



Port Albert

Paradise on the Kaipara Harbour

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Port Albert

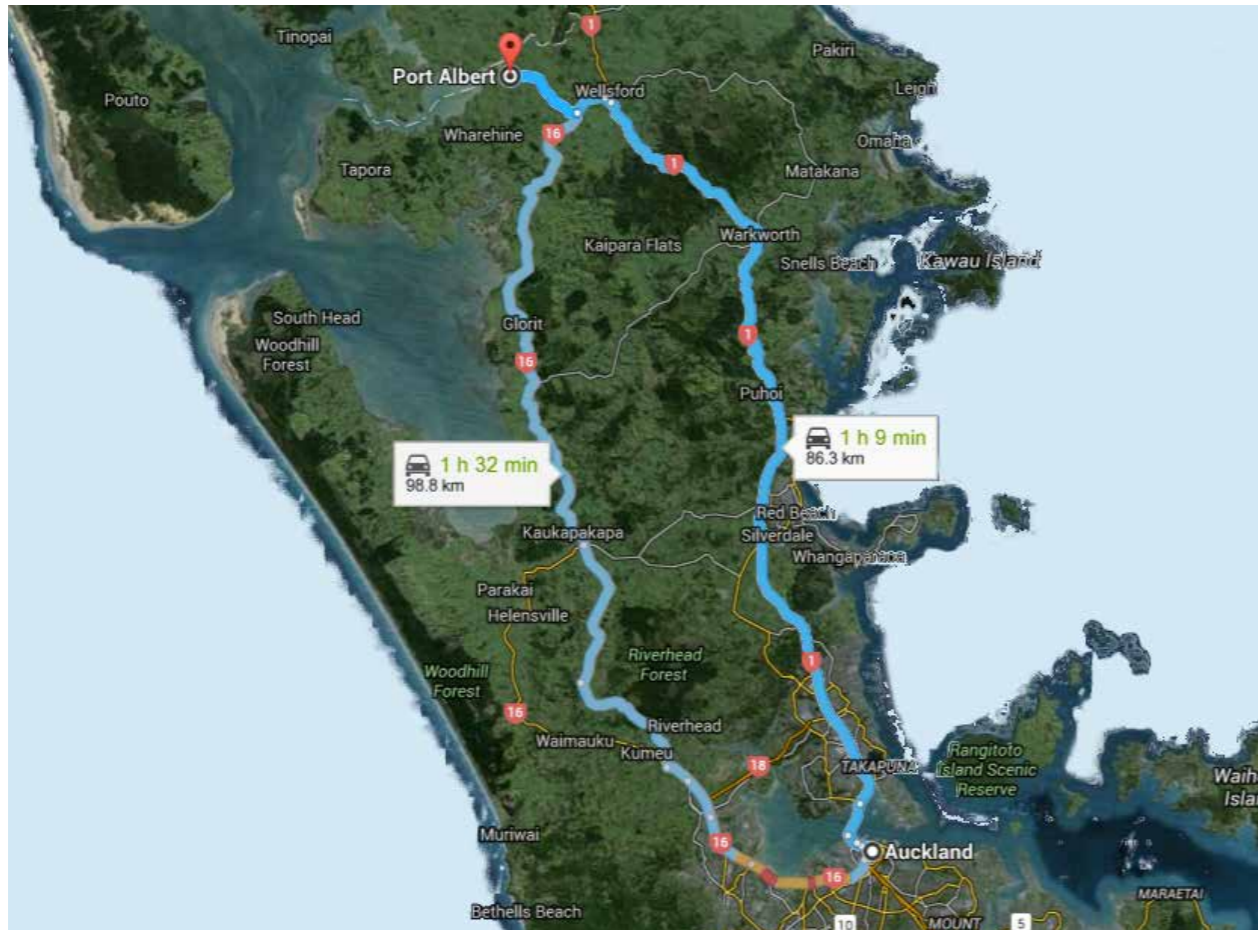
Paradise on the Kaipara Harbour

Port Albert is located on the Kaipara Harbour only a ten minute drive from Wellsford and state highway one. The Kaipara harbour offers many attractions such as water activities eg. fishing, oyster, and mussel catching, as well as offering a million dollar view. The new development in Port Albert will open up many tourist and education opportunities, with the development of a education centre for people to learn about Aquaculture, Permaculture, and Agriculture. Port Albert also has a rich history of the Albertlander community who came over from Britain to set up a “mini Britain” in Port Albert . A tight nit community already exists in Port Albert and this will remain even with the development of the area. The community is envisaged to hold local markets weekly where food and crafts can be sold, this will not only benefit the community but also the surrounding towns, with its close proximity to Auckland as well we hope many will do trips up to Port Albert, and in future for the markets to be become a tourist attraction for many.

Port Albert is the ideal destination for a development with offerings of great views, activities, and education, we believe Port Albert will become a community that will thrive on its natural beauty, tourism and education.



Location

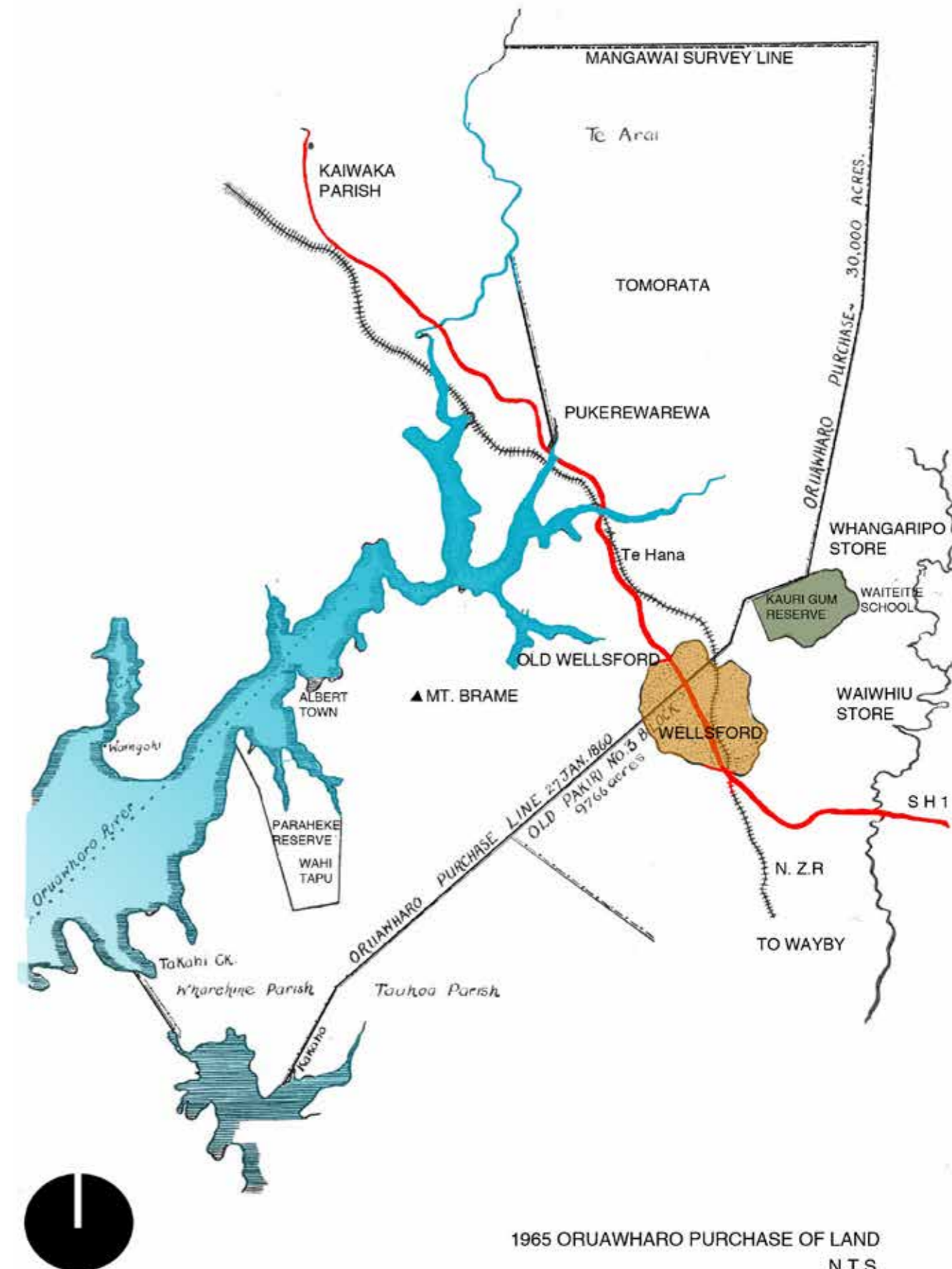
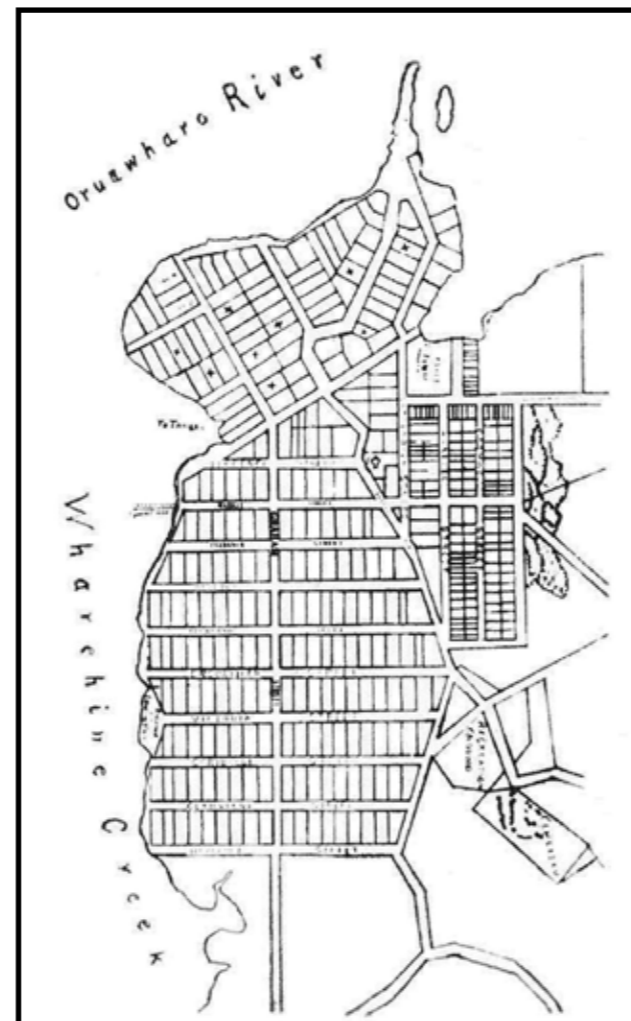
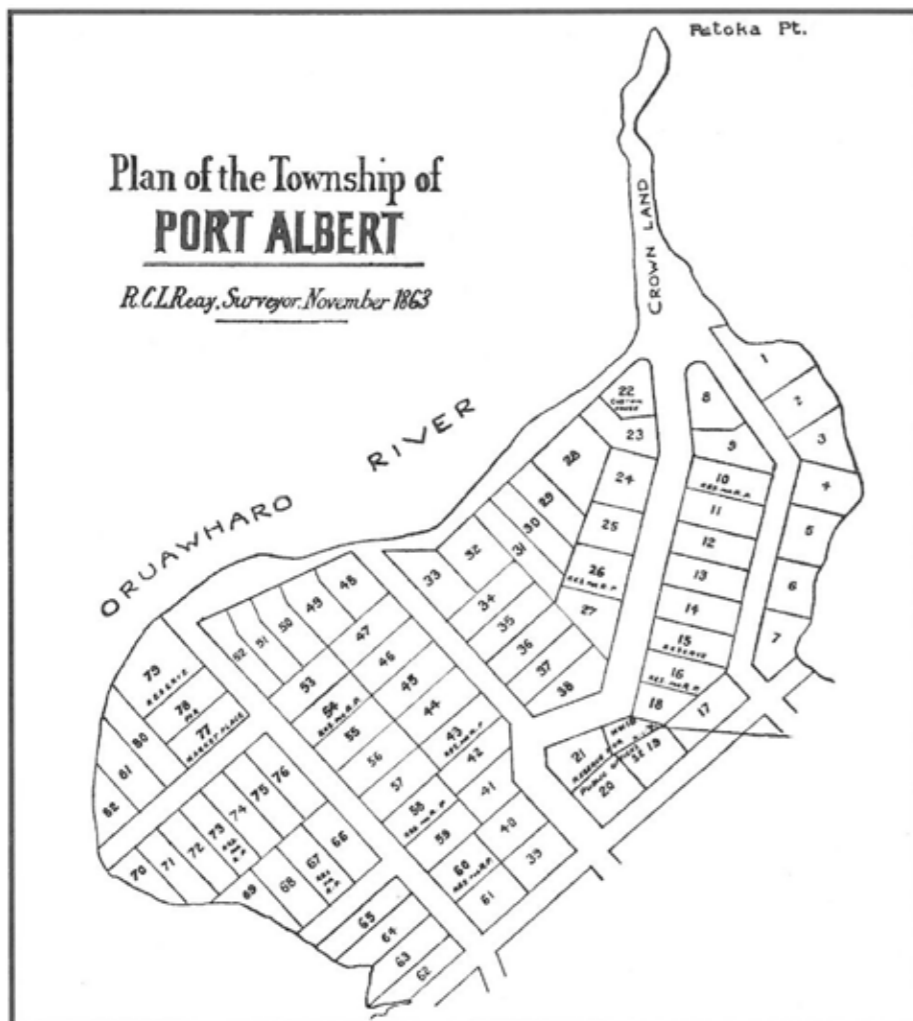


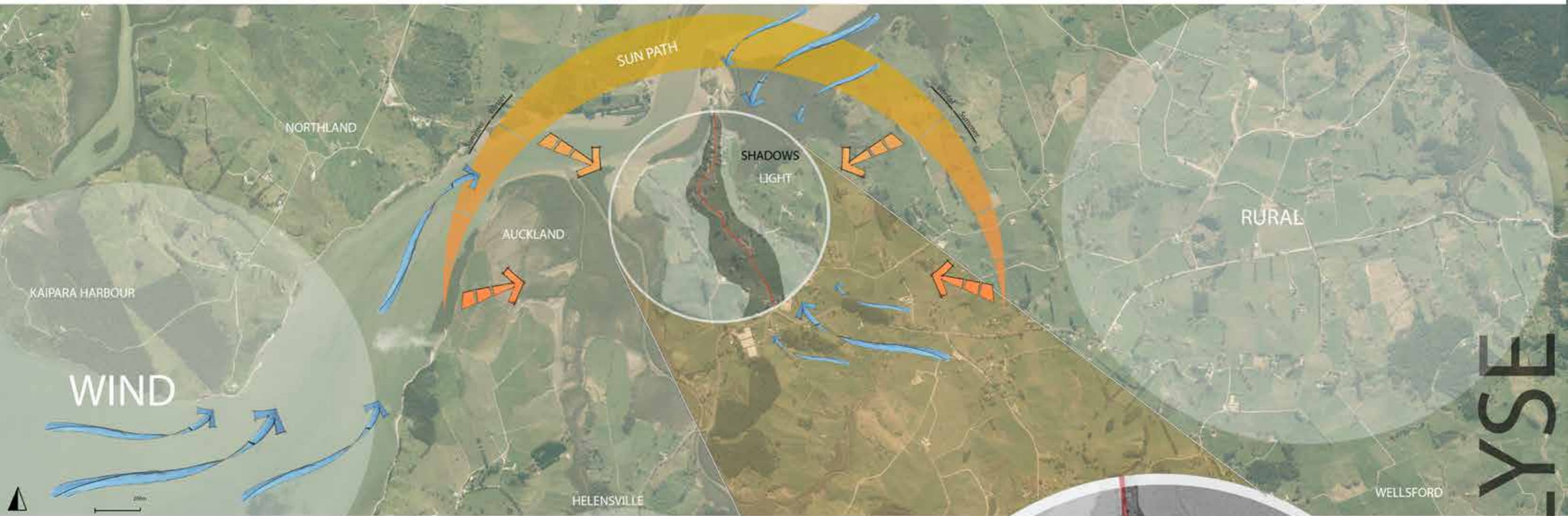
History

The settlers were cut off to any markets for their produce and much of the land was extremely poor quality, and unfit for proper agricultural operations. This unfortunate circumstance spread through the passengers and many settlers that arrived from ships chose to stay in Auckland.

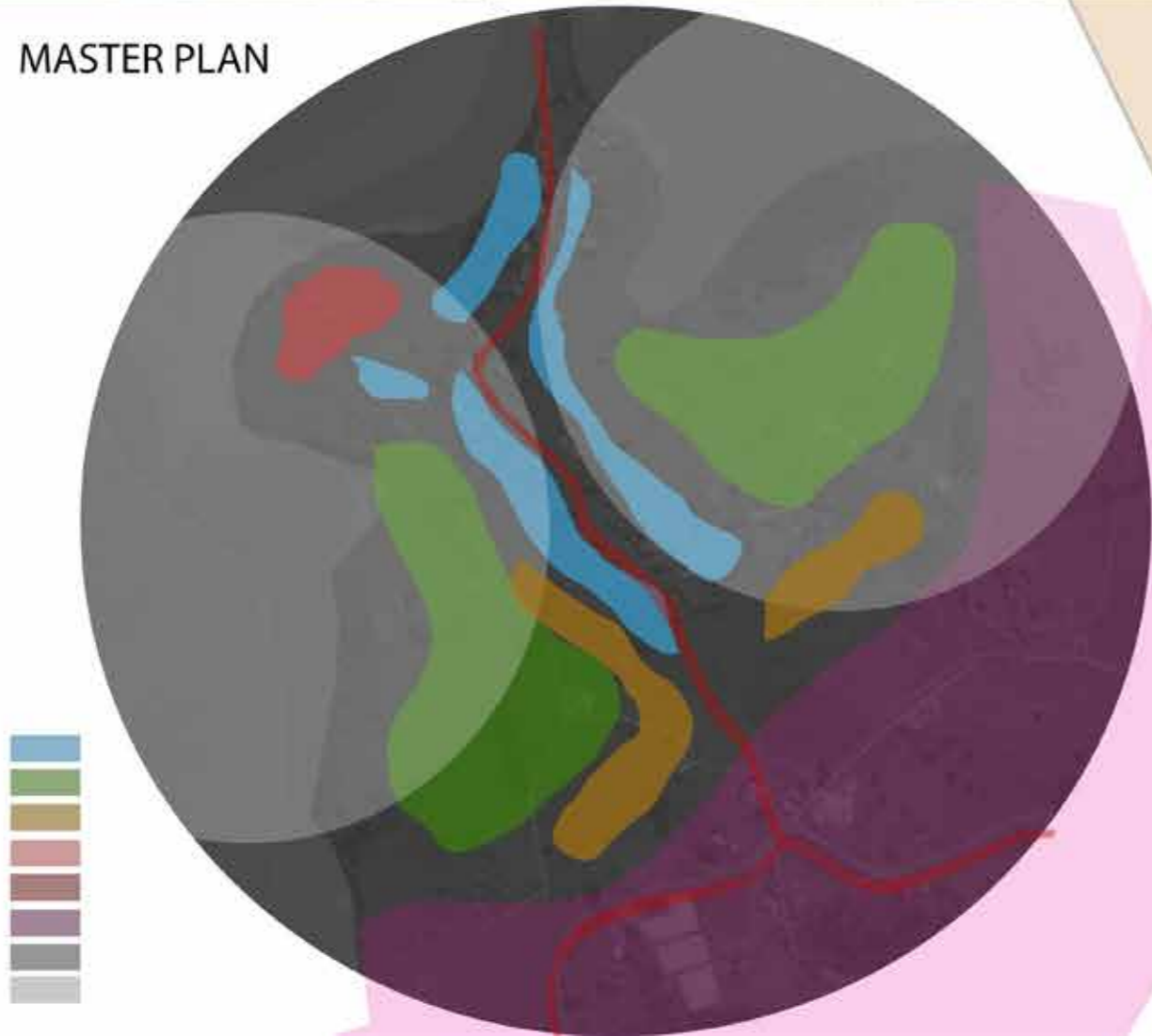
Many who did settle in Port Albert returned to Auckland due to the conditions of living - winter rain would soak their tents, which were un-adequate in keeping them dry. In summer the mosquitoes would swarm and with the continuation of the long hot days drought would set in and water would become scarce. It was becoming an increasingly hard environment to live in and severely different to the Old Country they were accustomed to. Over time tents became bush Whares, then evolving into small wooden houses. (Brett & Hook, 2003)

As the Albertlander community slowly became established the community still was struggling to produce their own food for the first few years as they cleared the land for agriculture use, and also due to the poor soil conditions. During this period the Kauri Gum Industry began to boom, and this became a major source of income, and acted as a form of currency to trade for such things as kumara with the natives. The settlers of the Hanover boat realised upon arrival the extent of the poor soil conditions. Rather than continue to clear fruitless land, many families decided to move inland where the soils were richer and there was still a natural water supply (Hawkes, J. 2012).





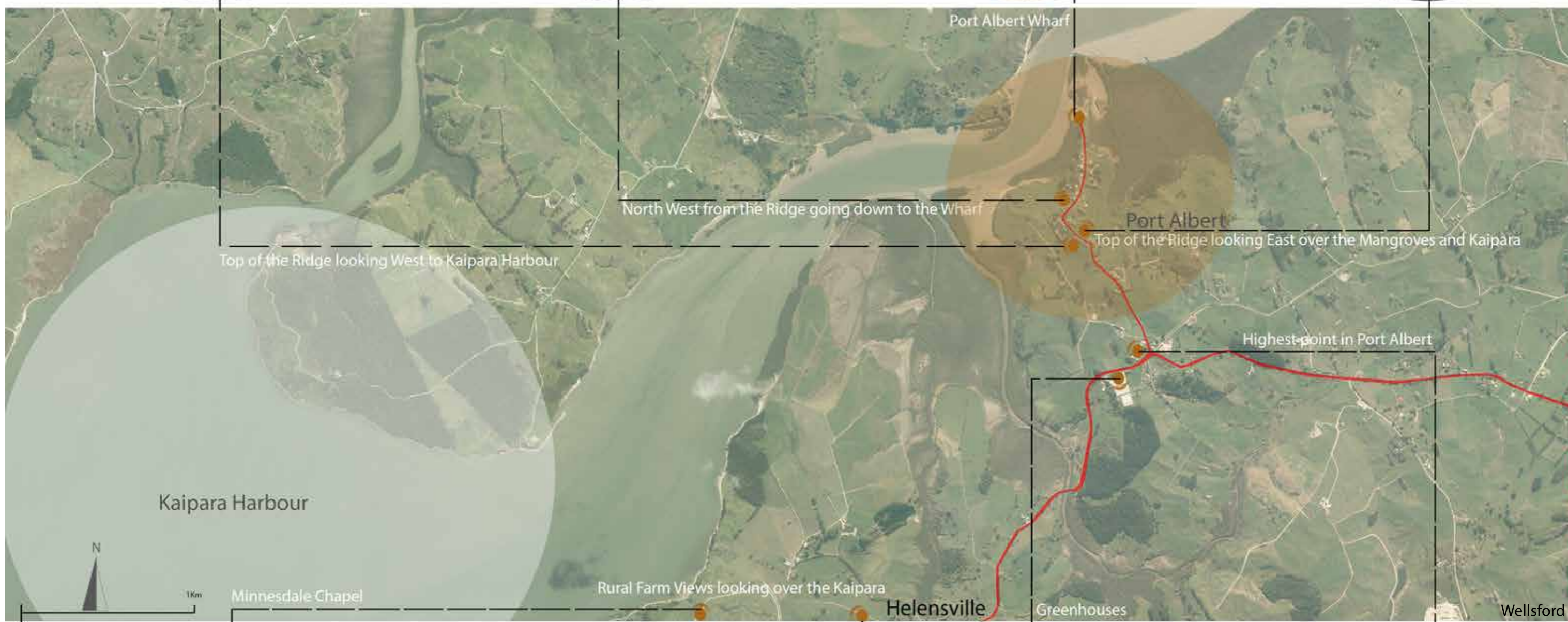
MASTER PLAN



- Key
- Retail
 - Residential
 - High Density Living
 - Education
 - Road
 - Future Development
 - Mangroves
 - Sun Light



SITE ANALYSE



Case Study One

Smart Growth Economic Development

The United States Environmental Protection Agency have developed a Framework for Creating a Smart Growth Economic Development Strategy: A Tool for small Cities and Towns.

They developed five key steps they believe to be key in the smart growth of towns:

1. Select a focus area.

2. Define the context-

History of the town- what has been successful and unsuccessful

Walkability

Cultural inventories

Transit mapping

3. Set Goals

Supporting already established business

Retain existing business

Attract new business

Promote Entrepreneurship

Encourage business growth in locations such as activity centres – hubs

Support Workers – skills, transport, education

Local employment opportunities

Workforce development and education facilities

Support quality of life

Promote a vibrant downtown and commercial district

Attract stores and services for daily needs of residents

Wide range of housing types- affordable to different income levels

Access to open space, parks and recreation

Preserve natural space in the town and region

Improve walking and cycling facilities

Maintain the character and history

Prepare for climate change

4. Identify existing assets and barriers.



Harpers Ferry, West Virginia. Sitting at the junction of Potomac and Shenandoah rivers, the city's location has always been a key asset. The city leverages this and uses its location and long history to attract visitors.



St Michaels, Maryland. The town of just over 1,000 people attracts visitors by taking advantage of its location on the Chesapeake Bay. It has a waterfront seafood restaurant, and a Maritime Museum on the site of a former seafood packing house which attracts many.



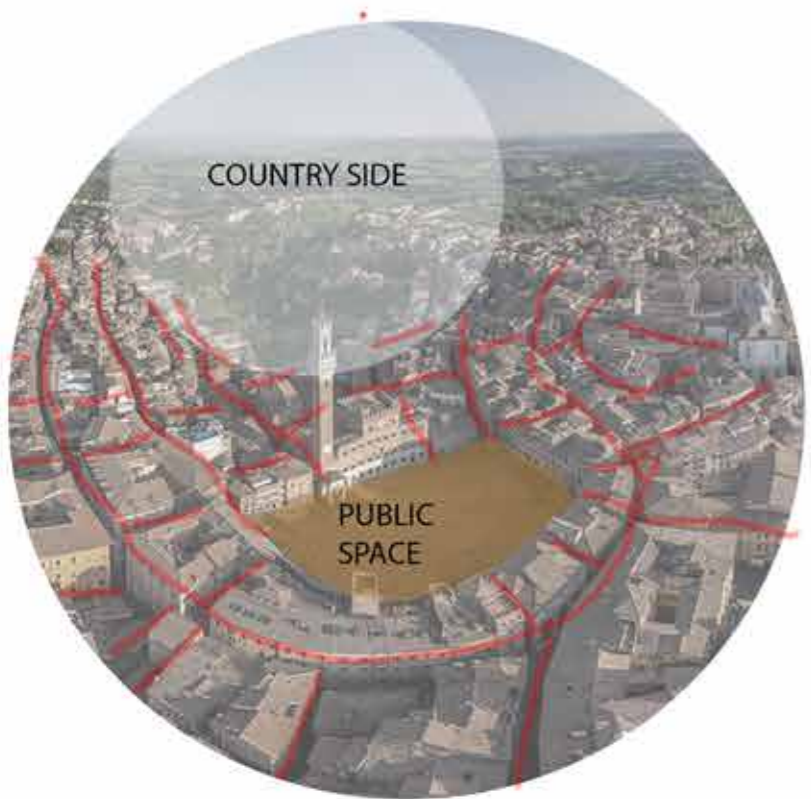
Waitsfield, Vermont. Located in the Mad River Valley between two mountain ranges, one of the town's key assets is its natural beauty, which attracts snow skiers and summer vacationers. Protecting parts of its rural heritage like the Great Eddy Covered Bridge helps preserve what makes it distinctive.



Frederick, Maryland. While Carroll Creek Park began as a flood control project, its evolution as a cultural and recreational amenity has helped stimulate economic development. More than \$150 million in private investment is underway along the park.

Case Study Two

Siena Italy



Siena

A hill top town moving up the contours to a central public space which is occupied during the day and night. The town roads and walkways are shared and follow the contours making the town organic and cured. The streets frame view point and landscapes influencing the person to walk through the space and look out over the country side or into a public space.



Case Study Three

Whitianga

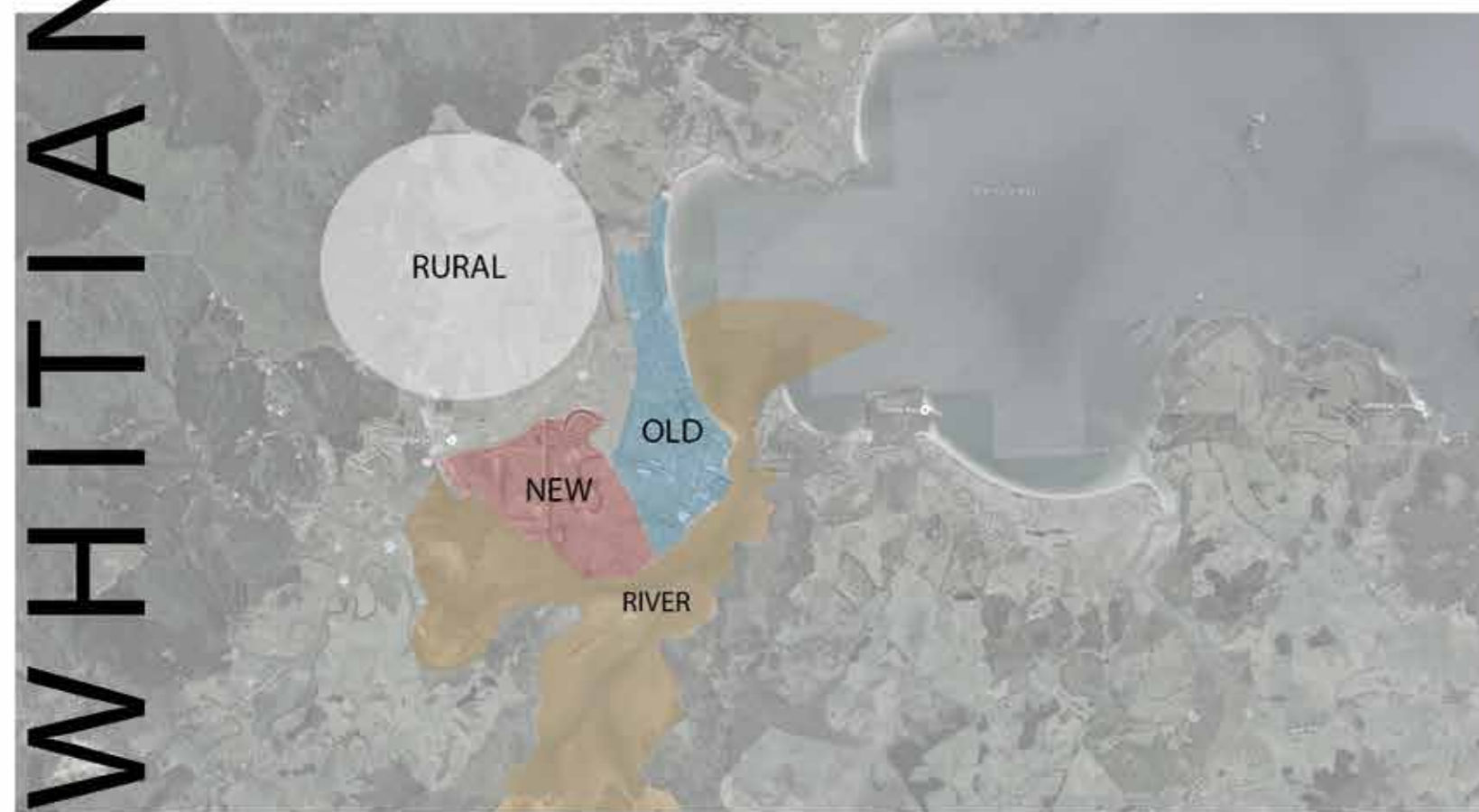
Whitianga is a coastal town under recent development sharing many similar characteristics. The town used to be a coastal services town which supplies the other coastal towns. Whitianga being a coastal hub for the east coast of the Coromandel for its building supply shops and supermarkets. It made the place a desirable place to retire. In the past census the town is growing healthy economic town.

Whitianga was once a coastal logging town where the logs would flood down the river. After the Kauri trees were all cut down the town began to suffer a some town began to grow for the attraction of the beach. The town began to service and a stop off town on the way to other beaches. Now the development is done the town is thriving again and a destination to retire or live in.

Whitianga and Port Albert share a rich logging history and river port. The town has signs everywhere reminding people what happened there in the late 1800s and early 1900s.



WHITIANGA



HOBSONVILLE POINT

Case Study Four

Hobsonville Point

A developing area sharing similar characteristics to Port Albert. The development is located near the water allowing an economic growth from boat charters or ferrying from one side of the Kirpara to the other.

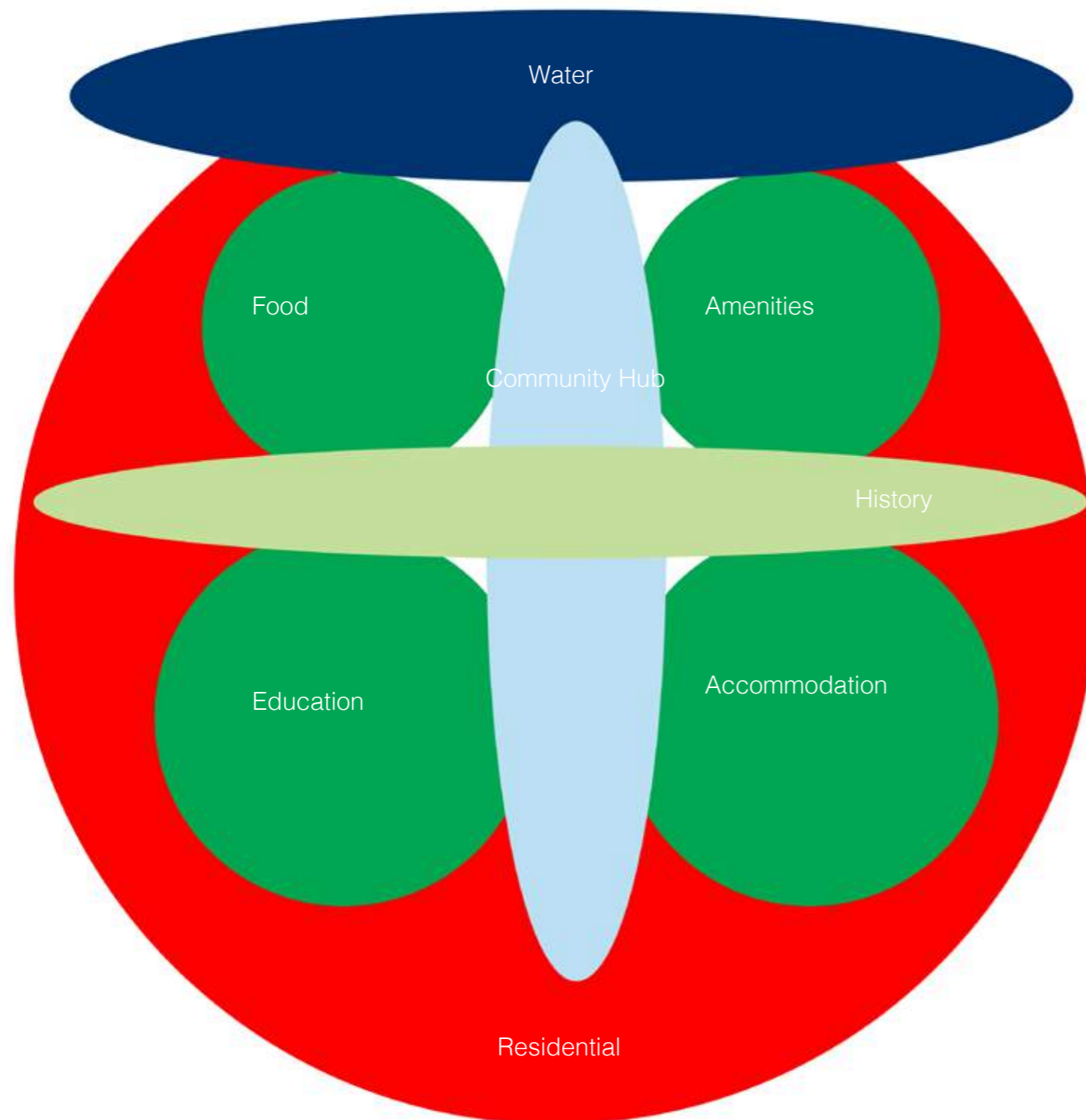
Hobsonville Point is an up and coming development with large education presence surrounding the area and social and environmental opportunities. The houses and housing Complexes have been designed to use the least amount of energy and water. The community also has workshops on sundays with markets which allows adults to socialize and children to learn new things i.e. wood work.

This precedent is a good example for Point Albert as its coastal and interactive. The building density is a little different as Hobsonville Point is quite high. Port Albert will be low and medium but some of the typology's will be able to carry over.



Programme

Tourism



Accommodation

Hotel
Bed and Breakfast
Book a Bach
Backpackers
Lodge.

Amenities

Public toilet
Information Centre
Reserve

Food

Permaculture
Aquaculture
Agriculture
Markets every week - Food truck / stalls
Cafe
Four square
Restaurants
Takeaway options

Walkway and Cycleway

Connecting hot spots.
Coastal walkway through mangroves

Education Centre

Permaculture
Aquaculture
Agriculture
History of Albertlanders

Water Activities

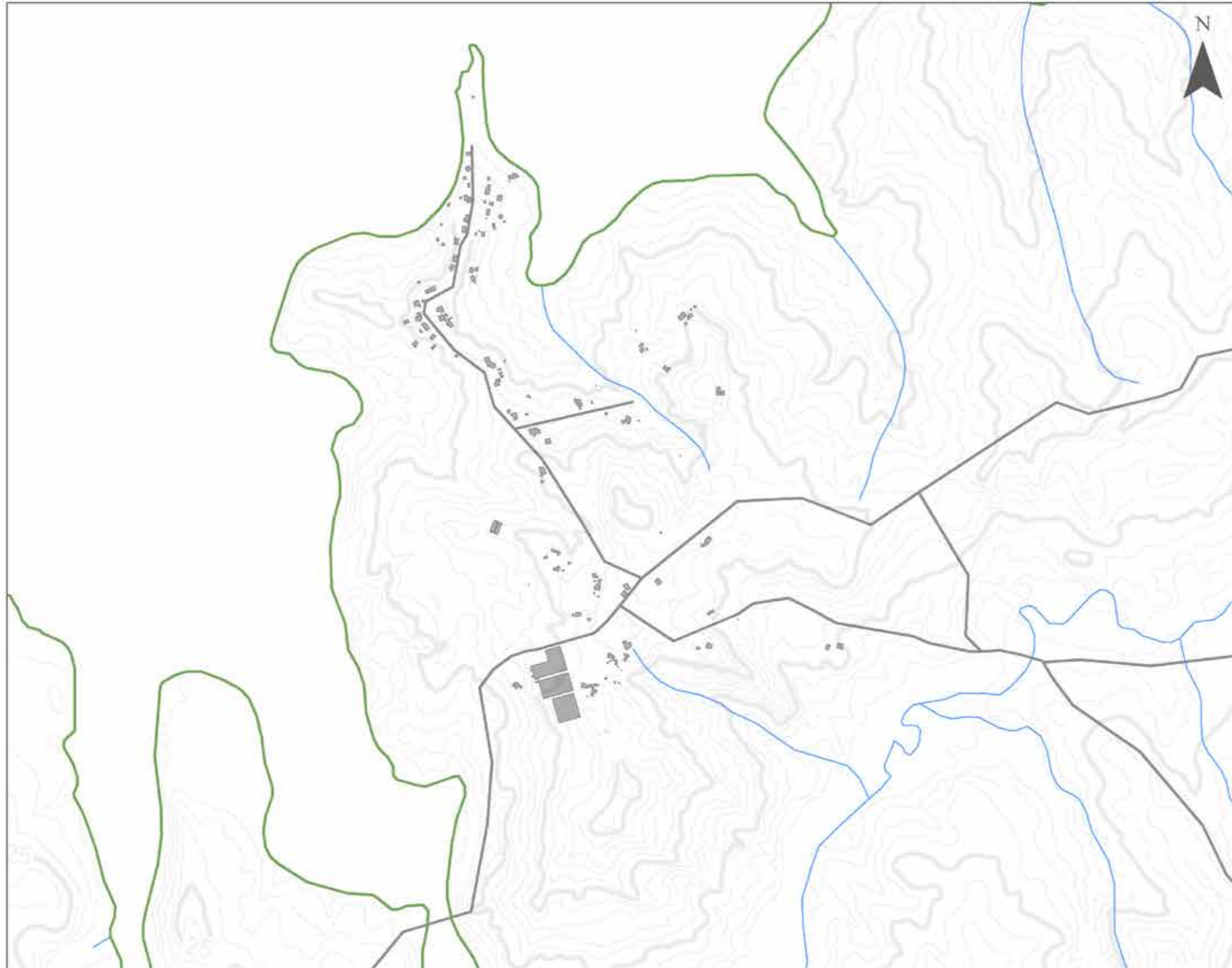
Fishing, gathering mussels, and oysters
Boat tours of harbour
Water Taxi
Kayak Hire
Sailing Club
Boating Club

History

Albertlander Community



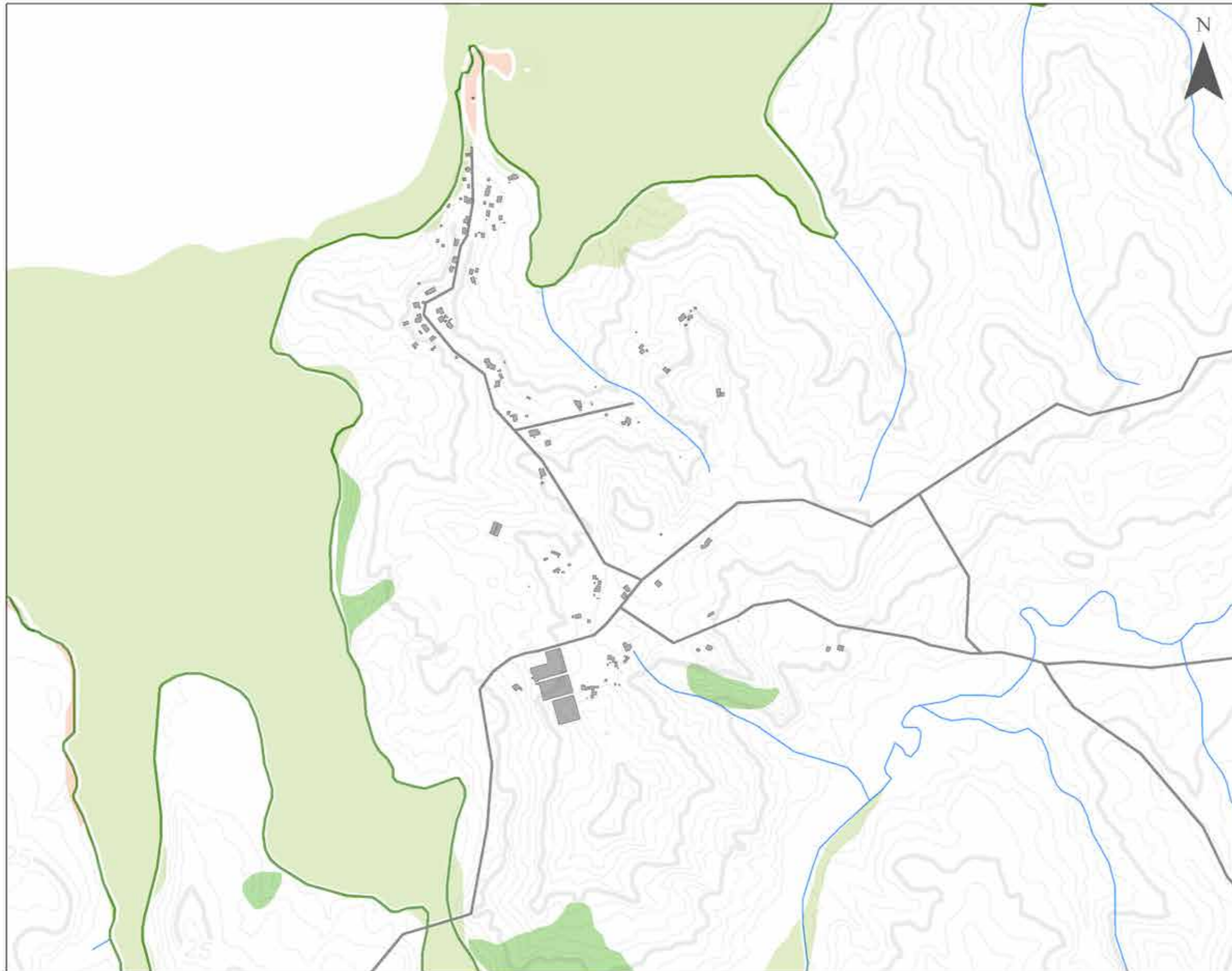
Port Albert Morphology



- Rodney Roads
- Coastlines
- Indicative streams
- Building FP

Scale: 1:10.000

Ecological Significance

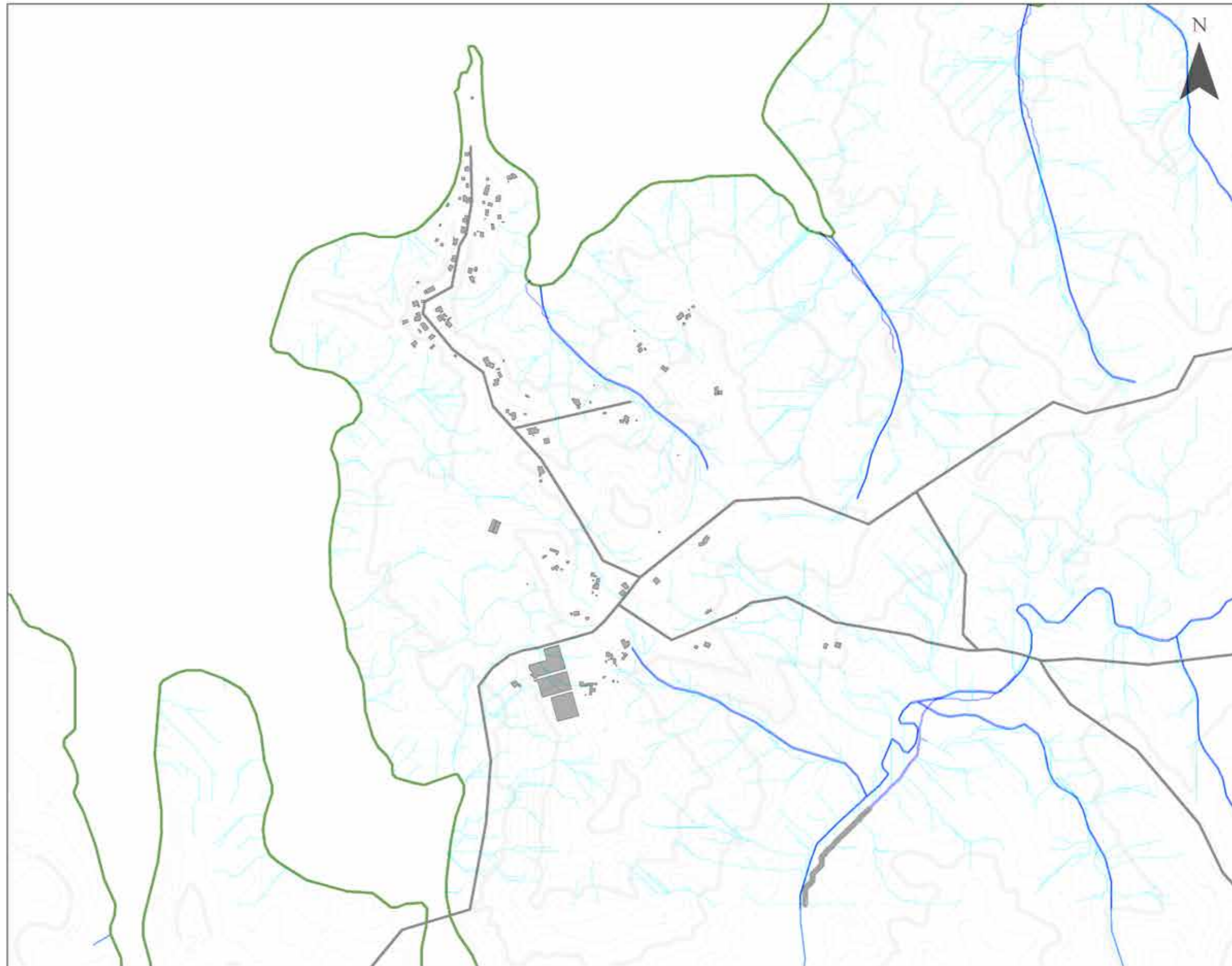


Port Albert was once covered in pristine forest that was cut down and used by new settlers as a valuable resource. The harbour was also pristine with white sandy beaches, clear water, abundance of oysters on rocks and other abundances of seafood. The mangroves were sparse between 1900 and 1930 with only very small patches in the harbour. The mangroves increased to spread across the beaches and waterfront areas. Harbour's and estuaries continuously change, land misuse and climate change have accelerated the rate of change and the sandy beach that was once around the Port Albert area became silty and the mangroves thrived in the conditions. The mangroves should not be built near, they will help filter water run off before entering the Kaipara Harbour. There are patches of native vegetation that should be protected and enhanced with more native planting.

- Rodney Roads
- Coastlines
- Indicative streams
- Building FP
- Indigenous Forest
- Mangrove
- Sand or Gravel

Scale: 1:10.000

Land Use Capabilities

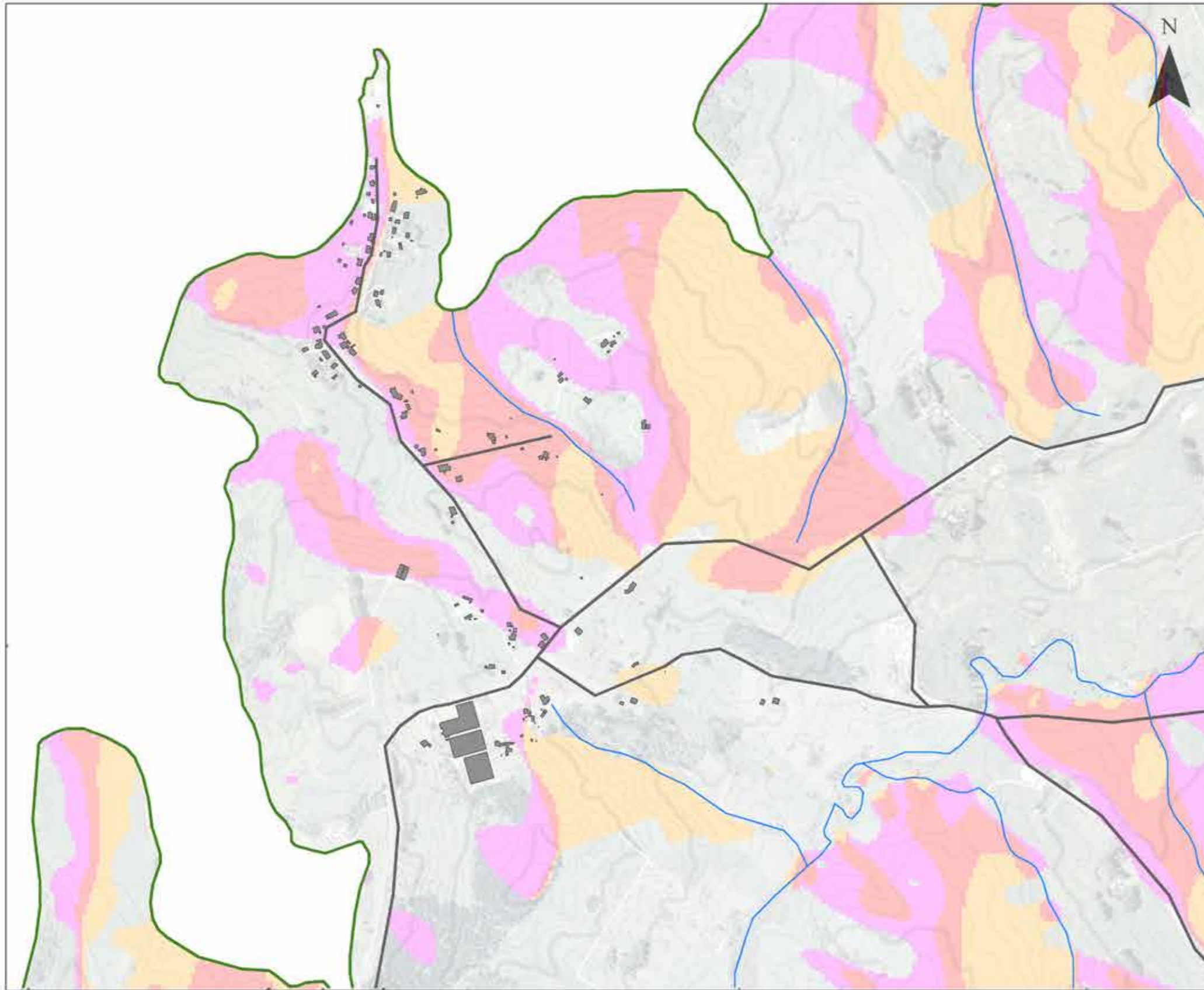


Land Use Capability (LUC) indicates most of the site is inherently good to medium quality. This is indicated as the light green or medium green colours in the map. There are some patches of erosion and wetness within the good areas. Good to medium LUC is described as "land with moderate limitations under perennial vegetation or pasture or forest". There is a significant patch of low quality LUC in the south-east, which is indicated as dark red maps. The lower quality LUC would be suitable for housing.

- Rodney Roads
- Coastlines
- Indicative streams
- Building FP
- Good/ Erosion
- Good/Wet
- Medium/ Erosion
- Low Quality/ Erosion
- Bad/ Erosion
- Medium/ Wet
- Estuary
- River

Scale: 1:10,000

Aspect

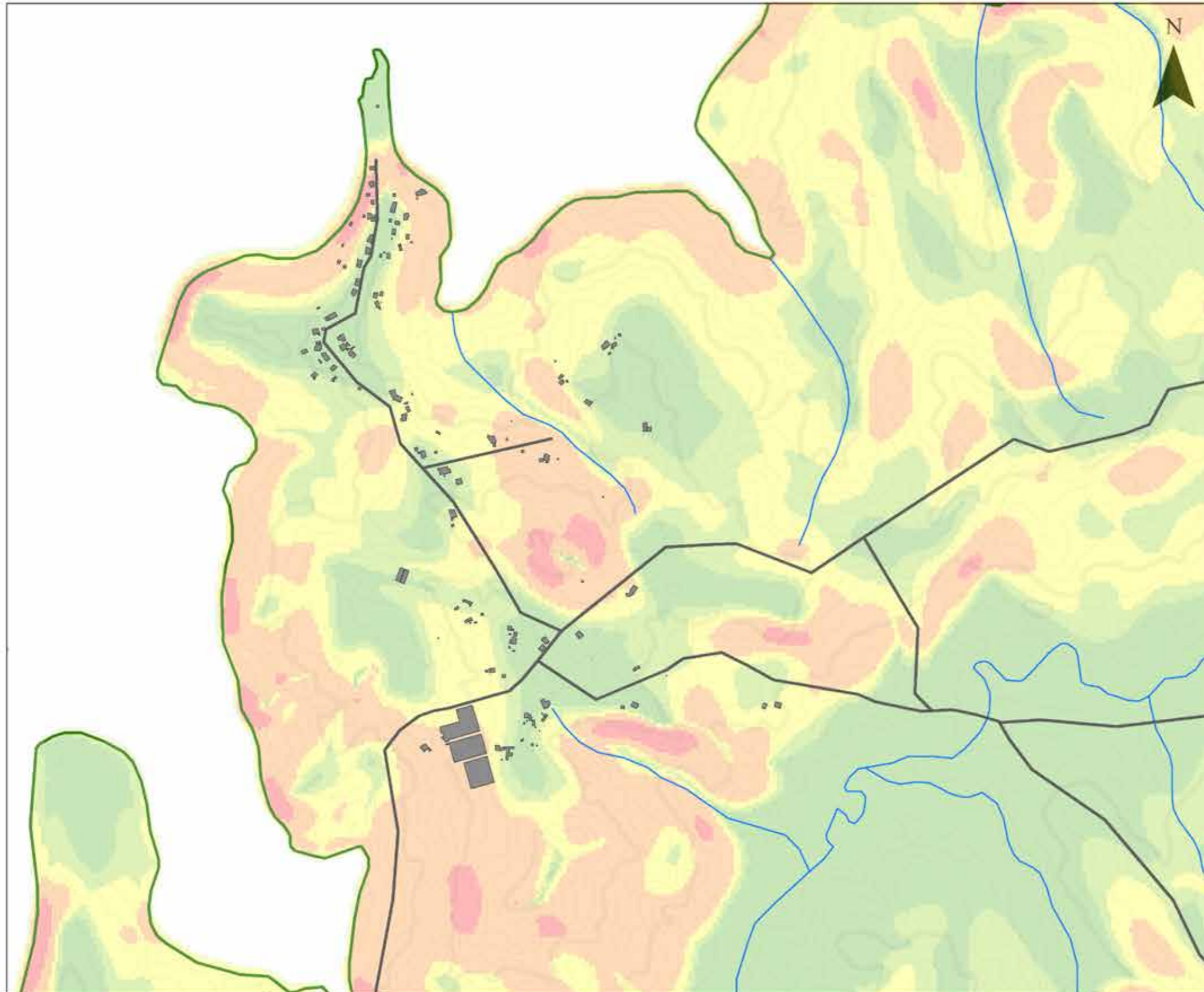


The aspect shows large areas of North facing sites; this is good for maximizing the sun's energy in keeping low impact, clean energy housing and development in Port Albert. The map shows North, Northwest and Northeast aspects on Port Albert.

- Rodney Roads
- Coastlines
- Indicative streams
- Building FP
- North (0-22.5)
- Northeast (22.5-67.5)
- Northwest (292.5-337.5)
- North (337.5-360)

Scale: 1:10,000

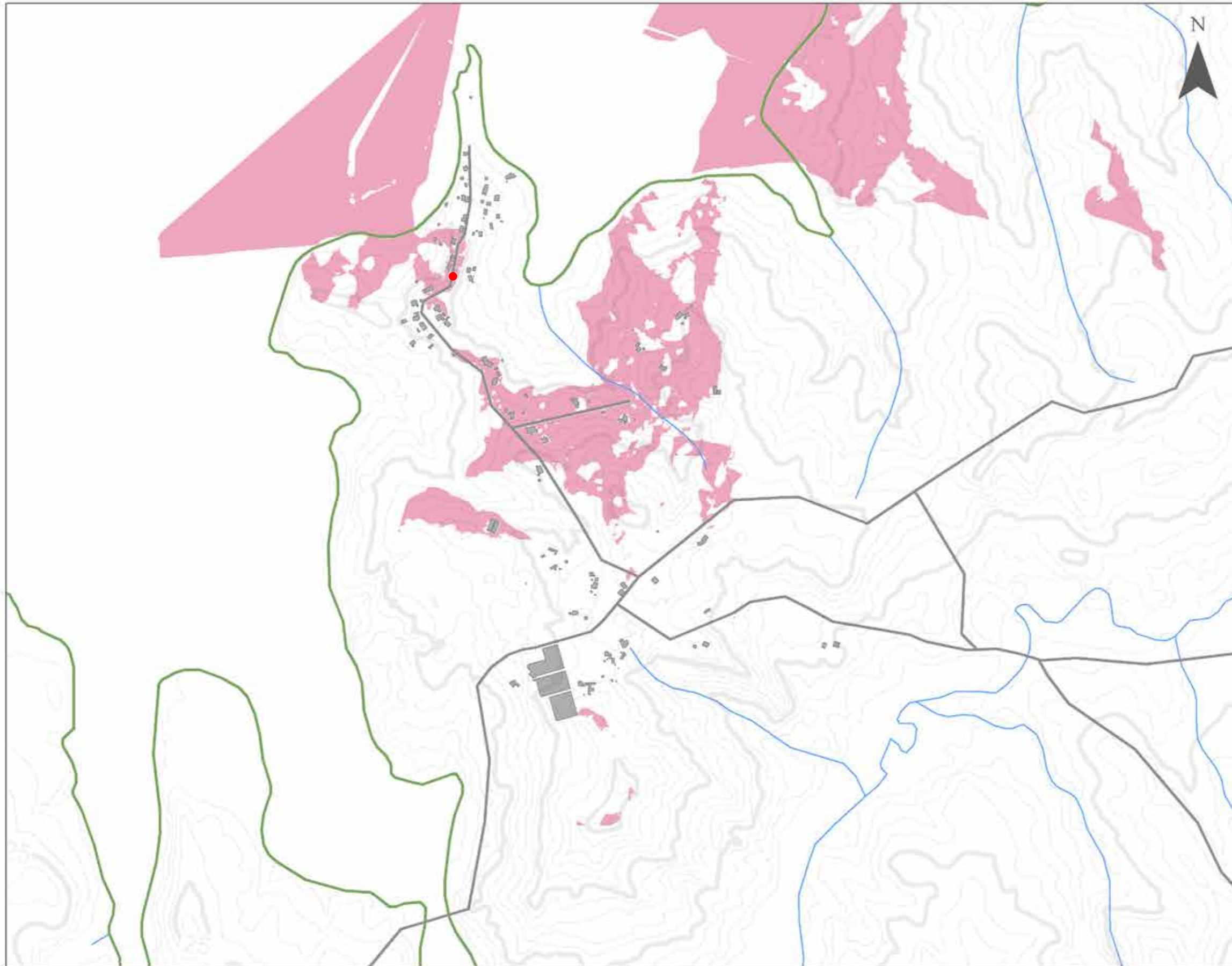
Slope



Port Albert is located on land which has slopes that range mainly between 3% and 15%. There are a lot of flat areas between 0% and 5% coloured light green and green in the map, mainly around the lower end of the main street and further out. There are more rolling hills 8% - 15% coloured orange on the map. The steeper slopes are mainly around the edges of the coast going down towards the water and mangroves. The slopes above 15% coloured red are small areas right on the coastal edge. These slopes are not suitable to build on.

- Rodney Roads
 - Coastlines
 - Indicative streams
 - Building FP
 - 0 - 3 Flat
 - 3 - 5 Walkable
 - 5 - 8 Walkable
 - 8 - 15 Hills
 - 15 - 60 Steep Hills
- Scale: 1:10.000

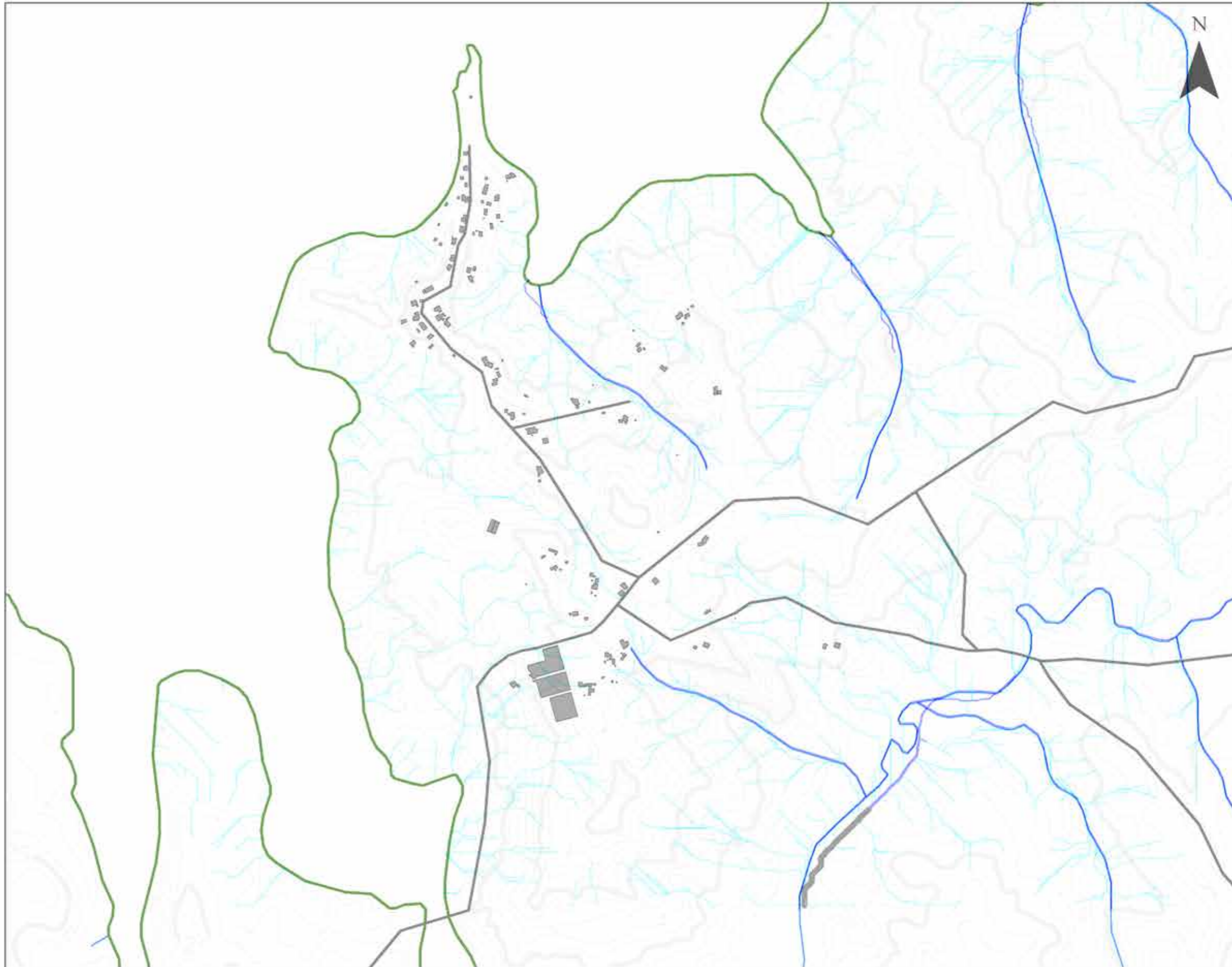
Viewshed



The view shaft shows the landscape that is visible or not visible from one point on the map 1.5m above the ground level. The mainly visible areas include the views to the water, mangroves and rolling hills

Scale: 1:10.000

Overflow Stream Paths



The Port Albert area we are focusing on has five extensive stream networks. These streams form the main areas that the water will flow to when raining, surrounding the streams are more flow paths to the streams. Areas around the coast line have small water flow paths down to the water and mangroves. The dark blue streams on the map should be protected and planted with riparian plants to help improve the water quality and filter run off into the water flow. These areas should be avoided when building the housing development.

Scale: 1:10.000

Exclusion Zones

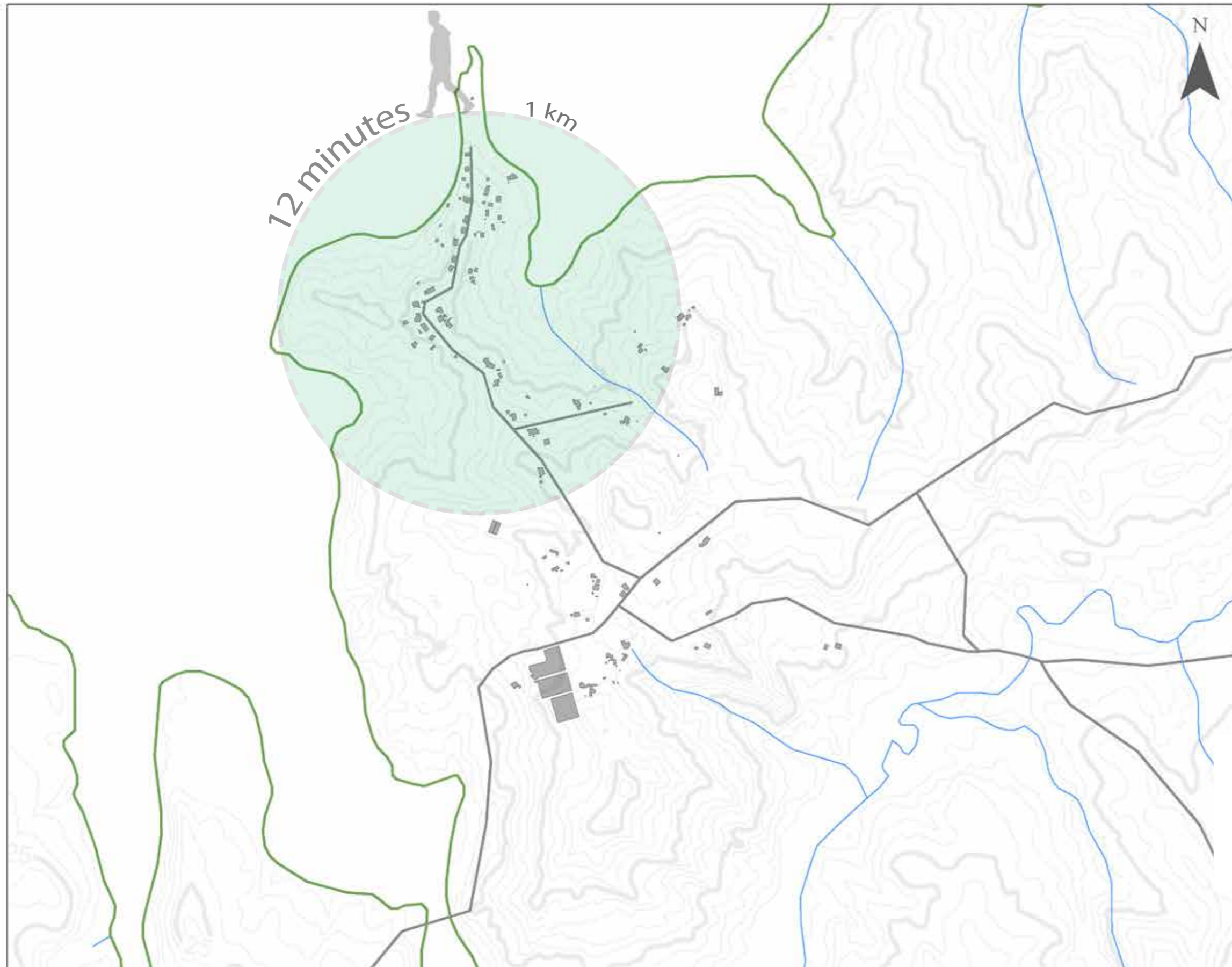


The excluded areas (light purple) include ecological significant areas, streams and extreme slopes over 15%. These areas should not be built on and need protection from damage that could occur on them or close to them. The white space on the map represents areas that are suitable for development. The area suitable for development is mainly following the main road and in-between the streams. These are the areas we will plan our to build the development of Port Albert.

- Rodney Roads
- Coastlines
- Indicative streams
- Building FP
- Exclusion Zone

Scale: 1:10.000

Walkability



The walkability aspect of the site where we locate the housing development is important to help create clear movement paths for walking and cycling around the site. The area is in close proximity of the public reserve and wharf which is important to be able to walk to close amenities.

Proposed Auckland Unitary Plan



The Proposed Auckland Unitary Plan shows most of the land is zoned for rural coastal and rural production. There are small amounts of public open space – conservation and rural conservation. The previous plan of the roading layout is shown on the map.

- Rural Production
- Rural Coastal
- Rural Conservation
- Public Open Space - Conservation
- Mixed Rural
- Countryside Living

Scale: 1:10,000

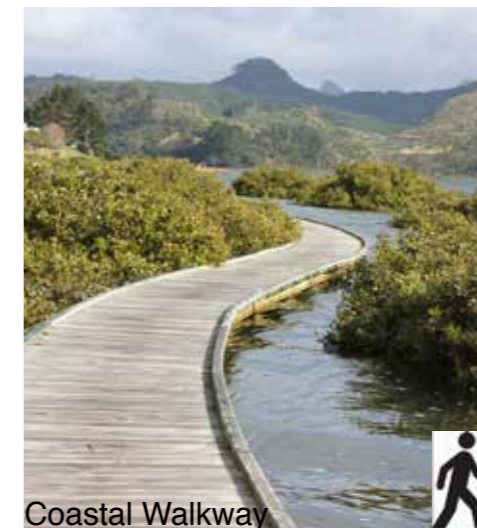


Master Plan

Port Albert - Paradise on the Kaipara Harbour. The master plan we have designed for the development of Port Albert has situated the hub of Port Albert to run along the ridge line following the spine road which runs into the town and down to the wharf and waters edge. The hub is where shops, food outlets and commercial buildings will be located, to the west of the hub looking over the Kaipara Harbour the community and education centre is located. This centre will be an attraction to both residents and visitors to Port Albert with it providing a place to learn about Aquaculture, Permaculture, and Agriculture. Surrounding the hub a variety of housing options are located, one story, two, story and terraced housing. Surrounding majority of the development a walkway/ cycleway has been planned to encourage exercise and bring the community closer to the Kaipara Harbour. A small mooring has also been designed to encourage boat owners to park up and explore Port Albert, it will also be a tourist attraction where people can hop on a boat for a day to go out into the harbour.

The Port Albert master plan we have developed takes advantage of the town's great views, and has created opportunities for activities, and education. We believe Port Albert will become a community that will thrive on its natural beauty, tourism and education.





Coastal Walkway



Education Centre



Markets



Restaurants and Cafes



Commercial Building



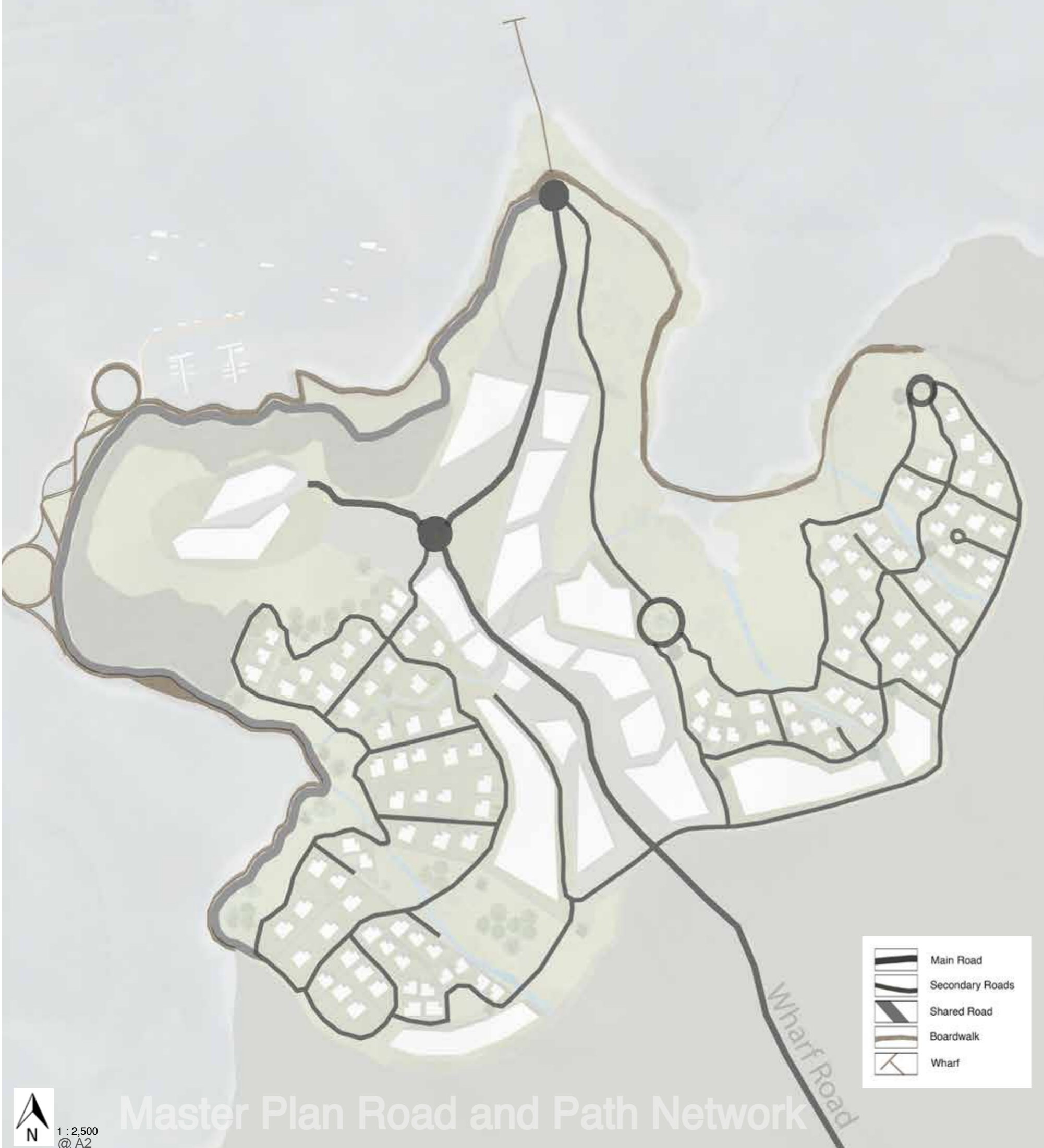
Green - Open Space






Housing types in the Development of Port Albert will vary from terraced housing, to one and two story housing, with the option of two, three, and four bedroom houses. Affordable housing options will also be available. On top of the ridge, the central hub of Port Albert, tourist accommodation will be available with different price options and accommodation types to suit everyone. Restaurants, cafes, shops, stores, and commercial building will all be located along this main street to create a central hub. The education and community centre is located just a small walk away from the hub, the building will benefit the local community, surrounding towns, and tourists.

Master Plan Building Types



The road network around the site is made up of a main road, secondary road and a shared road. The main road follows the ridge down to the Port Albert town centre all the way to the public reserve by the wharf, the main road splits off to the community building to create easy access. The secondary roads follow the ridgelines around the different housing types. These roads are narrower than the main road and connect to the town centre. The main road and secondary roads will be sealed roads to create an easy access for cars, bikes and pedestrians through Port Albert. The shared road is a wide permeable surface that can be used for event space along the waterfront, bikes, pedestrians and service vehicles. The shared road completes the loop around the site so that cyclist and pedestrians wanting to walk or bike around both sides of the waterfront easily can use it. The boardwalk takes advantage of the amazing views to the Kaipara Harbour and river around the waterfront areas, and connects up with the roading network creating a walkable, easy access, pedestrian friendly site. The boardwalk creates a coastal feeling and meets up with the wharf at the tip of Port Albert.

-  Main Road
-  Secondary Roads
-  Shared Road
-  Boardwalk
-  Wharf

Wharf Road



The green space in Port Albert includes open space, recreational space, coastal restoration and green links. The open space at Port Albert is around the community building and an area in the middle of town. Open space is important for the community to be active, hold events, utilize during a lunch break or just a space to hang out with friends and family. The coastal restoration area will be an area with more planting and patches of open space for activities. The coastal edge is steep and needs planting to help stabilize the edges. The planting will be varied heights and will not block views to the water from houses situated by the coastal edge. The recreational green space is a reserve that connects to the wharf; this area has established pohutukawa trees and a playground for children. The green links are connecting the housing with the coastal edge and encouraging easy access to the shared road, boardwalk, open space and getting involved with nature. The green space network is important to help re-establish a healthy environment and also a healthy community.



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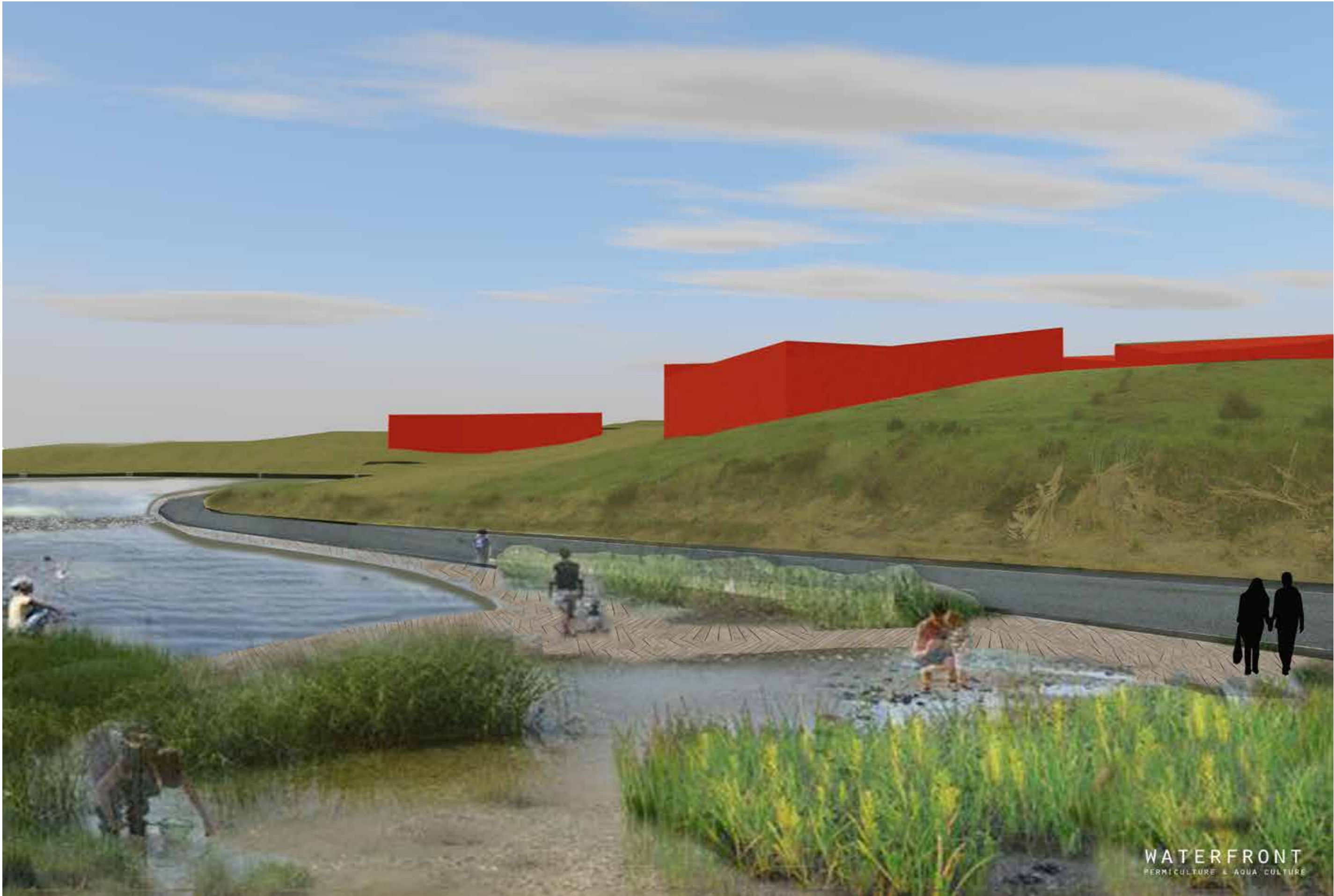
Master Plan Green Network

Perspectives



STREETSCAPE

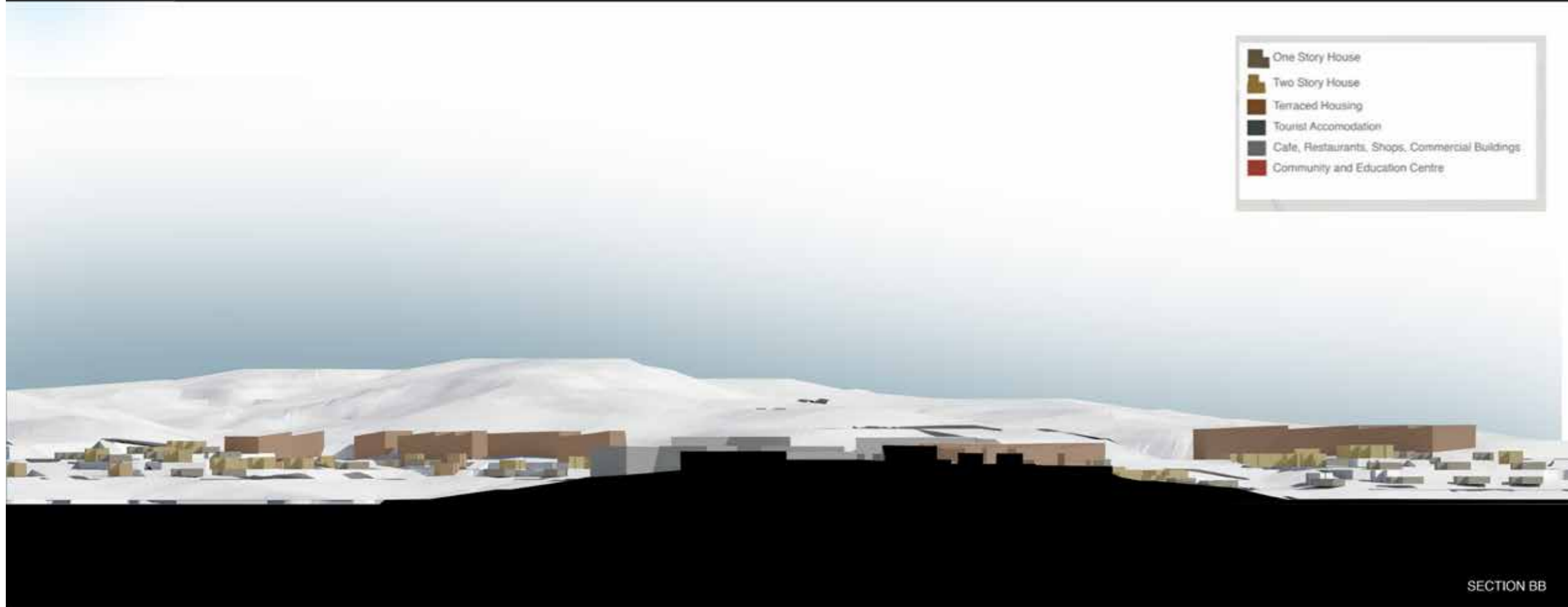
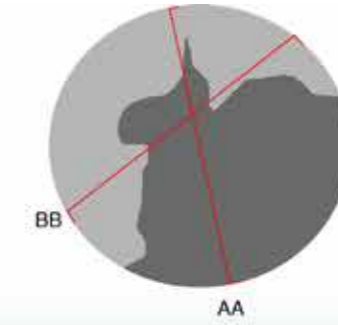
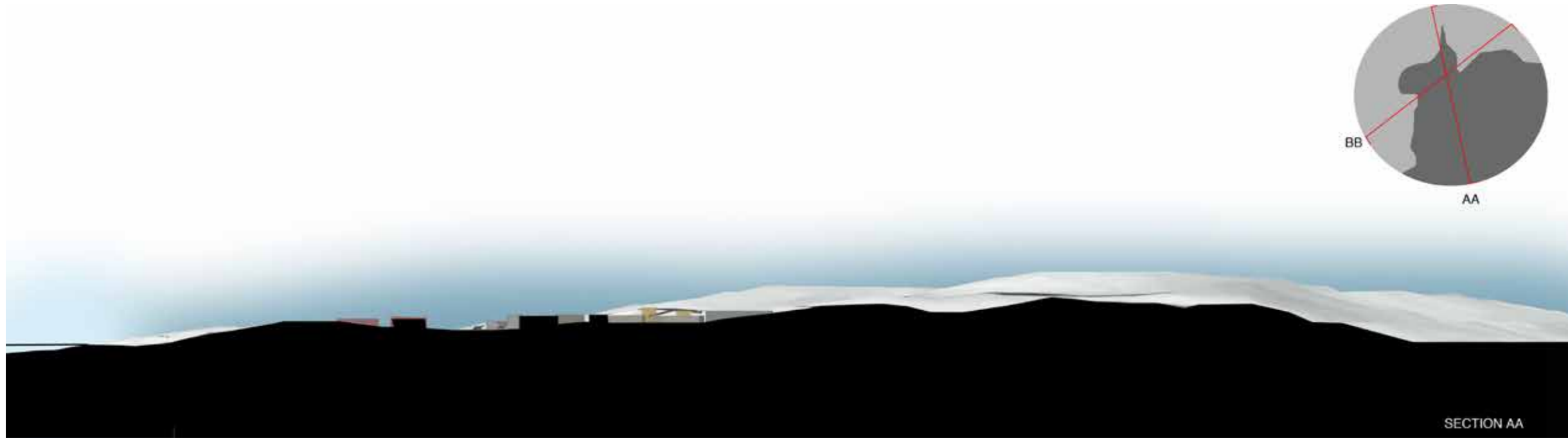




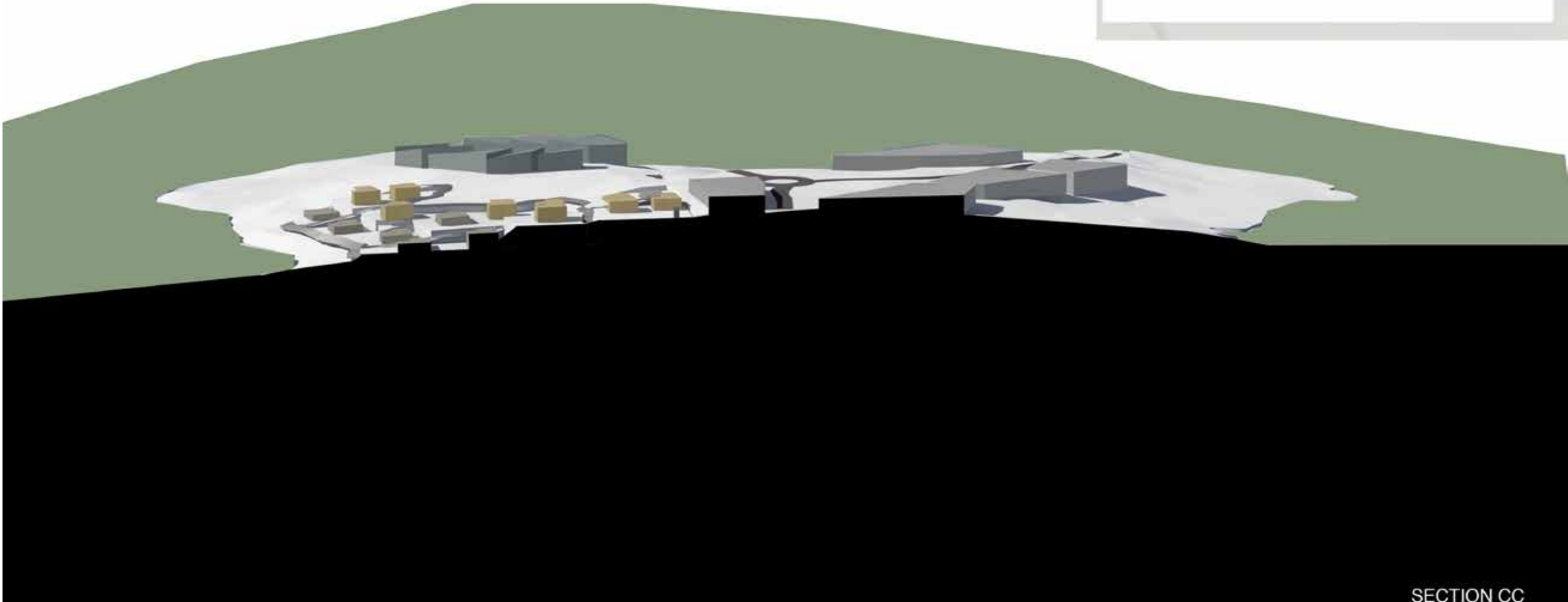


BOARD WALK

Sections



- One Story House
- Two Story House
- Terraced Housing
- Tourist Accomodation
- Cafe, Restaurants, Shops, Commercial Buildings
- Community and Education Centre



SECTION CC



Port Albert Model

The model of the Port Albert development shows the ideal location for the housing development. There is great views, land and sea based activities, mixed housing types, tourism and education oppourtunities. We believe that Port Albert has the potential to become a busy, tourist, education country town.



Contributions by

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