces the legibility of the coastal sub-precinct, responds to an exceptional landform condition, and achieves a more elegant outcome than a wider or more dispersed built form would produce. In my opinion, it contributes positively to the overall composition and identity of Beachlands South without undermining the generally lower-scale character intended elsewhere within the Coastal sub-precinct.

4.11 Buildings exceeding THAB and Mixed-Use height limit in the Coastal sub-precinct (AUP H13.6.1)

As illustrated in Figure 26, there are 6 apartment buildings in total that exceed the height limit in the THAB zone and two that exceed the Mixed-Use height limit.

All these apartment buildings are designed as six-storey buildings above basement parking, with an overall height of approximately 21.8m excluding plant. This exceeds the operative 16m height standard applying to the THAB zone and the 16m (+2m roof allowance) for the Mixed-Use zone.

For the reasons already explained in relation to the Marina Point sub-precinct height exceedance, in my view, the operative 16m standard is an unduly constrained benchmark for apartment development of the type anticipated in this location and the proposed height is considered appropriate in this context.

As noted above, it is also relevant that Auckland's broader planning direction has been moving toward a more enabling height framework for apartment and mixed-use areas, including through PC120.

The apartment buildings also form part of a comprehensively planned superlot structure, designed to operate 'in-the-round'. Built form is separated from adjoining development through the provision of vested roads and open space, which provide meaningful spatial buffers as well as opportunities for street tree planting and a high-quality streetscape. This separation ensures that the additional height does not result in adverse dominance effects on neighbouring properties and is experienced within a more open and landscaped urban environment.

As in the Marina Point sub-precinct, the buildings themselves are relatively slender and well proportioned and for the reasons explained in that section of the report, I consider a six-storey outcome is also preferable in this location.

Other minor non-compliances

Superlots C13 & C15 (I458.6.12, I458.6.12, AUP H1.6.5.1)

There are several infringements within Megalots C13 and C15 affecting a defined cluster of lots in the Residential Large Lot Zone (see image below). Although zoned for Large Lot zone (lots at least 1,000m²), these lots have been designed to be on average around 400m². From an urban design and zoning perspective, this is a logical location for a transitional pattern of development, given the adjoining MHU sites to the north and Large Lot properties to the west. The masterplan intentionally provides for this built form to support increased density close to the proposed Local Centre. Requiring very low-density large lot housing in this location would not represent an efficient or sustainable use of land, particularly given its access to active transport routes and walking distance to the nearby Local Centre.



Figure 24. Non-compliant site sizes in superlots C13 & C15

The infringements arise simply from providing smaller lots, and include:

- A front yard infringement, reducing the required 7.5m setback to approximately 2.5m;
- A side yard infringement, reducing the required 2.5m setback to approximately 1.2m to enable a more efficient side and rear yard arrangement;
- Note meeting the minimum site area; and
- Associated building coverage and impervious area infringements to enable the standard Type S4A dwelling (a four-bedroom intergenerational home with ageing-in-place features).

In urban design terms, the relevant issue is not strict compliance with setback and coverage standards, but whether the resulting built form achieves an appropriate level of amenity and responds positively to its context. In this instance, half the affected dwellings are located adjoining the EPAN and benefit from a strong south-facing outlook over the reserve and estuary inlet. Providing narrower lot widths enables more people to enjoy this view (rather than fewer large house as per the Large Lot zone). Given this relationship, the primary amenity is derived from the wider landscape setting rather than private on-lot yard space, and a larger yard setback is not necessary to achieve a high level of residential amenity.

Bringing dwellings closer to the southern boundary enables these outlook relationships to be maximised and, importantly, improves passive surveillance of the coastal walkway. This contributes positively to CPTED outcomes and supports the safety and activation of this public edge.

Windows to the street 20% glazing (I458.6.17.2 (g))

The Housing Typology Type T3A does not achieve the 20% window to the street requirement. Refer to the commentary outlined in the Marina Precinct section 4.4 regarding this standard.

Outdoor Living Space (I458.6.17.2 (e))

There are breaches isolated to the G floor apartment units of apartments C5-A, C5-B, and C5-C on Lot 1519. Refer to the commentary outlined in the Marina Precinct section 4.4 regarding this standard.

4.12 Overall Conclusion on Departures from Standards

The identified departures are not indicative of over development or design inconsistency; rather, they reflect a coherent and strategically targeted approach to intensification.

They arise from a coherent masterplanning strategy that deliberately concentrates greater intensity in the parts of the Precinct best able to accommodate it, while using open space, topography, building form and land-use distribution to manage effects and protect amenity.

A consistent theme across the departures is that the non-compliances are not arbitrary. In Marina Point, additional height supports a transit-oriented apartment form in the location of greatest accessibility to the ferry terminal and is moderated by generous building separation and a strong open-space framework. In the Village Centre, modest exceedances support the intended prominence, enclosure and commercial functionality of the centre, while the ground-floor residential component is confined to a location where it helps maintain a compact and viable core rather than diluting activity. In the Community sub-precinct, the hotel height enables a more efficient and consolidated visitor accommodation outcome in an open landscape setting. In the Coastal sub-precinct, the tower is a singular and highly site-specific response to an exceptional landform condition, rather than a signal of generalised intensification.

In each case, the relevant assessment criteria have been addressed through the actual design response of the proposal: building height is paired with slender or carefully articulated built form; visual dominance is moderated through orientation, separation, landform and adjacency to open space; and the resulting buildings contribute to legibility, identity and amenity rather than detracting from them. Importantly, the departures also align with the broader strategic direction of the precinct provisions, which anticipate a compact, mixed-use, transit-oriented and designed urban environment rather than a uniformly low-rise suburban outcome.

In several instances, these departures enable demonstrably better urban outcomes than strict compliance would achieve. They do not undermine the integrity of the Beachlands South Precinct framework. Rather, they help realise it in a more effective, site-responsive and functionally robust way. Accordingly, the departures should be understood as justified and appropriate components of an overall high-quality masterplanned development.

Section 05

Assessment Criteria and Matters of Discretion

5. Assessment Criteria and Matters of Discretion

The precinct provisions in Chapter I458 contain a number of matters of discretion and assessment criteria. This urban design assessment focuses on those matters that are relevant to urban design outcomes.

Section I458.7.2(2), relating specifically to the design of the civic space in the Village Centre, is addressed separately below.

The remaining urban design-related assessment criteria are extensive and, in many instances, overlap in subject matter. Rather than addressing each criterion individually, this section groups the relevant criteria into a series of broad urban design themes. This approach enables the assessment to focus on the substantive design outcomes sought by the precinct provisions – including urban form, character and public realm; movement and connectivity; residential amenity and neighbouring interface; landscape, open space and natural interface; and sustainability and building performance – while avoiding unnecessary repetition.

Adopting this thematic structure does not disregard the individual criteria. Rather, it provides a more coherent and efficient means of addressing the relevant matters by considering them collectively where they relate to common urban design issues.

5.1 Urban Form, Character and Public Realm

The first thematic group relates to urban form, character and public realm. These matters relate to the way in which the proposal contributes to the planned urban built character of the precinct, addresses streets and public open spaces, and establishes a safe, attractive and legible public realm. In my opinion, the proposal performs well against those criteria for a number of reasons.

First, the proposal provides for a broad range of housing typologies at higher densities in the parts of the precinct best able to accommodate that intensity, particularly Marina Point and the Village Centre. That outcome is consistent with the evident intent of the precinct provisions, which anticipate a more urban form of development in proximity to the ferry terminal, local centre and principal open space network, rather than a conventional low-density suburban pattern throughout the site. The mix of apartments, terraced housing and lower-density forms therefore contributes positively to housing diversity while still responding to the different spatial and landscape conditions across the precinct.

Secondly, buildings are generally designed to address streets and public open spaces in a positive manner. Windows, balconies and principal living spaces are oriented toward streets, reserves and accessways to provide passive surveillance and a stronger relationship between dwellings and the public realm. That is particularly evident along The Fairway, within the Village Centre, and in the arrangement of terraced housing throughout the residential areas. In my view, this produces a safer and more engaging public environment than would arise from inward-looking development or street edges dominated by blank walls and vehicle infrastructure.

Thirdly, the proposal appropriately manages building scale and visual interest through variation in form, façade design and materiality. This is especially important in the larger apartment and mixed-use buildings, where articulation, modulation, changes in roofscape and the use of a warmer coastal material palette all help reduce perceived bulk and avoid monotonous building forms. Similarly, front yard planting, boundary treatment and streetscape landscaping make a meaningful contribution to the quality of the public realm, while rear-lane access and basement or semi-basement parking arrangements assist in minimising the visual dominance of garage doors and parked vehicles when viewed from streets and open spaces. In the Village Centre and other prominent locations, including corner sites, the built form is also designed to address more than one frontage positively, which further supports an attractive and coherent streetscape outcome.

Taken together, these design responses mean that the proposal achieves the relevant assessment criteria relating to built character, frontage design, passive surveillance, façade articulation, landscape treatment and the visual management of parking and garages. Overall, I consider that the proposal establishes a built form and public realm response that is consistent with the planned urban character of the precinct and results in a high-quality urban design outcome.

One specific Assessment Criteria relates to the development of a civic space in the heart of the village centre, as shown on Precinct Plan 3 (I458.7.2(2)).

- (a) The extent to which it is designed with views orientated to Rangitoto Island and the Hauraki Gulf;
- (b) The extent to which the design incorporates a range of public amenities to enhance the amenity and use of this space;
- (c) The extent to which it is located and designed to enhance the distinctive coastal village character of sub-precinct B Village Centre;
- (d) The extent to which it is located and designed to complement and engage with surrounding commercial and retail spaces in the Village Centre; and
- (e) The scale and design of the space to provide suitable shade and shelter from wind.

The civic space identified on Precinct Plan 3 has been deliberately located and designed as an intimate urban plaza on the western side of the Village Centre, at the elbow of the main spine street and at the head of the EPAN gully. In my opinion, that siting responds well to the assessment criteria because it allows the space to operate as both a visual marker and a social focus within the centre, while also taking advantage of its elevated position and strong relationship to the coastal landscape.

In relation to criterion (a), the plaza is oriented and positioned to capture views westward toward Rangitoto Island and the Hauraki Gulf. Its location at the head of the gully and on the western edge of the centre allows those views to be experienced both from within the space itself and on approach along the main street, thereby reinforcing a strong visual connection between the Village Centre and its wider coastal setting.

In relation to criterion (b), the plaza is supported by a range of public amenities intended to encourage use, dwell time and informal social activity. These include generous pedestrian circulation space, seating opportunities, direct access from the main street, and immediate adjacency to hospitality tenancies, allowing the space to support outdoor dining, casual gathering and small-scale events. The adjoining larger village green further complements the plaza by providing an associated soft-landscaped area

for play, relaxation and community activity, thereby broadening the overall range of amenity available on this western edge of the centre.

In relation to criterion (c), the civic space makes a positive contribution to the distinctive coastal village character sought for sub-precinct B. Its modest scale, intimate enclosure, direct visual connection to the coast, and relationship to active hospitality edges combine to create a space that is locally distinctive and village-like in character, rather than a generic suburban forecourt or oversized plaza. The integration of landscaped and hard-surfaced spaces also supports a relaxed coastal quality appropriate to Beachlands.

In relation to criterion (d), the plaza is very well integrated with the surrounding commercial environment. It sits immediately adjacent to hospitality and retail frontages and directly off the main pedestrian spine, allowing it to function as an extension of the active centre rather than as a detached open space. That relationship is important because it promotes passive surveillance, supports spill-out activity from adjoining tenancies, and contributes positively to the vitality and attractiveness of the Village Centre as a whole.

In relation to criterion (e), the scale and enclosure of the plaza, together with the surrounding built form and proposed planting, are such that the space is capable of achieving a comfortable microclimate. The built edges assist in providing shelter from prevailing

winds, while the combination of open sky access, landscaping and adjacent building form allows a balance of sun and shade to be achieved across the space. In my opinion, the civic space is therefore appropriately designed to provide a comfortable and attractive environment for year-round use.

Overall, I consider that the civic space shown on Precinct Plan 3 is well located and well resolved in urban design terms. It responds directly to the assessment criteria by combining coastal outlook, public amenity, village character, commercial integration and user comfort in a manner that will make a positive contribution to the identity and functioning of the Village Centre.

- LEGEND:**
- A Main Playground space
 - B Village Green : Flexible multi-function lawn space
 - C F&B Outdoor Seating
 - D Main Plaza
 - E Picnic table
 - F Outdoor stage
 - G Timber seating terrace
 - H Coastal Path



Figure 25. Village Centre urban plaza and village park

5.2 Movement and Connectivity

The second thematic group concerns movement and connectivity. In this respect, the proposal responds well to those criteria concerned with creating a well-connected movement network, providing safe pedestrian access from the street, and integrating the development with the wider precinct and surrounding transport infrastructure.

A particular strength of the proposal is the extent to which movement has been treated as a structuring element of the masterplan rather than a purely technical exercise. The street network, JOALs, shared paths and open space routes combine to create a highly permeable layout with multiple choices of movement for pedestrians and cyclists. This is especially important in a development of this scale, where convenient and legible movement routes are central to reducing reliance on private vehicles and supporting a more walkable urban environment.

The strongest expression of that approach is in Marina Point and the Village Centre, where the layout provides direct walking and cycling connections toward the Pine Harbour Ferry terminal, the Fairway Reserve, the local centre and the wider open space network. The Fairway itself performs an important movement function, providing a legible north-south pedestrian and cycle spine between the ferry and the centre. More generally, buildings are accessed in a way that supports safe and convenient pedestrian movement from the street, and the proposal includes a continuous coastal pathway and a network of open-space connections that extend movement opportunities beyond the formal road network.

In my opinion, the proposal therefore satisfies the relevant assessment criteria relating to connectivity, movement integration, pedestrian access and wider walkability. It establishes a coherent and well-integrated movement framework that supports both the functioning of the precinct itself and its relationship with the ferry terminal, Village Centre and surrounding neighbourhoods.

5.3 Residential Amenity and Neighbouring Interface

The third thematic group relates to residential amenity and neighbouring interface. This includes criteria concerned with visual dominance, daylight and sunlight access, privacy, outlook, outdoor living space and how building height and bulk respond to adjoining development and the planned urban character of the precinct.

In my opinion, the proposal performs credibly against those criteria. Across the precinct, building separation, setbacks, orientation and adjacency to open space have been used deliberately to moderate height and bulk and maintain a reasonable standard of amenity for future residents and adjoining sites. This is particularly evident where more intensive built form is proposed. In Marina Point, for example, apartment buildings are generally separated by generous distances and arranged around The Fairway and other open spaces, materially reducing visual dominance and outlook effects. Elsewhere, lower-scale built form is typically used at sensitive edges, including where development interfaces with neighbouring residential properties along the northern boundary or environmentally significant areas.

The design of dwellings also demonstrates an appropriate response to privacy and internal amenity. The location and orientation of windows, balconies and terraces, together with setbacks, level changes and screening where necessary, assist in minimising direct overlooking while still allowing passive surveillance and good outlook. Similarly, building and open-space arrangement has been informed by solar access considerations, with an evident intention to maintain daylight and sunlight access to dwellings and outdoor living areas as far as practicable within a higher-density urban form. Outdoor living spaces are generally accessible, useable and attractive for occupants, and the proposal avoids the compression or dominance that can arise where intensified housing lacks adequate spatial relief.

Accordingly, I consider that the proposal achieves an appropriate balance between intensification and residential amenity. Where standards are exceeded, the resulting effects are appropriately managed through the design response and remain consistent with the planned urban character anticipated by the precinct provisions.

5.4 Landscape, Open Space and Natural Interface

The fourth thematic group relates to landscape, open space and natural interface. These matters include the treatment of landscaped areas, the retention of mature vegetation, the location and quality of public open space, and the extent to which development responds appropriately to streams, riparian margins, the coastal edge, landform and other natural features.

In my opinion, one of the strongest aspects of the proposal is the way in which the open space and landscape framework has been used to structure the masterplan. The EPAN, the Fairway Reserve, the coastal pathway, neighbourhood parks, civic spaces and larger recreation areas combine to create a substantial and well-distributed network of open spaces that is both functional and highly influential in shaping the built form. This means the proposal does not treat open space as a residual outcome, but as a defining element of the overall urban structure.

That approach is also evident in the way development responds to the site's natural systems and coastal setting. Stream corridors, gullies and riparian margins are retained and incorporated within the EPAN, while built form is generally arranged to respect topography and maintain meaningful relationships with open space and landscape features. Along the coastal edge and in visually prominent areas, the proposal also seeks to respond to landform and wider landscape values through building placement, variation in roofscape and careful attention to materiality and planting. Public open spaces are generally located in prominent and accessible positions, with good frontage to surrounding streets or development, which assists with both amenity and safety. The retention and enhancement of vegetation, including the opportunity to retain mature trees where available, further supports a landscape-led outcome.

Overall, I consider that the proposal performs strongly against the relevant assessment criteria relating to landscape, open space and natural interface. It maintains and enhances amenity values, supports ecological restoration and public access, and ensures that open space is attractive, accessible and well-integrated with the urban form of the development.

5.5 Sustainability and Building Performance

The final thematic group relates to sustainability and building performance. The relevant criteria concern sustainability certification, reduced building material waste, passive design, solar orientation, renewable energy and, for non-residential buildings, adaptability and longer-term performance of built form.

In my opinion, the proposal responds positively to those matters. At a masterplan scale, concentrating higher-density development around the ferry terminal, Village Centre and principal movement corridors supports a more compact urban form and reduces energy demand associated with dispersed development and car dependence. At a building scale, there is clear evidence that solar access and passive design principles have informed the layout of apartments and terraced housing, including avoiding, where practicable, poor solar orientation and creating more dual-aspect dwellings and useable outdoor living areas.

The proposal is also supported by a stated sustainability agenda that includes a commitment toward improved building performance, reduced material waste and, where applicable, more sustainable construction and servicing approaches. In relation to the residential component, there is intention to consider an appropriate sustainability design standard for each stage, although a formal commitment at this stage to a specific rating is not proposed. In my view, that is a reasonable position. I also note that while certification frameworks can provide a useful benchmark, an overly narrow focus on accumulating points within a formal rating system can, at times, detract from the primary objective of delivering genuinely high-quality homes with good amenity, durability and environmental performance. While detailed delivery will occur at later design stages, the current proposal clearly aligns with the sustainability direction and intent of the precinct provisions. The ability of some mixed-use and centre buildings to accommodate future changes in use also supports longer-term adaptability, an important aspect of sustainable urban development.

Taken together, these measures mean the proposal aligns well with the relevant sustainability and building performance criteria. In my view, it demonstrates a credible and integrated approach to passive design, urban efficiency and longer-term environmental performance.



Figure 26. Illustrative visualisation - Marina Point precinct



Figure 27. Illustrative visualisation - Home-zone



Figure 28. Illustrative visualisation - Medium density residential precinct

Section 06

Conclusion

6. Conclusion

The proposal represents a highly coherent and design-led response to the Beachlands South Precinct, delivering a compact, connected and landscape-integrated coastal community of a quality not typically achieved in greenfield development.

It establishes a clear urban structure, a strong and active centre, and a comprehensive open space and ecological framework that collectively support a well-functioning and enduring community.

Overall, the proposal provides a robust, credible and well-evidenced urban design outcome that is appropriate for approval and capable of delivering a high-quality and distinctive place.

The proposal performs strongly across the key urban design themes addressed in this assessment. It establishes a legible urban structure, concentrates higher-intensity development in the locations best able to accommodate it, and provides a diverse range of housing, employment, community, education, visitor accommodation and recreation opportunities. Buildings generally address streets and public open spaces positively, support passive surveillance, minimise vehicle dominance and contribute to a high-quality public realm through active frontages, careful façade articulation, landscape treatment and appropriate building-to-street relationships.

The movement network is also a significant strength of the proposal. Streets, JOALs, shared paths, coastal access and open-space routes combine to create a connected and permeable structure that supports walking, cycling and access to public transport. The open-space and landscape framework is equally important, with the EPAN, Fairway Reserve, coastal pathway, parks and civic spaces operating as structuring elements of the masterplan rather than residual areas. This ensures that ecological restoration, public access, amenity and landscape character are integrated with the urban form of the development.

I also consider that the proposal appropriately manages the relationship between intensification, residential amenity and neighbouring interfaces. Building height, bulk and scale are moderated through orientation, separation, setbacks, topography, open-space adjacency and careful architectural treatment. In particular, the additional height proposed in Marina Point, the Village Centre, the Community sub-precinct and the Coastal sub-precinct is focused in locations where it supports the intended role, legibility and function of those areas, while remaining responsive to their specific spatial and landscape context.

The identified departures from standards do not indicate a poorly resolved or over-developed proposal. Rather, they arise from a deliberate and coherent design strategy and have been assessed against the relevant criteria. In my opinion, those departures are justified in urban design terms and, in several instances, enable a better outcome than strict compliance would achieve, including more efficient land use, stronger centre and gateway definition, improved public realm outcomes, and a more effective response to the site's landform and open-space structure.

Overall, I consider that the proposal responds positively to the applicable standards, assessment criteria and matters of discretion, and achieves a high-quality urban design outcome. It will deliver a well-functioning, walkable and distinctive coastal community with strong amenity, a high-quality public realm, an integrated landscape and ecological framework, and a credible approach to sustainability and building performance. Accordingly, in urban design terms, I consider the proposal to be appropriate and supportable.



Appendix 1

Indicative Mapping of I458.8.2 Assessment
Criteria to Section 5 Themes

Indicative Mapping of I458.8.2 Assessment Criteria to Section 5 Themes

The table below provides a concise cross-reference between the urban design-related assessment criteria in I458.8.2 and the thematic structure adopted in Sections 5.2 to 5.6. It is intended as an aid to navigation only and does not replace the substantive assessment set out in the body of this report.

I458.8.2 criterion / matter	Primary Section 6 theme	Indicative content covered
I458.8.2(1)(a), (1)(b)(i), (iii), (iv), (vi); I458.8.2(2)(b)(iv), (v); I458.8.2(2)(i)(ii); I458.8.2(3)(b) to (f), (h)(i) to (iv), (i)(i); I458.8.2(4)(a), (c)	Section 6.2 – Urban Form, Character and Public Realm	Housing diversity and intensity, planned built character, frontage design, passive surveillance, façade articulation, corner and centre frontage treatment, village character, visual management of parking, and public realm quality.
I458.8.2(1)(b)(ii), (v); I458.8.2(3)(g)(iii); I458.8.2(5)(a), (b)	Section 6.3 – Movement and Connectivity	Through-links, wider movement integration, pedestrian access from streets, walking and cycling connections, open space accessibility and overall walkability.
I458.8.2(2)(b)(iv), (v); I458.8.2(2)(c)(iii) to (vii); I458.8.2(2)(e)(iii); I458.8.2(2)(g)(iv); I458.8.2(2)(h)(iii); I458.8.2(2)(i)(ii)	Section 5.4 – Residential Amenity and Neighbouring Interface	Visual dominance, height and bulk effects, privacy, overlooking, outlook, sunlight and daylight access, outdoor living space and on-site amenity.
I458.8.2(2)(d)(iii); I458.8.2(2)(f)(iv); I458.8.2(3)(g)(i), (ii); I458.8.2(3)(i)(i); I458.8.2(5)(a) to (c)	Section 5.5 – Landscape, Open Space and Natural Interface	Riparian and coastal setbacks, mature vegetation, response to landform, open space structure, public open space prominence, integration with natural systems and coastal interface.
I458.8.2(1)(c) to (e); I458.8.2(3)(j) to (l)	Section 5.6 – Sustainability and Building Performance	Sustainability certification, waste reduction, passive design, solar orientation, renewable energy, adaptability and longer-term building performance.

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