

65-71 Federal Street. ICD Property. Landscape+visual+urban design effects.

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Isthmus.



**Land.
People.
Culture.**

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1 EXECUTIVE SUMMARY

- 1.1 The site is in the City Centre Zone of the Auckland Unitary Plan (AUP) which seeks to ensure the city centre is an international centre for business and learning, innovation, entertainment, culture, and **urban living**. As a component of this activity mix, it is policy to enable a **significant and diverse residential population**.
- 1.2 The site is an **appropriate location for a residential tower**. The proposal would help transform the Federal and Kingston Street vicinity into a high amenity pedestrian laneways precinct which would be an attractive residential address. It is within walking distance of the central city's variety of working, shopping, entertainment, socialising, education, and recreation facilities. It is very close to Auckland's key public transport. The proposal will provide a mix of owner and rental apartments, from middle to premium market. The apartments will be of a generous size and well proportioned. All apartments in the podium will have outlook over Federal and Kingston Street, and most will have balconies. Those in the tower can be expected to enjoy wide views.
- 1.3 Building design is to be managed under the AUP to promote good streetscape outcomes. Street frontages are to be designed to provide a **sense of intimacy, character, interest and variation, and enclosure**. They are to have **human scaled street edges**. Criteria for frontages include the extent to which buildings have clearly defined public frontages that **address the street**, and the **extent of glazing** with respect to (i) the **attractiveness and pleasantness** of the street (ii) the degree of **visibility** that it provides between the street and the building interior; and (iii) the opportunities for **passive surveillance**.
- (a) The proposal will replace an unattractive car park building with an attractive building that will enliven and brighten the heart of the Federal and Kingston Street laneways area. The benefits for streetscape and amenity values will be significant.
 - (b) The ground floor is to be a 'marketplace' – a curated food and beverage offering – with an internal court and open to the street. It will create a public frontage to Federal Street and the intersection with Kingston Street. It will have a generous fully glazed height (over 8m) with a sculptured timber ceiling and walls that would be a distinctive element of the streetscape given the transparency and openness.
 - (c) The upper podium floors will comprise angled glass and textured panels, configured to create a pattern of windows and balconies to apartments. It will have texture, depth, and rhythm and an overall bronze colour. It will create a human scale to the lower part of the building, and a warm, light, and clean appearance.
- 1.4 There is also the opportunity to **remodel the public space** within Federal and Kingston Streets in conjunction with Auckland Council. It would be refashioned as a paved shared space and complete a missing link in the network of laneways promoted in the City Centre Masterplan. The area currently has a somewhat blighted character. Without the replacement of the existing car park building with a development such as that proposed, an upgrading of the public space would likely not be warranted.

- 1.5 It is also policy under the AUP to enable the **tallest buildings** and the **greatest density of development** to occur in the core central business district. The site falls within the 'special height area' which enables the **tallest buildings**. At the same time, the quality of building design is to be managed to create an **attractive and recognisable skyline**. Relevant criteria include the extent to which the **silhouette** of the building as viewed from areas **surrounding the city centre positively contributes** to Auckland's skyline. Criteria also include respecting the **valley and ridge landform**, and encouraging **well-designed, slender towers**. Rooftop plant is to be enclosed and integrated into the roof design.
- 1.6 The tower will be **slender** and clad in a faceted glass skin that will emphasise lightness and increasing vertical proportions towards the top (an impression of the tower growing upwards). The pattern will provide texture, movement, and a somewhat organic character. At the top of the tower, the skin is to be formed into faceted points that meet at the parapet (the points of a crown). The parapet (or 'crown') line tilts toward the harbour and would be lit at night. Level 38 is to be distinct from the rest of the skin, with clear glass across the north face and wrapping around the north-west and north-east corners in the manner of a visor. This element will contribute to the building's personality and orient it to the harbour. The tower will have a clean roofline (all plant being enclosed).
- 1.7 The tower (in conjunction with the podium) will contribute significantly to both the streetscape and skyline from the Federal and Kingston Street laneways area. It will landmark the intersection. It will complement views of the Sky Tower from this area, the experience being of **both** the new tower **and** the Sky Tower.
- 1.8 The tower will also **contribute positively to the cityscape skyline** as seen from further afield. From most angles, it will be part of a skyline that transitions upwards toward the Sky Tower. While the proposed building will be close to the Sky Tower, there is enough separation that they remain distinct. The Sky Tower will remain the dominant element, its benchmark ring and spire above the new tower. The building will also fit the ridge and valley pattern. Using the analogy of a group photo, it will typically be part of compositions with shorter buildings to the fore and taller members to the rear and middle. The tower is amongst the slenderest on the skyline, and its skin architectural details further emphasis verticality. The tilted 'crown' will contribute to the skyline in an understated way. It will arguably have the most sophisticated façade development of the skyline buildings.
- 1.9 In conclusion, the proposal will help to rejuvenate what is currently a somewhat blighted corner of the city. It will replace a car park building with a landmark residential tower that will (a) **rejuvenate and brighten** the Federal and Kingston Street laneways area, (b) provide for **growth of the city's residential community** with 357 mid and premium-level apartments, (c) contribute positively to **Auckland's skyline**, both from the immediate streets, and as part of the broader cityscape.

2 INTRODUCTION

- 2.1 The application is an apartment building to replace an existing car parking building at 65-71 Federal Street.
- 2.2 The building will comprise an eight-level podium at the intersection of Federal and Kingston Streets including a street level food-and-beverage 'marketplace', and a slender tower to a total of 55 levels. The tower will be a prominent element of Auckland's skyline.
- 2.3 It is planned that Federal Street also be upgraded in conjunction with the development as a shared space. Such upgrading is intended to fill-in a missing link in the laneways network.
- 2.4 Key matters for landscape and urban design relate to the appropriateness of the site for residential activities, the quality and amenity values of the residential design, the benefits and amenity at street level, and the contribution the tower makes to the city's skyline.

3 METHODOLOGY

- 3.1 A methodology statement is attached as **Appendix One**. The methodology is consistent with '*Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*'. The assessment also meets the Auckland Council '*Information Requirements for the Assessment of Landscape and Visual Effects*'.
- 3.2 In summary, the method entails (i) description of relevant aspects of the **proposal**, (ii) review of relevant statutory planning **provisions** (including objectives and policies), and non-statutory matters (iii) description and interpretation of relevant attributes of the **existing environment**, (iv) identification of **key matters** with regard to the proposal, provisions, and context, and (v) assessment of **effects** with respect to the key matters.

4 PROPOSAL

- 4.1 The proposal is described in the 'project description' in the AEE and depicted in the 'Architectural Report, Submission to Minister Package, Woods Bagot and Peddlethorp Architects, 13 August 2021. The following aspects, in summary, are relevant to the landscape, visual, and urban design matters:
 - (a) The building is to have 55 levels comprising an 8-level podium and a 47-level tower (including un-occupied levels).
 - (b) The podium is to occupy the whole site. The site dimensions are 51m (Federal Street) by 32.7m – except that the western boundary has a dogleg that reduces the dimension to 30.2m at the Federal Street frontage.
 - (c) The podium is to be 28m high. The Federal Street frontage and the Kingston Street frontage adjacent to the intersection is to be retail (food-and-beverage). The street level is 8.7m FTF and may include a mezzanine. There is also to be a food-and-beverage area below street level. There are to be six upper floors of apartments

sleeving a carpark. The separate residents' entrance lobby is on the Kingston Street frontage.

- (d) There is a basement level which is accessed from the western-most corner of the site on Kingston Street. It includes a valet car park service (using car park lifts), and other services (resident's waste storage, loading dock, F&B back-of-house, and plant).
- (e) The tower dimensions in plan are 35.2m (Federal Street) by 23.4m, which equates to a 42.3m diagonal without subtracting the tower's rounded corners. The highest point of the parapet is to be RL211, or a height of approximately 184m above ground level RL26.9. By comparison, the main viewing deck on the Sky Tower is RL213m and the spire approximately 328m above ground level. The parapet slopes 4.5m in height from south-west to north-east.
- (f) The tower is to have a glass skin that is intended (in addition to environmental reasons) to integrate the façade as a singular expressive element. The skin will enclose the rooftop plant and the roofline is expressed as a 'crown' (faceted glass panels that form points around a sloping parapet).
- (g) The tower is to be set back 3m from the podium frontage on Federal and Kingston Street frontages (as opposed to the 6m standard at H8.6.24.(1)(b)). It is to be set back 6m from the western boundary, except for an infringement where there is a dogleg in the boundary with 34-38 Kingston Street where the set-back is reduced to 3.7m. It is to be set back 13m from the southern boundary.
- (h) The tower design includes plant and/or residents' amenity areas at levels 8, 21 and 38, which divide the tower into three sections of 12, 16, and 14 floors respectively. While the skin is continuous over these floors, the breaks will be evident. Level 38, especially, is to be expressed as a distinctive viewing area.

4.2 The 357 apartments are configured as follows:

- (a) Each of the six residential levels in the podium will have 6 x 1-bed, and 3 x 2-bed apartments. They will range in size between 50m²-65m² for the 1-bed apartments, and 78-81m² for the 2-bed apartments. Seven of the nine apartments on each floor will have balconies of 8m²-9m². Standard H8.6.33 Minimum dwelling size is 50m² for 1-bed or more (with provision for the size to be reduced if balconies are provided). The apartments therefore meet or exceed the standard for apartment size irrespective of balcony area.
- (b) Each of the twelve floors at tower levels 9-20 will have 8 x 2-bed apartments between 78m²-86m². Four of the apartments have either east or west orientation. The other four are on the corners of the tower and therefore have outlook in two directions.
- (c) Level 21 will have 3 x 1-bed apartments at 60m²-72m² on the north side of the tower.
- (d) Level 38 will have 1 x 1-bed apartment, and 2 x 2-bed apartments at 109m². The 1-bed apartment will face south, the other two apartments are on the south-east and south-west corners of the tower.

- (e) Each of four floors (levels 22-23 and 39-40) will have 3 x 1-bed apartments and 4 x 2-bed-apartments. One of the 1-bed apartments is south facing, the others face east or west. They are 63–75m². The four 2-bed apartments are corner units. They are 81–90m².
- (f) Twenty-two of the upper floors (levels 24-37 and 41-48) will each have 1 x 1-bed apartment at 55m², 4 x 2-bed apartments at 88m² - 100m², and 2 x 3-bed apartments at 112m² – 117m². The 1-bed apartment faces south. Two of the apartments face east or west, the other four are corner units.
- (g) Three upper floors (levels 49-51) will have 5 x 3-bed apartments averaging 130m², and the top residential floor (level 52) will have 4 penthouses averaging 160m².

4.3 Further details of the proposal are described below where relevant to explaining effects.

5 RELEVANT STATUTORY PROVISIONS AND OTHER MATTERS

5.1 Provisions most relevant to landscape and urban design matters are set out in **Appendix Two** to help frame the assessment. In summary (own emphasis):

- (a) The site is in the City Centre Zone, which seeks to ensure the city centre is an international centre for business and learning, innovation, entertainment, culture, and urban living.
- (b) As a component of this activity mix, it is policy to enable a **significant and diverse residential population**. Certain standards (such as apartment size and outlook) are included in the provisions to ensure amenity for residents.
- (c) It is also policy to enable the **tallest buildings** and the **greatest density of development** to occur in the core central business district. The site falls within the 'special height area' which enables the **tallest buildings**. The area does not have a specific height level but is enabling of tall buildings through floor area ratios and bonuses. At the same time, the quality of building design is to be managed to create an **attractive and recognisable skyline**. Relevant criteria include the extent to which the **silhouette** of the building as viewed from areas **surrounding the city centre positively contributes** to Auckland's skyline. Criteria also include respecting the **valley and ridge landform**, and encouraging **well-designed, slender towers** on sites within the special height area. Rooftop plant is to be enclosed and integrated into the roof design.
- (d) Building design is also to be managed with respect to streetscape matters to avoid **adverse dominance**, shading and/or **visual amenity effects** of building height on streets. Street frontages are to be designed to provide a **sense of intimacy, character, interest and variation**, and **enclosure**. They are to have a **human scaled street edge**. Criteria for frontages include the extent to which buildings have clearly defined public frontages that **address the street**, and the **extent of glazing** with respect to (i) the **attractiveness and pleasantness** of the street (ii) the

degree of **visibility** that it provides between the street and the building interior; and
 (iii) the opportunities for **passive surveillance**.

5.2 Appendix Two also reviews the City Centre Masterplan 2020 (CCMP), the Auckland Plan 2050, and Te Aranga Principles which are relevant **other matters**. Moves promoted in the CCMP relevant to the proposal include:

- (a) **Māori outcomes**, such as architectural response to natural and cultural context, naming, use of Te Reo, and response to important places.
- (b) **Expanding the heart of the central city** from its traditional Queen Street focus to the parallel ridges.
- (c) Developing a **laneway network** including along the Federal Street ridge, with connections between the ridge and Waihorotiu valley.
- (d) Promoting **development in proximity to public transport**, including the City Rail Link and the Wellesley Street bus boulevard. Improving the public space qualities of streets and lanes connecting the central city and public transport.
- (e) **Greening Victoria Street** as a linear park linking Victoria and Albert Parks.

6 EXISTING ENVIRONMENT

6.1 The following section describes relevant attributes with respect to the matters outlined above: (i) residential activities, (ii) streetscape amenity, (iii) skyline (cityscape).

Broad context (cityscape)

6.2 The site is on the Federal /Albert Street ridgeline that runs above and parallel with the Queen Street valley.

6.3 Tall buildings on Auckland's skyline tend to be clustered either side of the Queen Street valley. The eastern group is clustered around Shortland Street and Customs Street west. The western group is located along the Albert and Federal Street ridge. The site is in the latter area. In terms of city skyline, a tall building on the site will therefore be more prominent from the west. The Sky Tower is one block south of the site on the same Federal St ridge.

6.4 The AUP identifies the ridge-valley-ridge pattern as a positive attribute of the cityscape (a response to topography). It is, however, most evident in sightlines from the north (parallel with the valley and ridges) rather than from the west and east.

6.5 The site is well inland (approximately 580m) of the harbour. Using the analogy of a group photo, the proposed building will be at the back of the group of tall buildings making up the skyline in views from the sea.

6.6 The site is scheduled as a place of significance to mana whenua. It was the location of Te Wharau-a-Tako, a ridgeline kainga that was connected by a path, Te Tarapounamu, with the Wai Horotiu Stream valley (Queen Street valley).

- 6.7 The site similarly has a central location with respect to the city centre activities including business, retail, entertainment, education, and open space.
- (a) It is within a five-minute walk of the middle of the core Queen Street retail and business area including such amenities as Albert Park, the Town Hall, and the Civic and Aotea Theatres.
 - (b) It is within ten-minute walk of the rest of Central Auckland including the Viaduct Basin, Britomart, Auckland Art Gallery, the two universities, and Victoria Park.
 - (c) With respect to transport, it is within only a one or two-minute walk of an entrance to the City Rail Link Aotea Station (under construction), a five-minute walk of the Wellesley Street 'bus boulevard' (a key spine), and a ten-minute walk of the ferry terminal.
 - (d) There is ready access to the growing bicycle path network, including the main path on Nelson Street, and the planned paths on Victoria Street West.

Local context (streetscape)

- 6.8 The site is at the centre of what might be termed a 'primary' block defined by the wide streets of Hobson Street, Albert Street, Victoria Street West (all 27m wide) and Wyndham Street (20m wide). It is at the intersection of Federal and Kingston Streets which divide the primary block into four smaller blocks. Both these streets are narrow (14.2m) and the four blocks small (approximately 75m x 65m). The area, therefore, has something of a laneways character.
- 6.9 As noted above, both Federal and Kingston Street are part of a laneways network promoted in the CCMP. The role of the laneways network outlined in the CCMP is to help expand the Queen Street core, connect Queen Street with the ridges, connect the central city to public transport, and support central city residential neighbourhoods.
- 6.10 Despite their intimate scale, however, both Federal and Kingston Street currently have poor streetscape amenity.
- (a) Roughly two-thirds of the street frontages of the **two Federal Street blocks** are inactive. Active frontages are limited to businesses on one side of the street of one block (i.e. opposite the site) and to the Rydges Hotel frontage on the opposite corner of the intersection. Otherwise, street frontages on Federal Street are characterised by loading docks, the cell docks for the District Court, and the current car park building. Verandah cover is limited to one block, on one side of the street.
 - (b) Activity on the **two Kingston Street blocks** is likewise limited by the blank street wall of the District Court façade, the side façade of Rydges Hotel, and the current car park building on the intersection.
 - (c) With one or two exceptions, the buildings facing both streets have limited architectural quality.
- 6.11 Federal Street intercepts St Patricks Square and the Cathedral of St Patrick and St Joseph. The Cathedral therefore terminates views north along Federal Street. The Sky Tower is

offset from Federal Street but is visible above other buildings in oblique views south along the street. There is also an attractive view east along Kingston Street, across the Queen Street valley, to Albert Park.

6.12 While a few traditional low-rise buildings remain, the four blocks around the intersection of Federal and Kingston Street are characterised by more recent medium-rise buildings.

- (a) Adjoining on Kingston Street is a 21-level apartment building ('Altitude'), the apartments oriented to Kingston Street and to the rear of the lot to the south.
- (b) Opposite on Kingston Street is a 16-storey hotel (Rydges).
- (c) Opposite on Federal Street (at the intersection of Federal and Kingston Streets – 50 Federal Street) is an 18-storey office building.
- (d) Diagonally opposite the intersection of Federal and Kingston Streets is the District Court which has a 3-level podium and an 8-level tower. The Court has a monolithic character.
- (e) Adjoining on Federal Street to the south is an 8-storey apartment building with street level retail. The apartments face toward both Victoria Street West and the back of the site to the north. Those facing north, toward the boundary with the site of the proposed development, are set back 7m from that boundary and currently face the blank wall of the car park building.
- (f) Diagonally opposite on Federal Street to the south-east (at the intersection of Federal Street and Victoria Street West – 75 Victoria Street West) is a 28-level apartment building (Stars on Victoria) with street level retail.
- (g) Diagonally opposite to the south-west (at Victoria Street West) is a 20-storey apartment building (Wiltshire on Victoria).
- (h) An adjoining property to the west (66 Hobson Street) has consent for a 28-storey building that has not yet been constructed.

7 EFFECTS

Relevant matters

7.1 The key landscape and urban design matters (having regard to the proposal, the provisions, and the context) are:

- Residential activities (including appropriateness of location and quality/amenity values of the design)
- Streetscape (including street-edge scale and activities)
- Cityscape (skyline and street views)

Residential activities

Appropriateness of location

- 7.2 The proposal would help transform the Federal and Kingston Street vicinity into a high amenity pedestrian laneways precinct which would be an attractive residential address. As noted above, the site is within walking distance of the central city's variety of working, shopping, entertainment, socialising, education, and recreation facilities. It is very close to transport. The ridge location will increase the likelihood of wide views from apartments on upper floors.

Mix, size, shape, orientation, access

- 7.3 The apartment configuration is detailed above at paragraph 4.2. They will provide housing choice with a high level of amenity:
- (a) There is a mix of rental (investment) and premium owner-occupied apartments. There is a mix of 1-bed, 2-bed, and 3-bed apartments.
 - (b) The apartments are generous in size and well-proportioned. They exceed AUP standards.
 - (c) 31 apartments (8.7%) are south facing, reflecting the high proportion of corner apartments.
 - (d) The apartments have a separate controlled access from the street. That lobby is generous in width and height and is depicted with a sculptural wooden ceiling in the same manner as the adjoining marketplace.
 - (e) There is a separate street access to a resident's secure cycle store.
 - (f) Resident's shared amenity facilities include an outdoor terrace on top of the podium (depicted as a rooftop garden including a pool and gym), and level 38 which is set aside for such uses as a private lounge and dining, and library. This floor is to be expressed on the façade as a 'lookout' (discussed further below).

Outlook

- 7.4 The proposal does not satisfy the outlook space standard from principal living areas¹ for all apartments. The purpose of the standard is to ensure **reasonable visual and acoustic privacy** between dwellings, and to encourage habitable rooms to be oriented to the front or rear (rather than side boundaries) to maximise **passive surveillance**, and to **avoid overlooking**.
- (a) All apartments in the podium are oriented to Federal Street and Kingston Street, which will ensure passive surveillance, and address privacy issues. Such outlook over a legal road satisfies the relevant standard (H8.6.32.(6)).

¹ The proposal will meet the 6m standard for outlook from bedrooms

- (b) More than half of the apartments in the tower (i.e. those on the east and north sides, and on the south-east and north-west corners) will have outlook over Federal and Kingston Streets and likewise satisfy the standard.
- (c) Those on the south side of the tower (including the south-west corner) will be 13m from the property boundary, but 20m from the apartment building on the neighbouring site. Such an offset will provide reasonable privacy, noting that the outlook from the apartments in the tower will in any event be over the top of the neighbouring building.
- (d) Apartments on the western side of the tower will be just 6m from the boundary which does not meet the standard (H8.6.32.(3)) of 20m as depicted in Figure H8.6.32.2. There is an existing consent to construct a 28-storey hotel at 66 Hobson Street, one of the adjoining properties. The consented hotel partly overlaps the proposed tower at 65-71 Federal Street so that it would affect outlook from corner apartments which also have outlook in another direction. The face of the hotel building is to be approximately 8m from the boundary so that, in practical terms, the overall separation in that direction will be 14m. The hotel will also present a narrow elevation (13.4m) toward the site. Those apartments at 65-71 Federal Street that will have only a westerly orientation will retain outlook over the top of the neighbouring 3-storey building at 60 Hobson Street. I understand that property is subject to a light and air easement in favour of the adjoining building and that this outlook therefore cannot be built out.
- (e) In practical terms, it is reasonable to expect that most of the apartments in the tower apartments will enjoy wide views over the city and harbour given the ridge location and the 33m height above ground level of the lowest apartment floor in the tower.

Setback from podium

7.5 As noted, the tower does not comply with standard 'H8.6.24.(1)(b) which requires a 6m setback from the podium edge and/or boundaries for buildings higher than 28m. Rather, the tower is to be set back:

- (a) 3m from the podium on the Federal and Kingston Street frontages
- (b) 6m on the western boundary (except for at the dogleg in the property boundary where the setback reduces to 3.7m).
- (c) 13m from the southern boundary.

7.6 H8.6.24.(1)(b) is part of standard 'H8.6.24 **Maximum tower dimension, setback from the street and tower separation**' and is to read in conjunction with the requirement for a maximum footprint dimension. The purpose of the standard is to:

- Ensure buildings are not overly bulky and are **slender** in appearance.
- Provide adequate **sunlight to streets**.
- Provide a **consistent human-scaled street edge**.
- Provide adequate **sunlight and outlook around buildings**.
- Enable **views** through the city centre.
- Mitigate adverse **wind effects**.

7.7 Taken as a whole, the proposal achieves these purposes:²

- (a) The tower is **slender**. As the architect's renders indicate (see below), the proposal will be amongst the slenderest buildings on Auckland's skyline. The 42m diagonal dimension is well within the 50m standard H8.6.24.(1)(a). Overall, the slender nature of the tower is likely to have more benefit for **sunlight access**, and **views** through the city centre, than setback from the street.
- (b) In this context, human-scaled street edge refers to the form of the podium. The 3m setback is sufficient to make a distinction between the podium and tower for that purpose as illustrated by the images. Human scale is also provided through the texture and modulation of the podium façade, the strong verandah canopy, and the fine-grained treatment of the street edge.
- (c) It is preferable aesthetically that the setback is consistent on both street frontages so that both the podium and tower address the intersection symmetrically. The tower will make a positive contribution to streetscape of this area (see below).
- (d) It is also preferable that the tower location on the podium be biased away from the property to the south (for **outlook** and **sunlight**), and to maximise separation from the Sky Tower (for **views through the city centre** and **skyline**).
- (e) While the north-west corner of the tower is only 3.7m from the adjacent building, that part of the neighbouring building is the side wall with very small windows, the end apartments of that building otherwise having outlook over Kingston Street or the south.
- (f) To comply with the 6m offset from the street frontage, the tower's narrow dimension would need to be reduced to 20.5m and it would be shifted 7.4m south on the podium. Neither measure would be beneficial in terms of streetscape, sunlight, or views for reasons set out above.

7.8 Federal and Kingston Streets are not, in any event, characterised by consistent podium street edge creating a consistent human-scale street edge. On the contrary, the mid-rise towers in the vicinity rise directly from the street including the neighbouring 20-storey apartment building on Kingston Street (Altitude), the opposite 16-storey hotel on Kingston Street (Rydges Hotel), the opposite 18-storey office building on Federal Street, the neighbouring 8-level apartment building on Federal Street, and the diagonally opposite 28-storey apartment building on Federal (Stars on Victoria). The only building with a podium and tower typology is the District Court, however any contribution this might have to human scale is outweighed by its blank walls, small windows, and heavy appearance. The proposed building, by contrast, will contribute to a human-scaled street edge and go some way to repairing the existing poor streetscape condition (discussed further in the following section).

Car parking

7.9 Car parking is sleeved within the podium and accessed by valet operated lifts. Such an arrangement requires a degree of planning and deliberateness to access one's car. It is in

² I defer to others with respect of the wind effects

keeping with a central city location where most trips will be on foot, public transport, or bicycle. The proposal includes a separate bicycle garage (325 secure bike parks) with a dedicated entrance from Kingston Street.

Auckland Plan and City Centre Masterplan

7.10 The proposal helps give effect to the strategy of a 'quality, compact urban form' as defined in the Auckland Plan 2050:

- Development occurs in areas that are easily accessible by public transport, walking and cycling.
- Development is within reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space.
- Development maximises efficient use of land.
- Delivery of necessary infrastructure is coordinated to support growth in the right place at the right time (and vice versa).

7.11 The proposal also gives effect to, and otherwise dovetails, the more concrete moves sought in the City Centre Masterplan 2020:

- Providing quality residential apartments at heart of the central city.
- Enlivening and rejuvenating a run-down corner of the city's streetscape – helping to enhance the neighbourhood as a residential address.
- Repairing a missing link in the identified laneways network –(sense of place)
- Helping link the Queen Street valley with the ridge laneways, and thereby helping widen the central business area.
- Promoting transit-oriented development, realising the potential of the investment especially of the City Rail Link.
- Improving the quality of pedestrian connections in the vicinity of the Aotea Station under construction.
- Complementing moves such as the Victoria Street linear park, Hobson and Nelson Street green boulevards, the east-west stitch, and the cycle network.
- Adding to the city's skyline and identity (sense of place)
- Using land efficiently
- Reinforcing central Auckland's economic activity which in turn is a significant contributor to NZ GDP.

Summary of residential quality and amenity

7.12 The site is an appropriate one for a residential tower. It is within walking distance of the central city's variety of working, shopping, entertainment, socialising, education, and recreation facilities. It is very close to Auckland's key public transport. The proposal would help transform the Federal and Kingston Street vicinity into a high amenity pedestrian laneways precinct which would be an attractive residential address. The proposal will provide a mix of owner and rental apartments, from middle to premium market. The apartments will be of a generous size and well proportioned. All apartments in the podium

will have outlook over Federal and Kingston Street, and most will have balconies. Those in the tower can be expected to enjoy wide views.

Streetscape

Podium building character

- 7.13 The proposed podium building will have an attractive appearance and contribute to human-scale street edge.
- (a) The building will have **clearly defined public frontages** that address both Federal and Kingston Streets, and a curved corner to the building that will articulate the intersections between the two streets.
 - (b) The façade for the six upper podium floors will comprise angled glass and textured panels, configured to create angled balcony windows. The pattern will alternate between floors. The net result will be texture, depth, and rhythm to the façade. The use of blind sills to the façade framing means that each floor will be expressed as a thin but three-dimensional sill line. The glass panels are a bronze colour. Overall, the **appearance will be attractive**. It will be warm, light, and clean.
 - (c) The podium façade elements will have a **human scale**, with a rich texture that expresses each floor and individual balconies and apartments. At the same time, the façade will reflect variety of apartment size and layouts, avoiding a uniform repetitive pattern.

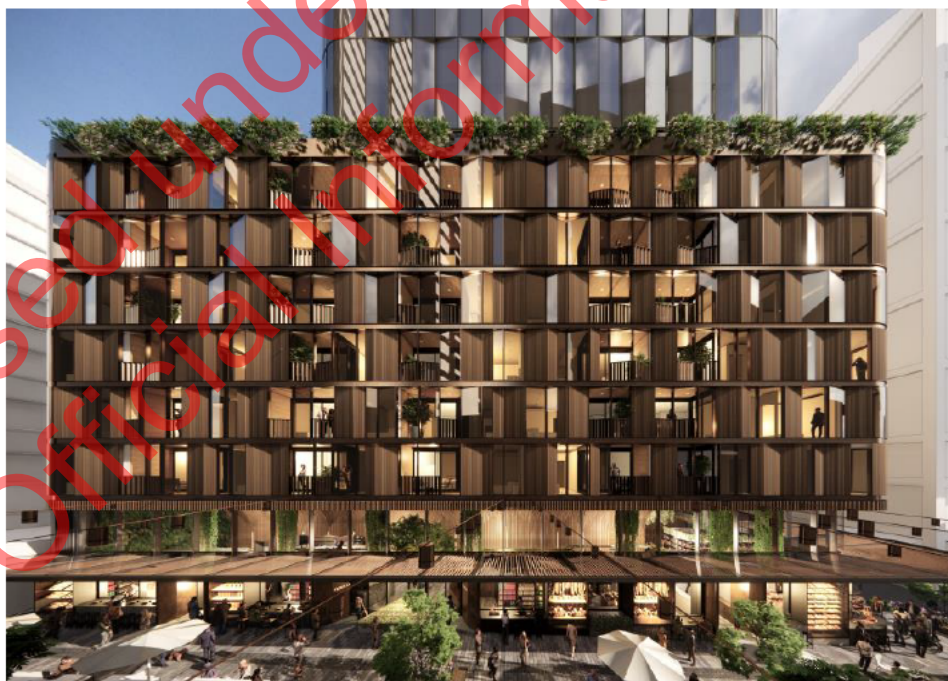


Figure Woods Bagot Peddlethorp Architects. Architects' render of Federal Street frontage illustrating height of ground floor level (including mezzanine above verandah); extent of glazing and transparency between interior and street; texture, human scale modulation, and warm colour of the podium apartment floors; and the distinction between the tower and podium.

Street Activation

7.14 The proposal will **engage with and help activate** the street:

- (a) The ground floor is to be a curated food and beverage offering (characterised as a 'marketplace') open to both an internal court and the street. There will be three entrances to the internal court from Federal Street and one from Kingston Street. In addition, perimeter businesses are depicted as open to the street including footpath serveries and counter-top dining. The plans also depict a subterranean food-and-beverage area reached by spiral staircase and a potential mezzanine floor.
- (b) The ground floor 'marketplace' will have an FTF height of 8.7m, creating a generous street frontage. The ground floor will be **completely glazed** at street level along Federal Street and around the intersection into Kingston Street, including the 'mezzanine' façade above the verandah canopy (there are no blank street walls). It will maximise **transparency between the interior and street**.
- (c) The drawings depict a sculptural timber ceiling and back wall within the marketplace. This distinctive element would become part of the streetscape given the extent of glazing, ground floor height, and that the same material and theme is to be carried into the verandah canopy and soffit.
- (d) Such a high FTF also protects **flexibility for different types of activity in the future**.
- (e) The residents' lobby has a **separate dedicated entrance** on Kingston Street. The lobby is also generous with the same 8.7m FTF height and the same theme of sculptural timber ceiling and walls. The lobby is 8m wide and fully glazed, with two glass doors and a central revolving door.
- (f) The 'marketplace' will increase pedestrian activity along Federal and Kingston Streets, as will the coming and going of residents. It will increase 'eyes on the street' (**passive surveillance**) as will the six floors of apartments overlooking the streets (given the balconies and high level of glazing).
- (g) The vehicle ramp to the basement is in the western corner of the building on Kingston Street furthest from the intersection with Federal Street where the interruption of street frontage will be least disruptive. The vehicle crossing and entrance is 5.7m wide to provide waiting space for a vehicle at the top of the ramp. It is adjacent to the vehicle entrance to the neighbouring apartment building. As discussed above, the valet parking arrangement (which will require a degree of planning and deliberateness to access one's car) is likely to discourage incidental car use and **most trips being on foot, public transport, or bicycle**. Also as noted above, the proposal includes a separate bicycle garage with a dedicated entrance from Kingston Street

7.15 The benefits outlined above will be amplified because of the location at the intersection of the laneways area, and the current poor activation of this area.



Figure View 3 Woods Bagot Peddlethorp Architects. Interior of proposed 'Marketplace', illustrating proposed timber wall and ceiling detail which is to be carried to the soffit and verandah details.

Summary of streetscape

- 7.16 In summary, the podium will replace an unattractive car park building with an attractive building and activities that enliven and brighten the street corner. It will motivate the remodelling of the public space from an unattractive car dominated space to an attractive laneway intersection. The benefits for streetscape and amenity values will be significant.

Public space

- 7.17 The footpaths adjacent to the site would, as a minimum, be paved and widened as part of the project. However, there are opportunities to rejuvenate the whole of Federal and Kingston Streets (in the four blocks) in conjunction with Auckland Council and Auckland Transport and I understand this is being explored. It would fill in a missing link in the laneway network promoted in the City Centre Masterplan. Without the replacement of the existing car park building with a development that activates the street such as that proposed, it is unlikely that upgrading the public space would be warranted. As this aspect is unconfirmed, it is identified as a potential rather than actual effect.

Skyline and cityscape

Character of the tower

- 7.18 The tower will complement the podium and likewise contribute to the streetscape and skyline of Federal and Kingston Streets, and the wider cityscape.
- (a) The tower skin will comprise glass panels angled to create a folded pattern across the façade. While tower uses a similar design language to that of the podium, the tower skin will be limited to glass panels, and they will have different proportions and colour. The glass panels on tower will be slender and cover more than one floor. They glass panels will cover two floors in the lower tower, three floors in the middle, and stretching to four floors towards the top. The effect will be to emphasise verticality (the tower growing upwards). Like the podium, the pattern will reverse for each module. Overall, the patterning will provide texture, movement, and a somewhat organic character.
 - (b) The top panels are shaped as faceted points (emphasised by pointed aluminium mullions) that meet at the parapet (the points of a crown). The parapet (or 'crown') slopes towards the north-east, being 4.5m higher in the south-west corner nearer the Sky Tower. It is anticipated that the 'crown' would be lit at night. Rooftop plant will be screened within the crown.
 - (c) The tower will be tall and slender. The 42m diagonal is considerably less than the 50m specified in standard H8.6.24.(1)(a). The rounded corners will further contribute to its vertical lines and slender appearance.
 - (d) The 'blank' floor at level 38 (a residents' amenity space) is to be differentiated on to stand out from the rest of the façade. The glass is to be un-tinted ('super clear'), mounted flush across the north face, and wrapped around the north-east and north-corners. It will express its function as a lookout. It is reminiscent of a visor, suggesting the 'eyes' of the building. It will contribute to the building's personality and orient it toward the harbour.
- 7.19 The architectural narrative refers to the podium (with its bronze colours) as rooted to the ground, and the tower (with the silver colours and increasingly vertical proportions of its elements) as growing toward the sky. It also likens the pattern of shadow and light on the tower façade to silver fern fronds.
- 7.20 Because of its height, set back from the harbour, and location on the Federal Street ridge, the tower will inherently respond to the ridge-valley-ridge pattern of Auckland's skyline.
- 7.21 The architectural renders illustrate the contribution of the proposed building to Auckland's skyline from representative locations in different directions relating to both closer street views and the broader cityscape view. (The images are copied in this document for reference. Please refer to architectural package for full size images). The following is a commentary on those views.

Street views

- 7.22 The proposed building (podium and tower) will be a significant landmark for Federal and Kingston Streets. It will identify and lend its character to that of the laneways node.

Views 1-5. Intersection of Federal and Kingston Streets

- 7.23 The views are from locations around the adjacent intersection, illustrating close views of the podium and tower, and indicating the public space upgrade that is promoted. The views collectively illustrate the following aspects:
- (a) The human scale street frontage of the podium, including the texture and human scale elements of the apartment facades.
 - (b) The generous height of the ground floor, extent of glazing, openness to the street, and the sculptured timber ceiling that is brought out to the verandah detailing.
 - (c) The generous proportions of the residents' entrance and lobby.
 - (d) The distinction between the podium and tower. While they have a coherent design language, the tower is sufficiently set back from the podium edge and differentiated in its façade that it reads as a distinct element.
 - (e) The extent to which the curved corners of both the podium and tower articulate the intersection.
 - (f) The partial view of the Sky Tower in views along Federal Street, the form of the Sky Tower played off against the proposed tower.



Figure View 1. Woods Bagot Peddlethorp Architects. From intersection of Federal and Kingston Streets looking toward skyline illustrating relationship of podium to tower, and tower to Sky Tower



Figure View 2. Woods Bagot Peddlethorp Architects. From Kingston Street illustrating separate residents' entrance lobby, human scale, warm colours, extent of glazing and eyes on the street, timber verandah and soffit detail



Figure View 4. Woods Bagot Peddlethorp Architects. From intersection of Federal and Kingston Streets

Cityscape (skyline views)

View 6: Karanga Plaza

- 7.24 This represents a reasonably close view from the north-west, and a common location from which to photograph Auckland's skyline across the Viaduct Basin.
- 7.25 The proposed tower is part of a skyline that transitions up towards the Sky Tower. There is also a transition from the shorter buildings to the fore around the basin, rising toward the new tower and Sky Tower at the back. The Sky Tower remains the dominant element. The ridge and valley form of the skyline is not evident from this direction. While the proposed tower is close to the Sky Tower, there is enough separation that they remain distinct. The level 38 lookout echoes those on the Sky Tower. It orients the building toward the harbour and contributes to the building's personality. The tower is amongst the slenderest on the skyline.



Figure View 6. Woods Bagot Peddlethorp Architects. From Karanga Plaza

View 7: Sky Tower

- 7.26 The peak of the proposed building's 'crown' will be 6m lower than the main viewing deck of the Sky Tower which in turn is below the Sky Tower's perimeter ring that draws the eye. It will be well below the 320m top of the spire, and the upper viewing deck. It is far enough away (approximately 65m) to provide space for both buildings to breathe and be seen separately on the skyline from most directions.
- 7.27 View 9 is from the main viewing deck of the Sky Tower. The proposed tower is reasonably close in this view. The eye will register the details of the sloping parapet, the faceted points of the 'crown', and translucent quality of the façade. The foreground nature of the building

will increase the perspective depth of the outlook. I consider it will add to the interest of the view.

- 7.28 The proposed tower will screen parts of the central city to the north and parts of the inner harbour such as Princes Wharf and the ferry basin. However, it will not interrupt key elements of the view. It will not interrupt views of the harbour's northern shoreline, the slender Devonport peninsula, the Rangitoto channel beyond, or the Hauraki Gulf beyond. It is to one side of the landmarks of Rangitoto, Takarunga (Mt Victoria), and Maungauika (North Head). It is noted that the upper viewing deck ('Skydeck') and revolving restaurant are both higher on the tower.



Figure View 7. Woods Bagot Peddlethorp Architects. From Sky Tower main viewing deck.

View 8: Sulphur Beach

- 7.29 The view is of the sky skyline from the north across the Waitematā, with backdrop of Maungawhau. It represents approaches to Auckland on the motorway from the north.
- 7.30 The proposed tower is part of a skyline that transitions up towards the Sky Tower. It reflects the topography in that, while it is similar in size to other prominent buildings, it is higher on the ridge further back from the harbour. While the proposed tower is close to the Sky Tower, there is enough separation that they remain distinct. The Sky Tower remains the dominant element. The level 38 lookout echoes those on the Sky Tower and orients the building toward the harbour. The tower is amongst the slenderest on the skyline. It is a coherent composition using the analogy of a group photo, shorter buildings to the fore and taller members to the rear.

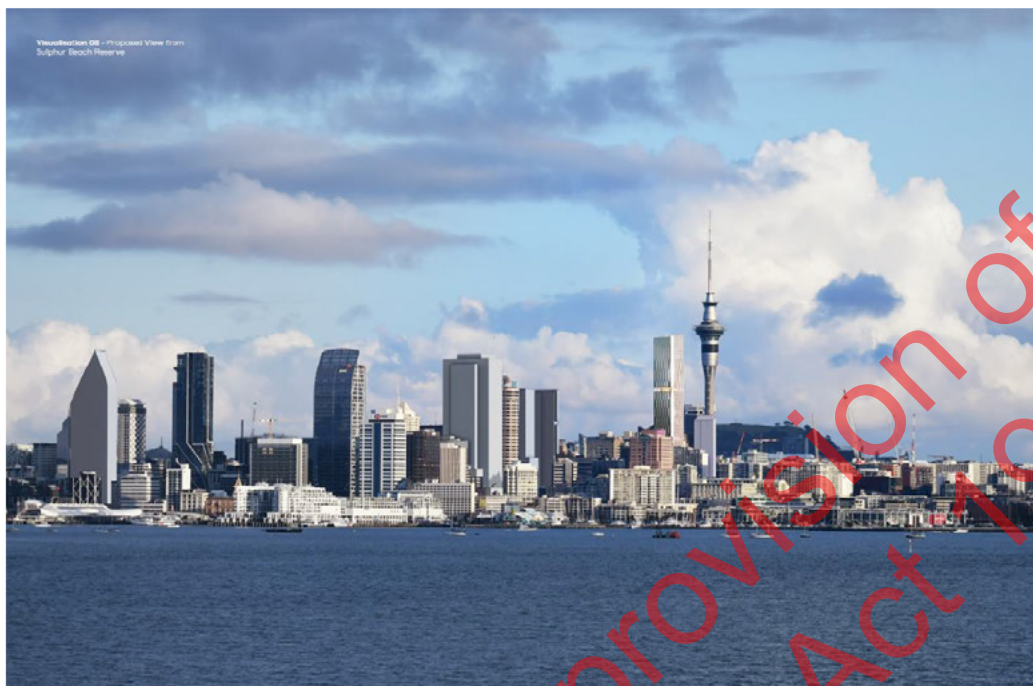


Figure View 8: Woods Bagot Peddlethorp Architects. From Sulphur Beach

View 9: St Patrick's Square

- 7.31 The image illustrates that the proposed tower will become the focal point of the view along Federal Street from the Cathedral. It will draw the eye upwards, and also to the Kingston Street intersection. While they share a coherent design language, the tower is distinct from the podium.
- 7.32 From this proximity, the modular patterning of the tower is evident, leading to an impression of the tower growing upward. By contrast, the colour, texture, and scale of the podium anchor that part of the development more directly to the street. (Note that the clear skinned floor at the base of the tower also helps separate the tower from the podium in this view).
- 7.33 From this viewpoint, there is a peek of the Sky Tower ring behind the new building. The Sky Tower will gradually emerge as one walks along Federal Street, and its spindle form will play off against the straight edge of the tower. In combination, it will be a richer and more enticing experience than the current view of the Sky Tower behind a car park building.
- 7.34 A relevant question is whether the screening of the Sky Tower from St Patrick's Square is an adverse effect. To put that in context, the Sky Tower typically appears and disappears behind buildings as one moves around the central city. The current view of the Sky Tower along Federal Street is not especially remarkable in that light. As discussed above, the Sky Tower that will emerge a little further along Federal Street. The experience will be of **both** the new tower **and** the Sky Tower. In my view, the change in view will be positive.



Figure View 9. Woods Bagot Peddlethorp Architects. From outside St Patricks. Thumbnail illustrating sequential view of Sky Tower as one walks along Federal Street

View 10: Shelly Beach Road overbridge

- 7.35 The viewpoint represents 'side on' views of the city skyline from the west.
- 7.36 The proposed tower is part of a skyline that transitions up towards the Sky Tower. The ridge and valley form of the skyline is not evident from this direction, although the proposed tower does reflect topography so the extent that it is a little higher on the ridge further back from the harbour. There is a relatively large gap between the proposed tower and the Sky Tower from this direction. The Sky Tower remains the dominant element, its ring clearly higher than the proposed building. The sloping parapet and level 38 lookout orient the tower toward the harbour. Although it is the tower's widest elevation, it is still a slender element.

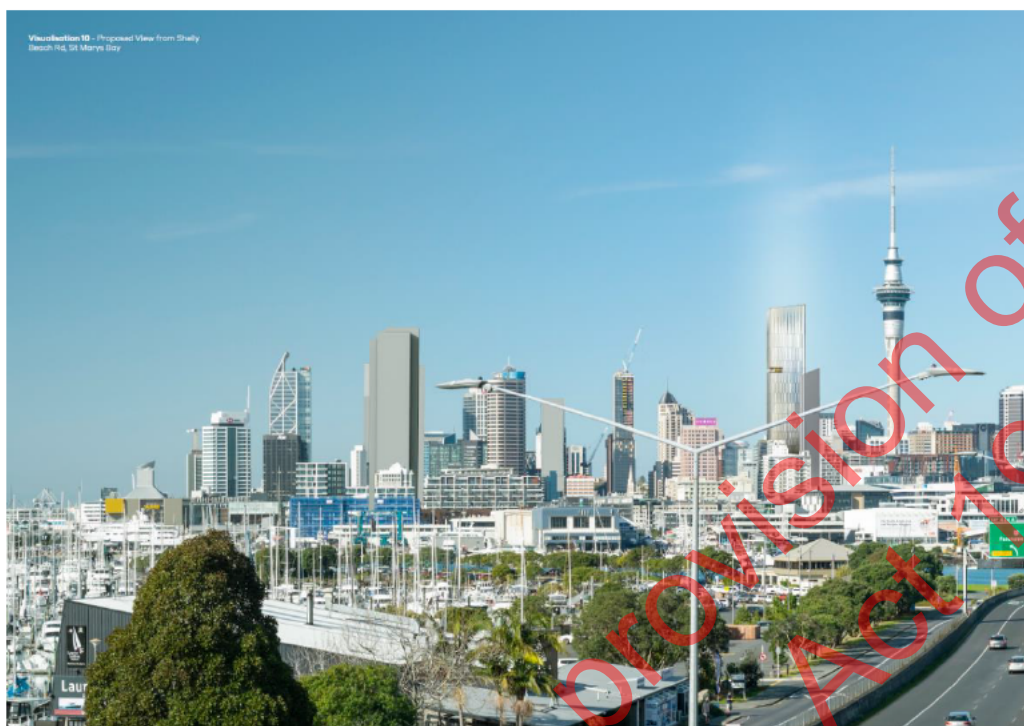


Figure View 10. Woods Bagot Peddlethorp Architects. From Shelly Beach Road overbridge.

View 11: Maungawhau/Mt Eden

- 7.37 This represents a 'rear' view from the south, from one of Auckland's key viewpoints.
- 7.38 The proposed tower is part of a skyline that transitions up towards the Sky Tower. The ridge and valley form of the skyline is not evident from this direction. Although the proposed tower is close to the Sky Tower, there is enough separation that they remain distinct, and the Sky Tower remains dominant – the Sky Tower's ring and spire are clear of the new building. The tower is amongst the slenderest on the skyline. There is no real effect on the key elements of the view (the harbour, Rangitoto Channel, and the other volcanic cones of Rangitoto, Takarunga (Mt Victoria), and Maungauika (North Head)).



Figure View 11. Woods Bagot Peddlethorp Architects. From Maungawhau.

Summary of skyline and cityscape effects

- 7.39 In summary, the proposed development (podium and tower) will contribute significantly to both the streetscape and skyline from the Federal and Kingston Street laneways area. It will landmark the intersection. It will complement views of the Sky Tower from this area, the experience being of **both** the new tower **and** the Sky Tower.
- 7.40 It will also contribute positively to the cityscape skyline as seen from further afield. From most angles, it will be part of a skyline that transitions upwards toward the Sky Tower. While the proposed building will be close to the Sky Tower, there is enough separation that they remain distinct. The Sky Tower will remain the dominant element, its benchmark ring and spire above the new tower. The building will also fit the ridge and valley pattern. Using the analogy of a group photo, it will be part of compositions with shorter buildings to the fore and taller members to the rear and middle. The tower is amongst the slenderest on the skyline, and its skin further emphasises verticality. The tilted 'crown' will contribute to the skyline in an understated way. It will arguably have the most sophisticated façade development of the skyline buildings.

8 CONCLUSION

- 8.1 The proposal will help to rejuvenate what is currently a somewhat blighted corner of the city. It will replace a car park building with a landmark residential tower that will (a) rejuvenate and brighten the Federal and Kingston Street laneway area, (b) provide a boost to the city's residential community with mid and premium-level apartments, and (c) contribute positively to Auckland's skyline, both from the immediate streets, and as part of the broader cityscape.

Gavin Lister
Isthmus
23 August 2021

9 APPENDIX ONE: METHODOLOGY STATEMENT

Methodology

- 9.1 The assessment is consistent with the methodology (the high-level system of concepts, principles, and approaches) of 'Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines' [final draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora/New Zealand Institute of Landscape Architects, 5 May 2021].

Method

- 9.2 The following summarises the specific method tailored to the landscape context, issues, and purpose of this assessment.

Definition of landscape

- 9.3 The following definition of landscape is adopted:

An area as perceived by people, including how the area is experienced, understood, interpreted, and regarded.

- 9.4 In this instance, the subject is an urban landscape, and matters of urban design are therefore relevant.

Spatial extent of relevant landscape

- 9.5 The relevant context has three nested scales:

- (a) The immediate context is the laneways of Federal and Kingston Streets, and the four small blocks bounded by Hobson Street, Wynyard Street, Albert Street, and Victoria Street West. Because of its height and proximity, the immediate context also includes the Sky Tower.
- (b) The mid-scale context is the rest of the central city, the areas that can be reached within about a 10-minute walk of the site.
- (c) The broader cityscape context relates to the proposed tower's place in the central city skyline. This context is most strongly represented by the central Waitematā harbour, the nearest parts of Devonport, Takapuna and Northcote to the north, the Ponsonby ridge to the west, Maungawhau to the south, and the Parnell ridge to the east. However, it is acknowledged that the city skyline is visible from more distant viewpoints such as the top of Forest Hill, Te Atatu, Westgate, and Bastion Point.

Proposal

- 9.6 The assessment relies on the AEE Project Description as authoritative. The report summarises some of the project's aspects most relevant to assessing effects.

Relevant statutory and non-statutory provisions

- 9.7 Statutory planning provisions most relevant to assessing the landscape + visual + urban design matters were reviewed (**Appendix Two**). The purpose of the review is to frame the landscape assessment, rather than to undertake a planning appraisal.
- 9.8 Provisions considered most relevant are those of Chapter B2 (*Tāhuhu whakaruruhau ā-taone* – Urban growth and form) of the Regional Policy Statement section of the Auckland Unitary Plan and those of the Central City Zone relating to residential activities, streetscape, and skyline.
- 9.9 Attention was also given to the non-statutory Auckland City Centre Masterplan 2020 and Te Aranga Design Principles.

Existing landscape attributes and values

- 9.10 The assessment describes and interprets the character of the area and evaluates its landscape values. It canvasses relevant physical characteristics, and perceptual and associative qualities. The assessment entailed desk-top review and field work. The report focuses on those matters considered relevant to the assessment of effects.

Issues

- 9.11 The assessment of effects is structured around the following key matters having regard to the nature of the proposal, the relevant provisions, and the urban landscape context.
- (a) Residential activities (the appropriateness of the location, and quality of the residential design and amenity)
 - (b) Streetscape (including scale, activation, and amenity values)
 - (c) Cityscape (street and skyline views)

Effects

- 9.12 Effects are assessed under each heading. Such effects are assessed against the context of the existing environment and planned urban form, and the outcomes sought in the relevant provisions.
- 9.13 Effects are a consequence on landscape values. Change or visibility themselves are not adverse effects.
- 9.14 The primary focus is on analysing the nature of the effect. Where relevant the nature of effect is also qualified by describing its magnitude using the following 7-point scale.

very low	low	low-mod	moderate	mod-high	high	very high
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Conclusion

- 9.15 An overall conclusion is made in terms of landscape, visual, and urban design matters, having regard to all the effects in the context of the nature of the proposal, the landscape values of the locality, and the outcomes sought by the provisions.

Photosimulations

- 9.16 Photosimulations are to be prepared consistent with the NZILA Best Practice Guide 10.2. They are presented across two A3 pages to provide a field of view of approximately 110°, at correct scale for a 400mm reading distance. The viewpoints were selected to be representative of a range of places in the area and were confirmed prior with Auckland Council's landscape advisor.
- 9.17 While photosimulations are useful tools, it is important to note their inherent limitations. Photos are static, have a limited field of view, and tend to flatten perspective. People typically experience landscapes by moving through them in a range of conditions – somewhat differently from photos that are taken in one set of conditions, from fixed viewpoints, and that do not depict wider context. The before-and-after format can focus attention on change rather than effects on landscape values. The format discussed above seeks to reduce these limitations.
- 9.18 The photosimulations are also intended to be used in conjunction with other tools including the plan sets and architectural renderings. The latter are more useful in particular for close street views.

10 APPENDIX TWO: RELEVANT STATUTORY PROVISIONS AND OTHER MATTERS

Auckland Unitary Plan – Regional Policy Statement section

- 10.1 Chapter B2 of the AUP is relevant to appraising the landscape and urban design effects of the proposal.

B2 Tāhuhu whakaruruhau ā-taone – Urban growth and form

- 10.2 Objectives and policies are organised under topics. Those relevant to the proposal include:

Quality compact urban form

- B2.2.1.(1) A **quality compact urban form** that enables all of the following: (a) a **higher-quality urban environment**; (b) greater productivity and economic growth; (c) **better use of existing infrastructure** and efficient provision of new infrastructure; (d) improved and more effective public transport; (e) greater **social and cultural vitality**; (f) better maintenance of rural character and rural productivity; and (g) reduced adverse environmental effects.

- B2.2.2.(5) Enable higher **residential intensification**: (a) in and around **centres**; (b) along identified corridors; and (c) **close to public transport, social facilities (including open space) and employment opportunities**.

Quality built environment

- B2.3.1.(1) A **quality built environment** where subdivision, use and development do all of the following: (a) respond to the **intrinsic qualities and physical characteristics of the site and area, including its setting**; (b) reinforce the **hierarchy of centres** and corridors; (c) contribute to a diverse mix of **choice** and opportunity for people and communities; (d) maximise resource and **infrastructure efficiency**; (e) are capable of adapting to changing needs; and (f) respond and adapt to the effects of climate change.

- B2.3.2.(1) Manage the **form and design** of subdivision, use and **development** so that it does all of the following: (a) supports the planned future environment, including its shape, landform, outlook, location and relationship to its surroundings, including landscape and heritage; (b) contributes to the safety of the site, street and neighbourhood; (c) develops street networks and block patterns that provide good access and enable a range of travel options; (d) achieves a high level of amenity and safety for pedestrians and cyclists; (e) meets the functional, and operational needs of the intended use; and (f) allows for change and enables innovative design and adaptive re-use.

Residential intensification

- B2.4.1.(1) **Residential intensification** supports a quality **compact urban form**.
- B2.4.1.(2) Residential areas are **attractive, healthy and safe** with **quality development** that is **in keeping with the planned built character** of the area.
- B2.4.1.(3) Land within and adjacent to **centres** and corridors or in **close proximity to public transport and social facilities (including open space)** or employment opportunities is the **primary focus for residential intensification**.
- B2.4.1.(4) An increase in **housing capacity** and the range of **housing choice** which meets the varied needs and lifestyles of Auckland's diverse and growing population.
- B2.4.2.(2) Enable higher residential intensities in areas **closest to centres**, the **public transport network**, **large social facilities**, education facilities, **tertiary education facilities**, healthcare facilities and existing or proposed **open space**.

Auckland Unitary Plan – District Plan section

City Centre Zone

- 10.3 The site falls within the 'H8 Business – City Centre Zone'. The Zone description seeks to ensure the city centre is an international centre for business and learning, innovation, entertainment, culture and urban living. The **greatest intensity** of development in terms of height and floor area is provided for within this zone. The Zone description refers to the contribution of the city centre to Auckland's sense of identity. It notes that "the **significant height and scale of buildings in the city centre** increases their visibility from many places, affecting the quality of both public and private views at local and city-wide scales. In addition to managing the scale of development, the zone manages the **quality of building design** to ensure new buildings successfully integrate with the city centre's **existing and planned built form** and **public realm** to create an **attractive and recognisable skyline**."
- 10.4 Relevant objectives include:
 - H8.2.(3) Development positively contributes towards **planned future form and quality**, creating a **sense of place**.
 - H8.2.(7) The city centre is an attractive place to **live**, learn, work and visit with 24-hour vibrant and vital business, education, entertainment and **retail areas**.
 - H8.2.(8) Development in the city centre is managed to accommodate growth and the **greatest intensity of development** in Auckland and New Zealand while **respecting its valley and ridgeline form** and waterfront setting.
- 10.5 Relevant policies include:

- H8.3.(5) Require large-scale development to be of a **design quality** that is **commensurate with the prominence** and visual effects of the development.
- H8.3.(6) Encourage buildings at the **ground floor to be adaptable** to a range of uses to allow activities to change over time.
- H8.3.(10) Discourage dwellings at ground floor in centres zones and **enable dwellings above ground floor** in centres zones.
- H8.3.(15) Provide for a wide range and diverse mix of activities that enhance the **vitality, vibrancy and amenity** of the city centre including: (a) commercial and **residential** activities...
- H8.3.(16) Enable a **significant and diverse residential population** to be established and maintained within a range of living environments and housing sizes.
- H8.3.(18) Provide for a wide range of retail activities throughout the city centre while maintaining and enhancing the vitality, vibrancy and amenity of core retail areas within the city centre and centres outside of the city centre. In particular: [The provisions go on to encourage large department stores and integrated retail developments to locate in the core retail area (which does not include the site) but to enable **smaller scale retail activities** to occur **throughout the city centre**)]
- H8.3.(29) Enable the **tallest buildings** and the greatest density of development to occur **in the core central business district**.
- H8.3.(30) Manage adverse effects associated with **building height and form** by:
- (a) transitioning building height and development densities down to neighbourhoods adjoining the city centre and to the harbour edge;
 - (b) protecting sunlight to identified public open spaces and view shafts;
 - (c) requiring the height and form of new buildings to **respect the valley and ridgeline form** of the city centre and building design to be complementary to existing or planned character of precincts; and
 - (d) managing the scale, form and design of buildings to:
 - (i) avoid adverse **dominance** and/or **amenity effects on streets** and public open space; and
 - (ii) encourage **well-designed, slender towers** on sites identified **within the special height area** on Map H8.11.3.
- H8.3.(31) Maximise **light and outlook** around buildings.

H8.3.(33) Require building and development of the **highest quality** that contributes to the city centre's role as an international centre for business, learning, innovation, entertainment, culture and urban living.

H8.3.(34) Require building frontages along identified public open spaces and streets to be designed in a way that provides a sense of **intimacy, character, interest and variation, and enclosure at street level**.

10.6 Development standards relevant to the assessment include:

H.6.2. **General building height.** Purpose: manage the height of buildings within the city centre to:

- enable the **tallest buildings within the core central business district** and transition heights down to neighbourhoods adjoining the city centre and to the harbour edge;
- **respect the valley and ridgeline form** of the city centre and the existing or planned character of precincts; and
- **avoid adverse dominance, shading and/or visual amenity effects** of building height on streets and public open spaces.

[Standard H8.6.8 means that in this instance the building height is to be measured by **average street level method**]

H8.6.9 **Rooftops.** Purpose: ensure the roofs of buildings are **uncluttered** when viewed from the street and surrounding buildings.

- (1) Rooftop projections including towers, turrets, chimneys, lift towers, machinery rooms and water towers that exceed the height of all parts of a parapet surrounding the roof on which the projections are located, must be **enclosed** in a maximum of three structures and **integrated within the overall roof design**.

H8.6.24 **Maximum tower dimension, setback from the street and tower separation.** Purpose: ensure that high-rise buildings:

- are **not overly bulky** and are **slender in appearance**;
- provide adequate sunlight access to streets;
- provide a consistent **human-scaled edge to the street**;
- provide adequate sunlight and outlook around buildings;
- enable views through the city centre; and
- mitigate adverse wind effects.

- (1) On every site identified as **special height area** on Map H8.11.3
 - (a) the maximum plan dimension of that part of the building 28m above mean street level must **not exceed 50m**; and
 - (b) the part of a building above 28m must be located at least **6m from all boundaries** of the site.

H8.6.32 **Outlook space.** Purpose:

- ensure a reasonable standard of visual and acoustic privacy between different dwellings, including their outdoor living space, on the same or adjacent sites
- encourage the placement of habitable room windows to the site frontage or to the rear of the site in preference to side boundaries, to maximise both passive surveillance of the street and privacy, and to avoid overlooking of neighbouring sites.

Figure H8.6.32.2 sets outlook distances for different building heights. The standard is 20m for heights above 24m (i.e. for apartments in the tower). Outlook over a legal street satisfies the standard (i.e. for apartments facing Federal or Kingston Streets).

- 10.7 For new buildings (under H8.8.1.(1)) Council reserves its discretion to matters including (a) building design and external appearance, (c) the design of parking, access and servicing; (d) the design and layout of dwellings; and (e) functional requirements.

- 10.8 Relevant **assessment criteria** include:

H8.8.2.(1) **new buildings ...:**

- (a) building **design and external appearance:**

Contributing to a sense of place

- (i) the extent to which the design of buildings **contribute to the local streetscape and sense of place** by responding positively to the existing and planned form and character of the surrounding area and significant natural landforms and landscape features;

- (ii) the extent to which the **silhouette of the building** as viewed from areas surrounding the city centre positively **contributes to the city centre's skyline**;

Creating a positive frontage

- (iii) the extent to which buildings have **clearly defined public frontages** that **address the street** and public open spaces to positively contribute to the **public realm and pedestrian safety**;

- (iv) whether the ground floor of a new building is at the same level as the adjoining street;
- (v) the extent to which **pedestrian entrances** are located on the street frontage and are clearly identifiable and level with the adjoining frontage;
- (vi) [deleted]
- (vii) for mixed use buildings, whether **separate pedestrian entrances** are provided for residential uses;
- (viii) where not required by a standard, **activities that engage and activate streets** and public spaces are encouraged at ground and first floor levels;
- (ix) the extent to which **internal space** at all levels within buildings is designed to **maximise outlook onto street** and public open spaces;
- (xv) whether **blank walls are avoided** on all levels of building frontages to **streets** and public open spaces;
- (xvi) whether side or rear walls without windows or access points are used as an opportunity to introduce creative architectural solutions that provide interest in the facade including modulation, relief or surface detailing;
- (xvii) the extent to which buildings provide a variety of **architectural detail at ground and middle levels** including maximising **doors, windows** and **balconies overlooking the streets** and public open spaces;
- (xviii) the extent to which **roof profiles** are designed as part of the overall building form and contribute to the **architectural quality of the skyline** as viewed from **both ground level and the surrounding area**. This includes **integrating plant, exhaust and intake units** and other mechanical and electrical equipment into the overall rooftop design;
- (xix) the extent to which **glazing is provided on street** and public open space frontages and the benefits it provides in terms of (i) the **attractiveness and pleasantness of the street** and public open space and the amenity for people using or passing through that street or space; (ii) the **degree of visibility** that it provides **between the street** and public open space **and the building interior**; and (iii) the **opportunities for passive surveillance** of the street and public open space from the ground floor of buildings.

10.9 The site does not fall within any of the **City Centre's precincts**.

10.10 The site does fall within the overlay relating to **Schedule 12, Sites and Places of Significance to Mana Whenua**. The relevant site is #009 Ngā Wharau a Tako which is understood to be a village that once stood on the Federal Street ridge. The overlay covers 87-89 Albert Street, 4 and 6-9 Kingston Street, and 60 and **65-71 Federal Street**.

- 10.11 All new buildings are a restricted discretionary activity.
- 10.12 The site falls within the 'special height area' which does not have a specified height level.
- 10.13 The site has a 13m minimum frontage height under that standard (Map H8.11.5). It is not covered by the Verandah Control (Map H8.11.6).

Other matters (non-statutory documents)

The City Centre Masterplan 2020

- 10.14 The City Centre Masterplan (CCMP) is a guiding document that sets a vision for the city centre over the 20 years. It sets out ten strategic outcomes.

Outcome 1: **Tāmaki Makaurau - Our place in the world.** Our vision is for a city centre that actively recognises and celebrates Auckland's historic heritage as a driver of positive change and placemaking.

Outcome 2: **Connected city centre.** We aim to enable safe, healthy and sustainable travel options to improve people's access and choice of transport modes into and around the city centre.

Outcome 3: **Accessible and inclusive city centre.** We want to achieve a city centre that is inclusive and welcoming to all in Tāmaki Makaurau.

Outcome 4: **Green city centre.** By restoring our biodiversity and ecological systems (Mauri Tu) we will deliver a healthy and happy city centre.

Outcome 5: **Public life. Public space** or realm is the **glue that holds the city centre together.** It is the canvas for public life. It needs to work well for all Aucklanders and visitors to Tāmaki Makaurau.

Outcome 6: **Residential city centre neighbourhoods.** Auckland's city centre is an increasingly popular place to live. As the city centre population grows and matures, this outcome shapes the city centre's **public realm, housing supply and social infrastructure** to deliver a highly **liveable city centre.**

Outcome 7: **Quality built form.** We want to deliver a well-designed and planned city centre.

Outcome 8: **Heritage defined city centre.** Our vision is for a city centre that actively recognises and celebrates Auckland's historic heritage as a driver of positive change and place-making.

Outcome 9: **Sustainable city centre.** Auckland city centre will address the challenges of global climate change and urban growth via urban design. This part of the CCMP is shaped by targets and direction from the Auckland Climate Action Framework.

Outcome 10: **Prosperous city centre.** We want to set out practical ways to develop the city centre so it can continue to thrive as an economic centre and cater for the needs of our diverse population.

10.15 Appraising the proposal against these strategic outcomes includes its contributions to a **residential city centre neighbourhood, quality design, public space, identity, and proximity** to transport, active modes, and city centre activities.

10.16 The CCMP also outlines eight transformational moves.

TM1: **Māori outcomes.** This transformational move anticipates a range of interventions and systemic changes to bring mana whenua presence, Māori identity and life into the city centre and waterfront.

TM2: **The east and west stitch.** Land at both the east and west edges of the city centre is under-used and under-valued and cut off by major roads. This move proposes to stitch the city centre together.

TM3: **Waihorotiu/Queen Street Valley.** This move proposes to make the area more accessible, more attractive and more prosperous, with pedestrian-friendly streets and better connections to the rest of the city centre.

TM4: **The Learning Quarter.** This move will integrate Auckland's city centre universities into city centre life.

TM5: **Transit oriented development.** This move will shape planning and development in the best-connected areas of Auckland, maximising the benefits of investment in public transport and associated public realm.

TM6: **The Green Link.** We want to unite some of our most important and historic parks and open spaces through a network of tee-line linear park spaces along the Victoria Street corridor.

TM7: **City to villages.** This move will improve the links to areas surrounding the city centre.

TM8: **Harbour edge stitch.** This move provides a consistent vision for the continued development of Auckland's city centre waterfront.

10.17 The CCMP includes proposals to give effect to the transformational moves and outcomes. The following are relevant to appraising the proposal.

(a) **Māori outcomes** includes **responding architecturally** to the natural and cultural context of Tāmaki Makaurau, including Māori **place names** and **te reo** (e.g. bilingual signage), **contributing to thematic approaches** to narrative and presence between the waterfront and Karangahape, promoting **Māori enterprise**, and applying **Te Aranga Design Principles**.

- (b) **Transforming Hobson and Nelson Streets into more liveable green twin boulevards.** It is intended to improve pedestrian amenity and connectivity as part of the east-west stitch.
- (c) **Widening the central city** from its traditional focus on a single main street by developing a parallel network including **Albert Street** as a complementary main business street, and a **laneway network** including Federal Street ridge laneway and the **east-west lanes** connecting the ridge with Queen Street (echoing the Tarapounamu path).
- (d) **Promoting development in proximity to public transport** (to maximise the benefits of investment in such transport). Areas promoted for such development includes those in proximity to the **City Rail Link Aotea Station** and the **Wellesley Street 'bus boulevard'**.
- (e) Improving street and **laneway connections** between the central city and **public transport**.
- (f) **Greening Victoria Street** as a 'high-amenity linear park' connecting Victoria Park and Albert Park (and beyond). The intent to help connect the central city with the major green spaces, and help the east and west connections through the city centre. Such a linear park would respond to topography and echo Tarapounamu.

Auckland Plan 2050

- 10.18 The Auckland Plan is a long-term spatial plan to ensure Auckland grows in a way that will meet the opportunities and challenges of the future. While it is required by legislation, with a purpose of contributing to Auckland's social, economic, environmental and cultural well-being, the Auckland Plan is not a statutory planning provision and is an 'other matter'. It does not contain detailed actions (such as those in the City Centre Masterplan 2020) but it provides a high-level framework that can help interpret such details.
- 10.19 The Auckland Plan promotes the following six **outcomes**.
- Outcome 1: **Belonging and Participation.** All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.
 - Outcome 2: **Māori identity and wellbeing:** Thriving Māori identity is Auckland's point of difference in the world – it advances prosperity for Māori and benefits all Aucklanders.
 - Outcome 3: **Homes and places.** Aucklanders live in secure, healthy, and affordable homes, and have access to a range of inclusive public places.
 - Outcome 4: **Transport and access.** Aucklanders will be able to get where they want to go more easily, safely and sustainably.

Outcome 5: **Environment and cultural heritage.** Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations.

Outcome 6: **Opportunity and prosperity.** Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.

10.20 Directions and focus points are set out to give effect to each Outcome. Relevant directions for 'Homes and places' include:

Direction 1: Develop a **quality compact urban form** to accommodate Auckland's growth

Direction 2: **Accelerate the construction of homes** that meet Aucklanders' changing needs and preferences.

10.21 The Plan includes a 'Development Strategy' and 'Future Auckland' section that explains what is meant by '*a quality compact Auckland*', the benefits of such an approach, and how it is to be achieved:

(a) 'Quality' in this context means:

- most development occurs in areas that are **easily accessible by public transport, walking and cycling**
- most development is within reasonable **walking distance of services and facilities** including centres, community facilities, employment opportunities and open space
- future development maximises **efficient use of land**
- delivery of **necessary infrastructure** is coordinated to support growth in the right place at the right time.

(b) 'Compact' means:

- future development will be focused within Auckland's urban footprint, with **most of that growth occurring in existing urban areas**
- by 2050, most growth will have occurred within this urban footprint, limiting both expansion into the rural hinterland and rural land fragmentation.

(c) The **benefits** of a quality compact approach to growth and development are:

- greater **productivity and economic growth** – a compact urban form increases economic productivity from the greater proximity between firms, workers and consumers
- better **use of existing infrastructure** – growing within existing urban areas makes more efficient use of existing assets. Providing physical and social infrastructure costs less per household, which results in a higher overall level of service
- improved **transport outcomes** – a compact urban form brings more people closer to their place of work. Greater population density supports **faster, more**

frequent public transport services. Both reduce congestion on the road network and create a **more efficient transport network overall**

- **rural productivity and character** can be maintained – encouraging growth within urban areas helps to protect rural environments from urban encroachment, and maintain the productive capability of the land and its rural character
- enhanced **environmental outcomes** – adverse effects of urban activities are concentrated into fewer receiving environments. Growth creates more opportunities for environmental enhancement, particularly as part of infrastructure upgrades
- greater **social and cultural vitality** – concentrating activity into urban centres and neighbourhoods provides a wider variety of activities to meet the full range of people's needs. This brings diversity and vibrancy into the urban environment which in turn enhances interaction and social cohesion.

(d) A 'quality compact Auckland' is to be achieved by:

- ensuring **sufficient capacity for growth** across Auckland
- embedding **good design** in all development
- **sequencing** what gets delivered
- aligning the **timing of infrastructure provision with development**
- supporting rural production.

(e) **Good design** is characterised as including the attributes of **functionality, attractiveness, longevity, innovation, and legibility**. It is to be **integrated at all scales** from city structure, to streets, to individual buildings. Design quality is integral to how the city functions which affects **overall wellbeing**. "*Good design can contribute to making Auckland a **sustainable, attractive, equitable and desirable place**.*" The Auckland Plan goes on to explain that "*the quality and characteristics of successful places make them **memorable**. They result in people going there more often, staying longer, or **choosing to live and work there**.*"

(f) The Plan notes that, by 2050, growth will be particularly focused around identified locations including the **city centre**. It points to the **City Centre Masterplan** for a more specific vision for this area.

10.22 The Plan explains **Direction 2** (*accelerate the construction of homes that meet Aucklanders' changing needs and preferences*) by noting that current construction falls well below demand. It says, "*we need to be **building more apartments**, including for individuals and large families, and townhouses, of **different sizes and at different price points**.*". It goes on to note that new construction will "*reflect the fact that Aucklanders' **lifestyles and housing preferences are changing**. For example, there has been positive take-up of terraced housing and **apartments that are close to transport corridors and nodes**...*"

Te Aranga Principles

10.23 Te Aranga Māori Design Principles are practical design guidance based on Māori principles with the desire to enhance mana whenua presence, visibility, and participation in the design of the city. The principles include:

- Mana / Rangatiratanga - Authority; The status of iwi and hapū as mana whenua is **recognised and respected**
- Whakapapa - **Names & Naming**; mana whenua names are celebrated
- Tohu - The wider cultural landscape; Mana whenua **significant sites** and cultural landmarks are acknowledged
- Taiao - The **natural environment**; The natural environment is protected, restored and / or enhanced
- Mauri Tu - Environmental Health; Environmental health of water, land and air is protected, maintained and / or enhanced
- Mahi Toi - **Creative Expression**; Iwi/hapū narratives are captured and expressed creatively and appropriately in the physical environment
- Ahi Kā - **The Living Presence**; mana whenua are able to rekindle and strengthen their presence within the environment.

11 APPENDIX THREE: REVIEWER'S QUALIFICATIONS AND EXPERIENCE

- 11.1 My name is Gavin Lister.
- 11.2 My qualifications include Master of Urban Design (University of Sydney, 2007); post-graduate Diploma in Landscape Architecture (Lincoln College, 1988); and Bachelor of Arts (University of Auckland, 1985). I am a Fellow of *Tuia Pito Ora – New Zealand Institute of Landscape Architects (NZILA)* and a member of the Aotearoa Urban Design Forum.
- 11.3 I am a principal and founder of Isthmus Group. I have 33 years' experience on a range of project types including master planning, housing and land development, public places, input to policy planning, and infrastructure. Experience relevant to the proposal includes the following:
- (a) Input to design and/or consenting of residential, public space, and infrastructure projects including Hobsonville Point masterplan, Vinegar Lane masterplan and design manual, Customs St Residential ('Seascape'), Downtown Public Space ('Te Wananga'), Auckland Ferry Terminal...
 - (b) Member of Eke Panuku Technical Advisory Group (TAG) since 2018. Prior I was a member of the Auckland Council Urban Design Panel for 10 years and chaired the panel for 5 years. In those roles I have evaluated many developments in central Auckland.
 - (c) Experience with resource management processes as they apply to landscape and urban design matters. I am a regular member of Auckland Council's Panel of Independent Commissioners. I was co-author of *Te Tangi a te Manu: Aotearoa Landscape Assessment Guidelines* adopted by the NZILA 2021. I consider I have a perspective on different roles in the development process having worked for applicants and opponents of projects, provided peer reviews and advice to consenting authorities, and acted on panels.
 - (d) I am familiar with the site (I often use Federal and Kingston Streets to walk to and from work) and Auckland City Centre.