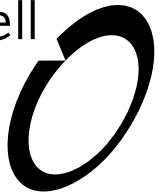
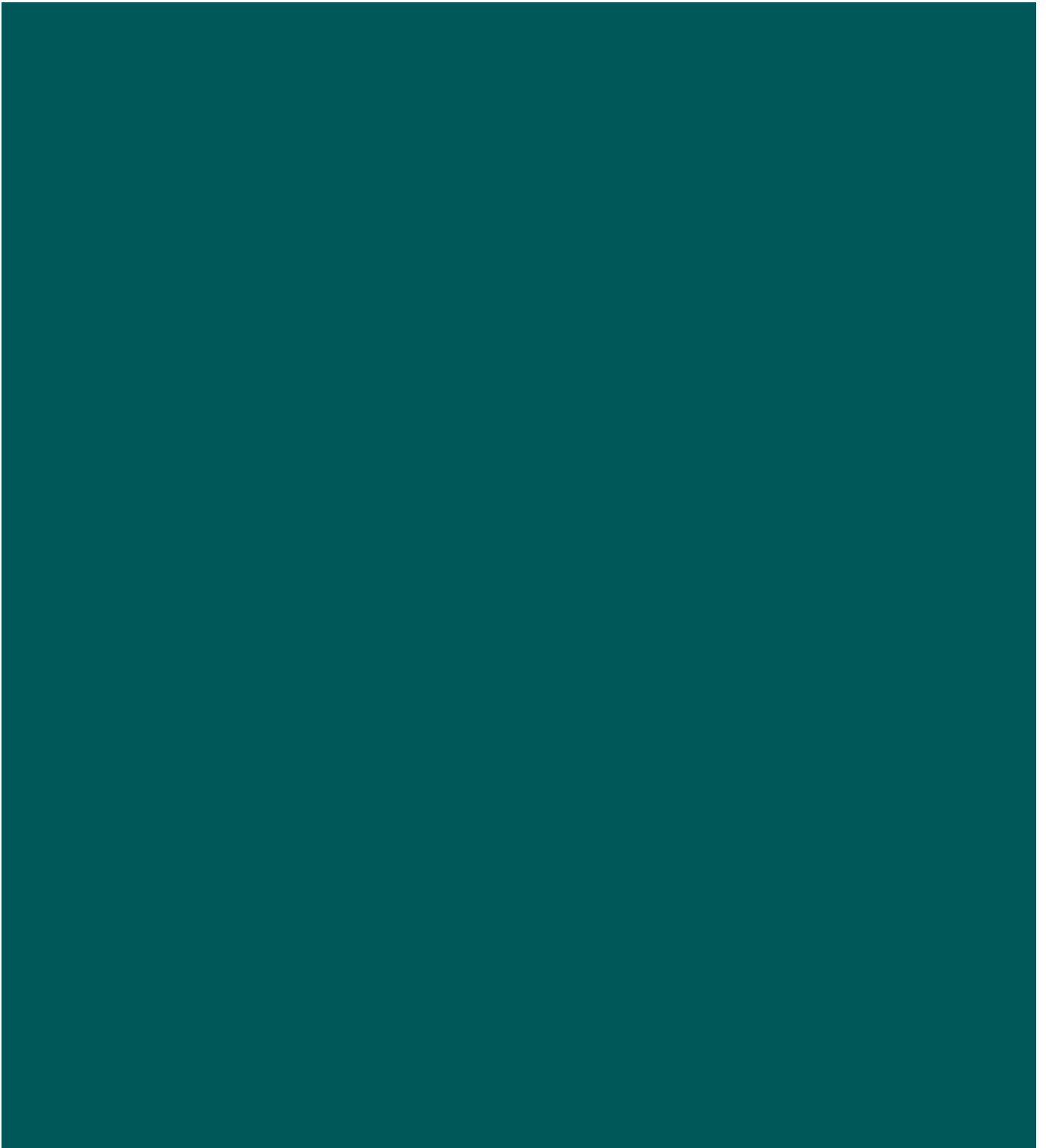


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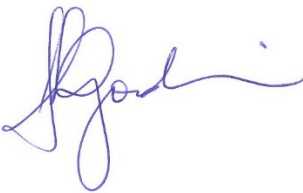


Wēiti Precinct: Village 1 Fast Track Consent Application  
Urban Design Summary Statement  
Prepared for Ara Wēiti Development Limited

16 May 2022



## Document Quality Assurance

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## 1.0 Introduction and Background

This Urban Design Summary Statement has been prepared by Boffa Miskell Limited (“**BML**”) for Ara Wēiti Development Limited (“**AWDL**”), the applicant, as part of a fast track resource consent proposal to the Minister for the Environment for development of ‘Village 1’ within Sub-precinct B in the Wēiti Precinct (**‘the Site’**) in the Auckland Unitary Plan – Operative in Part (“**Unitary Plan**”).

The purpose of this statement is to provide a summary of the Site’s key characteristics relevant to urban design outcomes and a preliminary assessment of the proposal from an urban design perspective. Should the project be successful in being referred to the Fast-Track consenting process for resource consent a full Urban Design Assessment will be prepared at the EPA stage.

Boffa Miskell has provided input into landscape and visual effects, urban design and ecological aspects of the development of the concept for the Site. This statement should be read together with the Landscape and Visual Effects Assessment and Ecological Report on the project also prepared by Boffa Miskell.

The preliminary urban design assessment in this statement is assessed against the Woods plan entitled *Indicative Scheme Plan* dated 9 May 2022. Woods have also prepared a Design Statement to accompany the Scheme Plan. The author of this preliminary urban design assessment has read the Woods Design Statement and agrees with its conclusions. The Woods Design Statement is **attached** as Appendix 1 to this report.

Reference should also be made to the *A3 Folio of Drawings to Accompany the Fast Track Application* (“**A3 Folio**”) which form part of the application documents. This plan set includes mapping and contextual information on the Site and also the Woods Indicative Scheme Plan.

## 2.0 Methodology

In providing urban design input into the Indicative Scheme Plan for the Site, the author has:

- Visited the Site and wider area;
- Undertaken a desk-top review of aerial photography and GIS information;
- Reviewed relevant sections of the Unitary Plan, which set the framework for anticipated urban design outcomes for the Site, including Wēiti Precinct, Urban Subdivision and Residential-Rural and Coastal Settlement zone provisions; and
- Reviewed and provided comment on draft iterations of scheme plans.

The urban design merits of the proposal are assessed in section 7.0 of this statement against desirable urban design outcomes for development of Village 1. These have been distilled from:

- Relevant Unitary Plan objectives and policies;

- The context and characteristics of the Site and wider area;
- General good urban design practice; and
- Consistency with the Ministry for the Environment New Zealand Urban Design Protocol seven essential design qualities that create quality urban design: Context, Character, Choice, Connections, Creativity, Custodianship and Collaboration ('the 7Cs').

Desirable urban design outcomes for development of Village 1 (with footnoted reference to pertinent Unitary Plan objectives and policies) are considered to be:

- A development form which positively responds to topography and natural landform<sup>1</sup>;
- A permeable and connected street and block pattern that provides for a high-quality pedestrian and cycle environment<sup>2</sup>;
- A development form which optimises sunlight access<sup>3</sup>;
- A development form which enables positive street interfaces<sup>4</sup>;
- A development form that provides for choice and variety and is consistent with a compact city model<sup>5</sup>;
- A development form which provides for an accessible and conveniently located centre that can meet the daily needs of residents<sup>6</sup>; and
- A development form which provides for a range of accessible open spaces.<sup>7</sup>

The Woods Indicative Scheme Plan shows the concept subdivision layout of the Site and arrangement of land uses. It does not show building forms or designs. These are not considered necessary to determine whether successful urban design outcomes will be achieved by potential future buildings on the Site. A robust subdivision layout sets the foundation for successful subsequent building development. The assessment in this statement is within those parameters: considering whether the Indicative Scheme Plan will deliver a range of positive urban design outcomes, including quality built form.

## 3.0 Site Context

The Site is an approximately 33.5ha parcel of land located on Ara Wēiti Road, to the north-east of the Northern Motorway and east of the Penlink designation. The Site is within the Wēiti Precinct in the Unitary Plan. This is an approximately 860ha area of land which adjoins Karepiro Bay and juts out east into the Hauraki Gulf, with the Wēiti River on its northern side and Okura River on its southern side. Directly to the north of the Wēiti River is the urban area

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<sup>1</sup> E38.3(3), E38.3(14) and I543.2(4)

<sup>2</sup> E38.3(10) and I543.3(19)

<sup>3</sup> E38.3(11)

<sup>4</sup> E38.3(11) and E38.3(12)

<sup>5</sup> I543.3(16)

<sup>6</sup> I543.2(11), I543.3(17) and I543.3(21)

<sup>7</sup> E38.3(14) and I547.2(9)

of the Whangaparaoa Peninsula and to the south of the Okura River is Long Bay Regional Park and the rapidly developing Long Bay residential subdivision.

The Site slopes down to the north, with a fall of approximately 40m – 45m over its 690m length. A ridgeline runs down the centre of the Site, along which there is a forestry trail.

On both the western and eastern sides of the Site land falls towards valleys within which there are tributaries to the Karepiro Stream, which flows east towards Karepiro Bay following the alignment of Ara Wēiti Road.

The forestry trail along the Site's central ridgeline connects with Okura Road. This is a gravel road which follows an east-west ridge at a high point in the Precinct, to the south of the Site. The Site sits within a wider context of Precinct land of ridgelines and valleys.

Both the Site and wider Wēiti Precinct are extensively covered in wilding pines. These have self-seeded and grown subsequent to logging of pine forest which was on the land until around 2010. There are two areas of native bush on higher land to the south of the Site, with another opposite the Site on the north side of Ara Wēiti Road. These bush areas are largely within a Significant Ecological Area (“**SEA**”) Overlay in the Unitary Plan.

The height of existing wilding pines means that, at the current time, there are not clear views from the Site over the wider landscape. However, towards the Site's northern end is a grassed area clear of pine trees. From here, these are views to native bush to the north of Ara Wēiti Road and to Karepiro Bay to the east. This suggests that at such time the wilding pines are cleared for development, these views could be gained from other parts of the Site.

Adjacent to the Site, separated from it by the stream on its eastern side, is the Wēiti Bay residential subdivision. This is a masterplanned development adjoining Karepiro Bay of 150 house sites on 1,500m<sup>2</sup> – 2,000m<sup>2</sup> lots. These are clustered on 27ha of the subdivision's 81ha area, with the balance land being in open space, including areas of existing and regenerating native bush.

On Ara Wēiti Road, directly to the north of the Site, there is a public carpark. This provides a connection to a public walkway down to the historic Dacre Cottage and to Karepiro Bay, approximately 600m to the east. From Karepiro Bay, there is a Department of Conservation bush walkway along the coast, both north to the settlement of Stillwater and south to Okura Bush Scenic Reserve. The northern part of this walkway forms part of the Te Araroa National Trail.

## 4.0 Planning Context

As discussed above, the Site is within the Unitary Plan's Wēiti Precinct. The western boundary of the Precinct is formed by the Penlink designation corridor and its eastern boundary by Karepiro Bay. The Precinct is described as being an important landscape area that *'contributes to achieving the maintenance of a greenbelt between the North Shore and the urban extent of the Hibiscus Coast.'*<sup>8</sup>

A purpose of the Wēiti Precinct is to provide for an intensive village settlement while protecting the greenbelt and open space character of the area. This is achieved by methods including the

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<sup>8</sup> 1547.1 Precinct Description of the Wēiti Precinct in the Unitary Plan.

use of Sub-precincts that group planned built development into parts of the Precinct, while leaving the significant majority of it as open space. There are three Sub-precincts:

- Sub-precinct A – Karepiro: This has been developed into the Wēiti Bay residential subdivision. It has Residential - Rural and Coastal Settlement zoning .
- Sub-precinct B – Village. This applies to the Site ('Village 1') and to another area of land ('Village 2') to the west, the latter which is yet to be developed for urban purposes. Development within the Sub-precinct is based on a 'transect' model of greater commercial and residential density around a core and lower density residential use at the edges. It has Residential -Rural and Coastal Settlement zoning. A maximum of 400 dwellings is permitted across both Villages in Sub-precinct B.
- Sub-precinct C - Conservation and forestry: This applies to the balance of the area and forms the significant majority of the Precinct. It provides for limited forestry activities, but has a focus on outdoor amenity and open space character, with subdivision and development in the Sub-precinct to be generally avoided. It has Rural - Rural Conservation zoning.

Development in Sub-precinct B requires assessment for its consistency with Precinct Plan 3. This shows a block and road layout, a broad arrangement of land uses and densities, and areas of open space for both Village 1 and Village 2. Development blocks are in Areas 3, 4 or 5.

Under the Precinct provisions, Area 3 enables residential use on standard (minimum 400m<sup>2</sup>) lots. Areas 4 and 5 provide for a mix of land uses, including residential, retail and office, with smaller, more intensive lots.

In Areas 4 and 5:

- Retail uses must be no more than 400m<sup>2</sup> gross floor area and must exclude large format retail and motor vehicle suppliers;
- 100% building coverage is permitted;
- Minimum 9m high buildings are required; and
- No vehicle access or parking is permitted in front yards.

Reviewing the Precinct Plan provisions and Precinct Plan 3 together, the broad spatial and built form intended for development in Village 1 can be summarised as:

- Higher density housing surrounding a walkable higher density centre at the Village's northern end, towards Ara Wēiti Road;
- Medium density housing in the remainder of the Village;
- A community building at the Village's northern end, adjacent to the centre; and
- A road network with a loose grid, following land contours.

## 5.0 Opportunities and constraints

Based on an analysis of its characteristics, including its planning context, the following two key challenges to development of the Site, which incorporate aspects of both design opportunities and constraints, can be distilled:

- The Site is notable for its overall slope from south to north and areas of steeper incline adjoining stream corridors. The design challenge is how to positively respond to this topography and utilise it as a foundation for the future sense of place of Village 1 while minimising rear lots, providing for a legible street network and enabling an intensive village settlement, including higher density housing forms and a small commercial centre, as anticipated by the Wēiti Precinct Plan.
- The Site is in a wider open space setting of stream corridors, SEAs and the Karepiro Bay coastal environment. The design challenge is how to fully integrate these and other recreation opportunities into the development in a manner which provides for a high quality living environment.

## 6.0 Proposal

The Indicative Scheme Plan shows a total of 220 residential lots, one retirement village superlot and one commercial / mixed-use centre superlot. As is discussed in the assessment section of this report, the proposed 220 residential lots and retirement village and commercial / mixed use centre superlots are considered to be a contextually appropriate response to the characteristics of the Site. In addition to being a design based response to the characteristics of the Site, the figure of 220 residential lots has been derived from and is a response to the maximum 400 permitted dwellings across both Village 1 and Village 2.

As is shown by the Woods plan entitled 'Wēiti Precinct Plan 3 Areas', Village 1 comprises 55% and Village 2 comprises 45% of the developable area of Sub-precinct B shown on Precinct Plan 3.<sup>9</sup> On a pro-rata basis, this equates to 220 dwellings in Village 1 and a future potential 180 dwellings in Village 2 within the permitted 400 dwellings 'cap.'

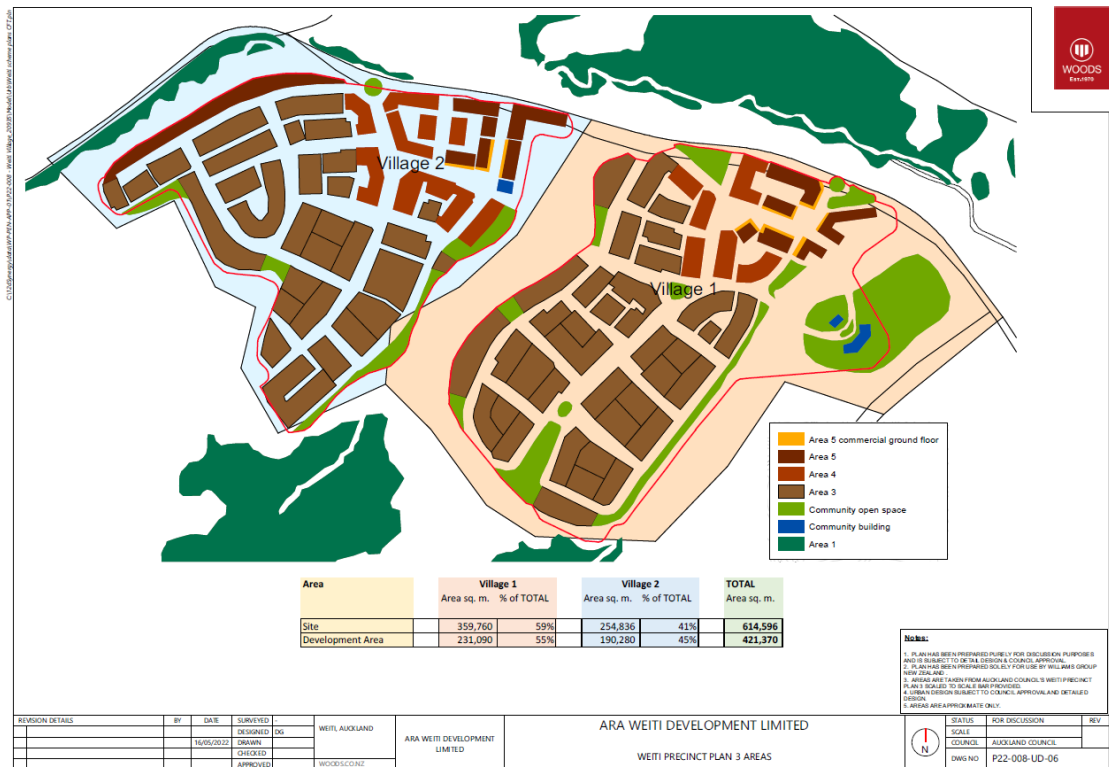
Details of the proposal are discussed in the assessment section of this statement. The following provides a broad summary:

- At the Site's northern end there is a small commercial / mixed-use centre adjoining Ara Wēiti Road and a main spine road 'Street 1';
- Adjoining the centre and Street 1 is a large open space, within which a proposed community centre is shown;
- Opposite the centre and open space, on the north side of Street 1, are higher density residential lots (Blocks A and B);

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<sup>9</sup> The Woods 'Wēiti Precinct Plan 3 Areas' Plan shows the subdivision layout shown on Precinct Plan 3, not what is proposed as part of this application.

- On the northern side of Street 1, adjoining the higher density lots, there is an approximately 4ha site proposed for a retirement village;
- Lower to medium density residential lots, located adjoining a loose grid of streets to the south of Street 1, occupy the balance of the Site within the Sub-precinct B boundary, with lower density lots largely grouped at the periphery of the Sub-precinct;
- Balance land within the Site but outside the Sub-precinct B boundary, within which the two stream tributaries to the Karepiro Stream are located, are shown as open space. As discussed in the Ecology Report, it is proposed that the riparian margins of the tributaries and their adjacent slopes will be revegetated with indigenous plant species as part of the development of the Site; and
- A walking trail is proposed alongside the streams looping back to the centre and connecting to a linear greenway within the proposed main residential area.



**Figure 1:** Woods Plan showing dwelling allocation in accordance with the Wēiti Precinct across Sub-precinct B.

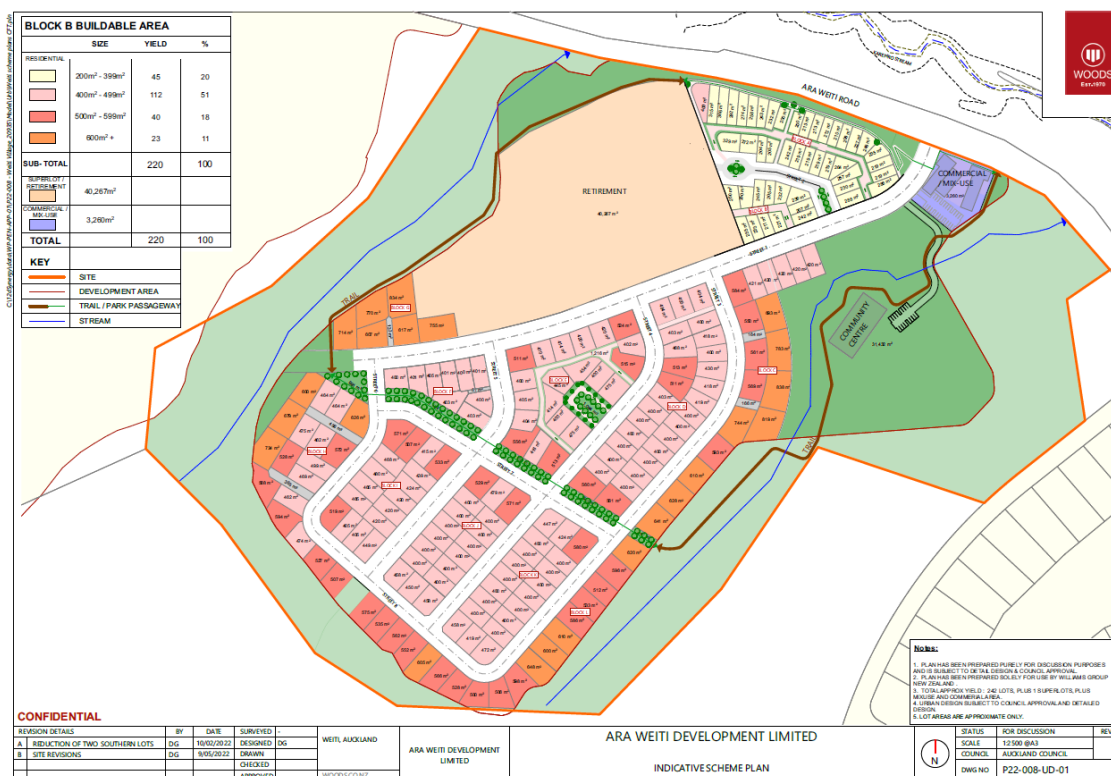


Figure 2: Woods Indicative Scheme Plan of the Village 1 Site.

## 7.0 Preliminary urban design assessment

This section provides a preliminary urban design assessment of the Indicative Scheme Plan for Village 1 based on the desirable urban design outcomes for development of the Site referred to at Section 2.0 of this report.

Each sub-section concludes with a consideration of which of the New Zealand Urban Design Protocol ‘7Cs’ is achieved.

### 7.1 Responses to topography and landform

The overall structuring of streets, blocks and lots is considered to appropriately balance enabling urban development of the Site while positively responding to its topography and natural landform. The following observations are made:

- The Indicative Scheme Plan shows that the proposed street and block network responds to and respects the Site’s broader topography and landform. Roads are aligned to fall with or along land contours. Street 1 forms a main ‘spine’ within the Site. The combination of the road’s gentle curve (responding to the direction of land fall) and its termination at its northern end in Ara Wēiti Road and the proposed Village centre produce a strong and highly legible structuring element for the Village.

- Connecting with Street 1 is a loose grid of proposed residential streets. These are directly aligned with the fall of the land to the north, providing a foundation for a neighbourhood sense of place based on underlying landform.
- Larger lots are concentrated at the southern end of the Village and along its western and eastern sides close to the stream corridors. These are areas of steeper land where building platforms may be more easily accommodated on bigger sites.
- The overall road layout is consistent with the approach in Precinct Plan 3 of a modified grid of streets, departing from a regimented grid where needed to respond to the underlying slope.
- The proposed arrangement of 220 residential lots, a retirement village superlot and a commercial / mixed-use centre superlot positively responds to the Site's topography by positioning greater density on flatter land at the northern end of the Village and (as discussed above) lesser density on areas of greater slope at the Site's periphery.

#### Urban Design Protocol consistency

- *Context:* The proposed layout recognises and builds on the Site's landscape context and character.
- *Character:* The proposed layout reflects and reveals the Site's character.
- *Creativity:* The proposed layout responds to the underlying topography and landform in a manner which will assist in developing a strong and distinctive local identity.
- *Collaboration:* The proposed layout supports a common vision that can be achieved over time.

## 7.2 Permeability and connectivity

The Indicative Scheme Plan has a street layout that is both permeable and well-connected and provides for a high quality pedestrian and cyclist environment. The following observations are made:

- Street 1 is well positioned at the middle of the Site to provide a main route of movement in a direct manner between the centre and surrounding residential areas.
- At generally 60m or less width and 200m or less length, blocks to the south of Street 1 are of relatively small sizes and so are well-dimensioned for walking and providing for a choice of movement options.
- The western end of Street 1 allows for potential future extension further west into Village 2 (at such time as that land is developed) enabling physical integration between the two proposed adjacent villages, other than that provided by Ara Wēiti Road.
- The size of the retirement village superlot means that there is only one road on the northern side of Street 1. There are few 'desire lines' of movement through land on the northern side of Street 1 and none that the retirement village superlot would impede. The primary movement route will be back and forth to the proposed centre at the northern end of the Site and not across the superlot. Access to open space to the north-west of the retirement village is provided for, as described later in this statement, without the need for any link through the superlot itself.

- Street 2, within the higher density neighbourhood at the northern end of the Site, terminates in the retirement village superlot. This road and a pedestrian path on the north side of Block A provide a choice of walking routes, in addition to Street 1, for retirement village residents visiting the centre.
- In addition to generally small block sizes, a high quality walking and cycling environment is provided for by the likely low number of vehicle crossings needed for the retirement village and features including the linear green park along Street 7 and the use of rear access lanes in Blocks D and E, which remove vehicle crossings from much of Street 1.
- While there are differences in the exact alignment of blocks and streets in the Indicative Scheme Plan from that shown in Precinct Plan 3, the same approach of a loose grid of streets is used, achieving similarly good levels of permeability and connectivity between the proposed centre and surrounding residential lots. There are fewer street connections in the Indicative Scheme Plan than shown in Precinct Plan 3 in that part of the Site proposed for the retirement village superlot. As discussed above, this is not considered to have any effect on primary movement desire lines.

Urban Design Protocol consistency

- *Connections:* Proposed blocks are well-sized to encourage walking and cycling.
- *Character:* The proposed block layout responds to the physical characteristics of the Site.

### 7.3 Optimising sunlight access

The proposed block structure enables the majority of lots to have an east-west orientation, optimising sunlight access in the outdoor living areas across the greatest number of future dwellings, while also enabling outdoor areas to be to the rear of houses in private spaces away from street frontages.

Some lots have a north-south orientation and are on the south side of roads, however, it is likely that dwellings can be developed on these lots in a manner that avoids south facing backyards. The following observations are made:

- Many of these lots tend to be of a larger size, for example those on the south side of Street 7 and Street 8. This is a good design technique for lots of this orientation and position, providing flexibility for locating outdoor living areas in positions that will achieve good levels of solar access while retaining reasonable privacy from overlooking from the street.
- Dwellings in Block A on the northern side of the vehicle access lot would likely have their outdoor living areas on their northern side facing towards Ara Wēiti Road. Good levels of privacy from overlooking from Ara Wēiti Road into the outdoor spaces of these lots is likely to be achieved due to their higher ground level relative to Ara Wēiti Road and the screening effects of planting within the adjoining landscape buffer.

Urban Design Protocol consistency

- *Context:* Lots of different sizes and orientations are proposed, positively responding to the Site's context.

- *Custodianship*: The proposed lot layout enables housing development which optimises the environmental performance of buildings and residents' health.

## 7.4 Positive street interfaces

Lot layout and dimensions enable future potential buildings to achieve positive street interfaces. The following observations are made:

- The significant majority of lots are 'front' lots, with at least one boundary directly adjoining the street, maximising opportunities across the Site for dwellings that can front to and provide passive surveillance of the street environment.
- Rear lots have been limited to those areas where topography or Site shape does not facilitate viable alternative layouts (for example, Blocks D, G and H). Private access ways to these lots are generally short in length.
- Higher density lots on the northern side of Block A have no street frontage and are therefore technically rear lots. They do, however, adjoin a path providing access through to the Village centre and would enjoy views out to the north to native bush on the opposite side of Ara Wēiti Road.
- Rear lots have been avoided in Block E, which is relatively wide across its centre, by providing a 'front' from lots in the middle of the block to a small neighbourhood park.
- Rear access lanes in Blocks A, B, D and E provide for vehicle crossings away from street frontages and enable the full width of the lots to be used for habitable rooms, optimising passive surveillance of the street and the quality of the pedestrian environment.
- The proposed Village centre has a north-easterly frontage to Ara Wēiti Road and a north-westerly frontage to Street 1. These orientations are optimal for a centre, maximising sunlight access to adjoining future commercial uses and therefore increasing the likelihood that businesses which generate higher levels of foot traffic will locate on these frontages.

### Urban Design Protocol consistency

- *Custodianship*: The lot layout contributes to a safer public realm through encouraging houses that overlook streets.
- *Connections*: Informal social interaction is encouraged by a lot layout that facilitates housing which directly addresses the street.

## 7.5 Compact city model

The Indicative Scheme Plan layout provides for a 'compact city' or 'transect' form of urban development, where a centre is surrounded by a greater density of land uses, which becomes progressively less dense with increased distance from the centre. This can be seen in the Scheme Plan in the arrangement of the proposed 220 residential lots. These transition from higher density lots around the centre, to medium density lots, and then to medium to lower density lots moving out from the centre, at the periphery of the Village.

This form of development is consistent with both good urban design and urban planning practice, providing choice in living arrangements, variety in potential built form, and enabling support of neighbourhood services:

- A concentration of people living close by the centre in the higher density housing area supports its viability, as well as giving residents the convenience of services within a short walk;
- Larger lots in the balance of the Site will enable more standard detached housing while still being within a 5-10 minute walk of the centre.
- The overall approach to a hierarchy of densities and the spatial arrangement of land uses shown on the Indicative Scheme Plan, while differing in some aspects of detail (in terms of the exact alignment and position of blocks), is considered to be consistent with that shown in Precinct Plan 3's arrangement of Areas 3, 4 and 5 and so contributes to achieving the purpose of the Wēiti Precinct as an intensive village settlement surrounded by open space.

#### Urban Design Protocol consistency

- *Connections:* The transect model of development supports high-quality walking streets.
- *Choice:* A range of living environments are provided for.

## 7.6 Village centre

Both Precinct Plan 3 and the Indicative Scheme Plan locate a commercial / mixed use centre at the northern end of Village 1. Details of the exact location of the centres differ. Precinct Plan 3 shows a centre on both sides of an access road from Ara Wēiti Road into the Village, whereas the Indicative Scheme Plan has the centre grouped on a contiguous piece of land on one side of the access road 'Street 1'.

The proposed centre is considered to: be in a location that appropriately balances and provides for good levels of accessibility and convenience for future residents while responding to the topographical constraints of the Site; and to be of size and shape that is likely to enable commercial development which provides for the daily needs of residents. The following observations are made:

- The centre is located on a regularly shaped parcel of land at the northern end of the Site on the south side of Street 1 where it intersects with Ara Wēiti Road. This position was chosen as it is on a relatively flat piece of land, making the larger floorplates typically required by centre development to be more viable. Additionally, as discussed earlier, it is an optimal location in terms of giving the centre two road frontages with a northerly aspect, maximising the extent of sunlight access for centre businesses.
- Alternative configurations, such as splitting the centre over both sides of Street 1, as shown on Precinct Plan 3, were considered. These were not pursued, however, due to increased slope at the north-eastern end of Street 1 not being conducive to centre development and concerns over dissipating activity in a small centre over two sides of a road.
- Convenience of access to the centre for future Village 1 residents is optimised by all lots to just north of Street 7 being within a 400m (or 5 minute walk) of the centre. This short walk is, as discussed earlier, along street frontages that in part will have limited to no

vehicle crossings, increasing pedestrian and cyclist safety and providing the opportunity for a greater number of dwellings with habitable rooms towards street frontages, so providing 'eyes on the street.' Lots to the south of Street 7 are no more than 670m from the centre, being within a still convenient 10 minute walk.

- While the centre's position will be convenient for Village 1 residents it also provides high levels of convenience for residents and visitors to the developing Wēiti Bay residential subdivision, in Sub-precinct A directly to the east, being positioned in a highly visible and accessible location for these residents on Ara Wēiti Road.
- The centre is of a regular shape that increases its viability for commercial development. At approximately 3,300m<sup>2</sup> in area, it is also of a size typically seen in contemporary neighbourhood centre developments, enabling a grouping of stores that provide for the daily needs of local residents. Its size is well below that needed for large format retail operators, which generally require sites of a minimum 1.5ha.

#### Urban Design Protocol consistency

- *Context:* The location of the centre superlot, on flatter and highly accessible land at the northern end of the Village, responds to the Site's landscape context and character.
- *Creativity:* The location of the centre superlot, at the entry to the Village, will contribute to the establishment of a strong and distinctive local identity.

## 7.7 Open space

It is considered that the Indicative Scheme Plan provides for a range of quality recreation and open space opportunities that are conveniently accessible and well-integrated into the development. The following observations are made:

- The development provides for a wide variety of recreation and open space options within a short walk of all lots. These include: a 3ha open space adjoining Street 1, within which there is planned community centre; a linear park along Street 7; two smaller park spaces adjoining Blocks E and H; and walking trails along the riparian margins of the streams on both sides of the Site. Additionally, access is provided from Street 8 to the existing forest trail which heads south through two areas of SEA native bush to Okura Road. Furthermore, residents will have the benefit of access along existing walking trails east to Karepiro Bay and, from there, along the coastline.
- The community centre and surrounding 3ha open space are located directly beside the Village centre and adjacent to the high density residential area, providing high amenity adjoining the greatest intensity of use and people. This open space has a long open frontage to Street 1 close to the entry to the Village from Ara Wēiti Road, reinforcing a sense of place that the Village is within a wider open space environment. Additionally, the open space benefits from being contiguous with areas to be revegetated with native plants adjoining the Wēiti Bay subdivision, contributing to the landscaped setting of the Village.
- The walking trails along the western and eastern sides of the Village and the linear park along Street 7 form an integrated, high amenity route along the stream corridors, through to the community centre and Village commercial centre, and link to existing trails off Ara Wēiti Road east to Karepiro Bay.

### Urban Design Protocol consistency

- *Character:* The range of proposed open space conditions positively respond to the landscape character of the Site.
- *Connections:* The proposed green network provides high-quality links through the Village and enables informal social interactions.

## 8.0 Conclusion

Having undertaken a preliminary urban design assessment of the proposal, it is considered that the layout of streets, blocks and land uses shown in the Indicative Scheme Plan for Village 1:

- Is consistent with the Wēiti Precinct's anticipated outcome for the Site as an intensive village settlement surrounded by open space and will enable development of lots in a manner that supports that outcome;
- Uses a modified grid pattern of streets and spatial hierarchy and arrangement of land uses consistent with that shown in Precinct Plan 3;
- Has a legible spatial structure comprising a 'spine' road, an adjoining centre, and block and lot alignments positioned to respond to the Site's topography, all of which combine to form a robust foundation for the development of a future sense of place;
- Provides a permeable and well connected street network and the basis for a high-quality pedestrian and cyclist environment;
- Proposes lots of orientations and sizes that optimise sunlight access for future potential buildings across the development;
- Enables future potential buildings to achieve positive street interfaces;
- Is consistent with a 'compact city' or 'transect' form of urban development;
- Positions a centre in a location that provides for good levels of accessibility and convenience for future residents while responding to the topographical constraints of the Site;
- Limits the centre to a size suitable to provide for the daily needs of residents; and
- Integrates open space into the development in a manner which provides for a high quality living environment.

Overall, it is considered that the proposed 220 Village 1 residential lots, one retirement village superlot and one commercial centre superlot are accommodated in a manner that represents an appropriate urban design response to the characteristics of the Site and the expectations of the Wēiti Precinct, is consistent with good urban design practice, and is consistent with the New Zealand Urban Design Protocol seven essential design qualities that create quality urban design.

# Appendix 1: Woods Wēiti Village 1 Design Statement



# **WEITI VILLAGE 1**

Auckland , New Zealand

Ara Weiti Development Ltd

# 1.0 WEITI VILLAGE 1 DESIGN STATEMENT

## DOCUMENT CONTROL

**Job Number:**

p22-008

**Project:**

Weiti Village 1

**Client:**

Ara Weiti Development Ltd

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May 10th 2022

**Version:**

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**Issue Status:**

Final Draft

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p22-008 design statement

**Originator:**

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**Final Review & Authorisation for Issue**

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## 1.1 URBAN DESIGN RESPONSE

### 1.1.1 Overview

The vision is to create a compact and walkable neighbourhood that has large areas of open space amenities, is pedestrian friendly and provides a range of house types while contributing positively to the natural environment. The proposed scheme plan is a positive example of delivering this vision.

The scheme plan's layout is guided by the natural environment, topography and other physical constraints to create a distinct and compact development. The proposal provides a rich, off-road pedestrian network of green corridors. This strategy and network will protect the landscape, skyline and coast area when viewed from Long Bay Regional Park, East Coast Road and the Whangaparaoa Peninsula. It will enhance the existing greenbelt and vegetated cover area between Okura River and the urban Hibiscus coast.

The proposed scheme plan will deliver 220 dwellings, 1 superlot / Retirement Village and a Commercial mixed-use area across a mix of residential zones.

### 1.1.2 Weiti Precinct Objectives

The following analysis focuses on how the design, within the site, achieves or contributes to the relevant objectives in the Weiti Precinct Plan.

**1547.2.(3)** Objective of "A limited range of outdoor recreation activities are enabled." is met through the design by providing a stream side community centre for passive outdoor leisure and a stream side, through-site, looped walking trail for active informal recreation.

**1547.2.(4)** Objective of "Key natural and heritage features and the distinctive character of the precinct are protected from inappropriate subdivision and development." is achieved by retaining much of the east and west stream's natural contour levels, limiting the height of any proposed buildings, and providing a dense development footprint to retain a significant amount of area for natural features.

**1547.2.(8)** Objective of “Defined communities and neighbourhoods are created in identified locations.” is accomplished by defining Village B’s neighbourhood edges through the eastern and western ecological corridors, the primary vehicle corridor of Ara Weiti Road to the north and twin significant ecological areas to the south. These boundaries create a single neighbourhood, sized to the 5-min pedestrian walk, which provides a variety of housing types, distributed recreation, and neighbourhoods shops.

**1547.2.(9)** Objective of “Adequate and appropriate land for public open space is provided and these areas are treated as integrated features in any sub-precinct B – Village development.” is met through the design by creating twin ecological corridors along the existing eastern and western streams. These are important natural features and a key open space amenity within the sub-precinct B. These two ecological corridors are intended to be the expansion of existing significant ecological areas with long term preservation and ensured management. It is also to be multipurpose area for storm water management. The stream corridors have walking trails towards the Ara Weiti Road passageway and the linear park. This loop network supports a range of outdoor recreation activities and other amenities such as pockets of play spaces, viewing platforms and rest areas.

There is a small, 691m<sup>2</sup> neighbourhood park located adjacent to an eastern ecological corridor. A linear park along Street 7 is provided for outdoor recreational activities and visual amenity. Block E has a British ‘close’ park offering a flat green lawn for passive recreation within the development. A community centre is located at the eastern edge between commercial area and Block C. Adjoining walking trails connect it to the neighbouring shops and the centre of the residential area.

The proposed 3m pathway along the Ara Weiti Road will have a great elevated outlook over Ara Weiti Road to the stream and the retained greenbelt hills. This will add another great visual amenity for the development, and it is an ideal example of using the natural environment to create a sense of identity while embracing the ecological environment.

**1547.2.(10)** Objective of “Public access within the precinct and to and along the Coastal Marine Area, rivers and adjoining public reserves is enabled and managed.” is met through the design by providing direct access to the streamside trails from Ara Weiti Road. All the proposed open spaces within the development area will be open to the public.

**1547.2.(11)** Objective of “A limited scale of retail and business activities appropriate to support the needs of residents of the precinct is enabled in identified locations.” is achieved by locating the commercial / mixed-use area on the eastern entrance of the site. Activity within this area will enable buildings to have a ground floor retail or commercial activity. Anticipated businesses within this neighbourhood node will be a few local shops such as bakeries, hairdressers, cafes and/or small restaurants.

This area has controls that include minimum heights and controls that enable buildings to have attached building forms such as terraces & porches, as well as enabling premises to have ground floor retail or commercial activity should they be desired.

**1547.2.(15)** Objective of “Adverse effects are not created on the surrounding road network.” is met by designing the street network around a key main street (connector road) that connects to Ara Weiti Road and thereby to SH1. Street 1 travels along residential, retirement village, community centre and commercial / mixed use areas to the eastern front entrance from Ara Weiti Road. The main public access way (Street 1) and walkway trails will lead to the adjoining public car park on the Ara Weiti Road which connects to the Okura bush walkway reserve. All other roads are proposed to be low speed (30kmph) local roads typically serving residential properties. No adverse effects are created on the surrounding road network.

### **1.1.3 Wēiti Precinct: Sub-precinct B - Village Policies**

The following analysis focuses on how the design, within the site, meets the individual policies in the Sub-precinct B - Village Weiti Precinct.



**1547.3.(15)** Policy of “Enable the development of up to 400 dwellings” is met by allocating 220 dwellings to this proposal (Village 1) and retaining 180 for the neighbouring development (Village 2). As Village 1 possesses 59% of the combined village’s site area and 55% of the combined village’s development area, the proposal conservatively allocates 55% or 220 no. of the 400 dwellings to Village 1.

**1547.3.(16)** Policy of “Enable higher intensity development around activity centres, such as shops and parks, and adjacent to potential passenger transport routes and places of high amenity value.” is met through the design by intensifying development in the north-east corner of the development area in Block A & B which is adjacent to the commercial mixed used area, community centre and main access road, Ara Weiti Road. Further intensified development is focused on a central neighbourhood and liner parks in Block E. Smaller lots along Street 1 in Block D will function as a bridge, linking these two areas together.

**1547.3.(17)** Policy of “Enable small scale commercial activities that assist in providing for the daily needs of residents within the wider precinct where located in general accordance with Precinct plan 3.” is achieved by locating the commercial area at the main intersection of Village 1 and the main access road, Ara Weiti Road. This will ensure retail will have presence for not only Village 1 residents, but wider precinct residents and Weiti Bay visitors, who are parking across the road, as well. Since all Village 1 residents’ vehicle trips will pass by the location it will be convenient for residents coming and going from their dwellings.

**1547.3. (18)** Policy of “Enable a variety of section sizes and building types in order to create interest, diversity and choice.” is accomplished by providing 11% of sections as large 600+ sqm, steep sections which lend themselves to large estate homes with cascading massing. 69% of sections are 400-600 sqm with flatter topography, which suit standalone homes with more orthogonal massing. The remaining 20% of sections are 200-399 sqm, flat and arranged to provide duplexes and rows of townhouses with maximised boxy massing. The retirement site, and possibly the mixed use/commercial area, will provide additional building type choices within Village 1 with a

suite of retirement types, from assisted living apartments to independent living homes. Significant testing of the house typologies and subdivision has been undertaken to ensure the development can be appropriately laid out and that proposed lots can comfortably accommodate a compliant house while maintaining key natural and heritage features and the distinctive character of the precinct.

The range of lots sizes proposed, ensuring there is a diversity of housing typologies and encourage a wide variety of built form. The design within lot areas will have to manage significant level changes across their site and maintain development efficiencies and minimizing large retaining walls on the street frontage between property boundaries. As per the scheme plan, Block A and B will be comprised of attached units on vacant lots ranging between 200m<sup>2</sup> to 399m<sup>2</sup>. Block C, L, H and G will comprise of detached homes on vacant lots ranging between 400m<sup>2</sup> to +600m<sup>2</sup>+. Block D, E, F, K, J, I will comprise lots ranging between 400m<sup>2</sup> to 500m<sup>2</sup>+. Block C and L primarily have larger lots to maximize the capital value and the benefit of rearward views across the landscape, skyline and coastal area towards Long Bay Regional Park and East Coast Road. Block E has a unique rear alleyway solution with a British ‘close’ to solve the odd block geometry, eliminating any internal lots. Corner lots remain large and frontloaded to transition down the density to neighbouring blocks. Block A’s midblock pedestrian link is visual indicated by a recessed lot line along the raised, Ara Weiti Road passageway.

**1547.3.(19)** Policy of “Require roads, including footpaths and berms to be designed to achieve a highly connected road network providing for a range of transport modes including cars, cycles, pedestrians and public transport in general accordance with Wēiti: Precinct plan 1.” is realized by designing a rich, connected road network without any dead-end roads. Twin, stream-side trails connect with the through-site, liner park passageway and an elevated passageway above Ara Weiti Road to provide a complete pedestrian network looping through the site. Development intensification is focused on Ara Weiti Road to promote the possibility of public transportation.



**1547.3.(20)** Policy of “Require the design of parks and civic areas to enhance accessibility, including plaza areas, pedestrian areas and seating.” is met through the design by proposing a distributed network of parks, trails, passageways, linear parks, a ‘close’ green and a community centre. Twin trails will connect residents to the neighbourhood’s defining natural boundaries, the streams. The through-site linear passageway park will enhance accessibility to these natural areas and the community centre. The central ‘close’ park within Block E will provide a socially useful, small green with seating and will be a comfortable space for pedestrians as its spatial defined as an outdoor room by buildings on three sides. Passageway widenings along the raised Ara Weiti Road pedestrian passageway will allow for north-facing, elevated seating locations overlooking the Karepiro stream and hills across the road.

**1547.3. (21)** Policy of “Prevent large floor plate retailers from establishing and ensure that they are limited by means of the delineation of the extent of commercial land use and buildable area.” is achieved by limiting the commercial/mixed use area to a single parcel of 3,260 sqm. Required on-site parking depending on the usage will further limit building size. The max building footprints of 400 sqm will be met, and that the future commercial project would require another resource consent for the activity.

**1547.3.(22)** Policy of “Require buildings to be constructed within minimum and maximum heights and particularly discourage single storey buildings within Areas 4 and 5 on Precinct plan 3.” is met by providing narrower, smaller, rear-loaded lots within Area 4 and 5 which do not suit single storey building typologies. All Transect areas have maximum height controls and two have minimum height controls to encourage a particular building form outcome. Housing development areas have a maximum height control of 9m like that found within the Mixed Housing Suburban Zone within the OIP: AUP.

Buildings are unlikely to be negatively affected as all other building and yard controls will still apply and good design solutions will still be expected to be adhered to, such as

front doors and habitable rooms facing streets etc., as per the Auckland Design Manual. The commercial / mix-use area have a height limit of 11m and 15m, as per 1547.6.3.6. Wēiti sub-precinct B Height provision, respectively like the Mixed Housing Urban and the Terrace Housing and Apartment Building Zone within the OIP: AUP. The point of difference is that these zones both have a minimum height limit of 9m (2 stories) to promote the urban village outcomes sought within this development.

**1547.3. (23)** Policy of “Enable a dense village environment to be created, having regard to the need to manage stormwater flows and water quality on downstream catchments.” is accomplished by limiting the spread of the road network throughout the site and retaining much of the east and west stream’s natural contour levels.

**1547.3.(24)** Policy of “Provide for roads within sub-precinct B to be constructed in accordance with Precinct plan 3.” is realized by providing the same parti or organizing idea of a road layout. This includes a main, east-west orientated road which enters the site from the north-eastern corner (Street 1), a north-south road along the ridge (Street 5) and other minor streets completing the connected road network (Streets 3, 4, 6 & 7). Some road locations were not viable geometrically due to the steep topography of the site. The proposal will comply with the land requirement for T4 & T5 housing to create high-quality streetscape. The perimeter rear-lane with housing facing the ‘close’ is an innovative solution to the requirement, without providing a traditional street to front onto.

## **1.1.4 Conclusion**

In conclusion, the proposed scheme plan envisages a unique development with a relatively small area of urbanised development within a larger rural area where environmental and visual effects have been carefully minimised.

The proposed scheme plan will deliver a high quality, compact and walkable neighbourhood that has large areas of open space amenities, is pedestrian friendly and provides a range of house types, without suburban sprawl.



## **About Boffa Miskell**

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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