

11 – 13 Fleet Street

Landscape Effects & Urban Amenity Assessment
Prepared for Shackleton Developments

14 June 2022



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1.0 Introduction

Boffa Miskell Limited has been requested by the applicant, Shackleton Developments, to prepare a Landscape, Visual Effects and Urban Amenity Assessment (Assessment) in respect of a proposed residential apartment development on a Site at 11 – 13 Fleet Street in Eden Terrace, Auckland (the Site).

The development includes approximately 57 residential apartments with a mix of 1- and 2-bedroom units comprising build to rent (btr) and sale to market residential apartment accommodation. The development also proposes car parking to the basement and a rooftop garden terrace (125m²) for residents. There will be a small commercial office space located on the northern frontage of the building fronting Fleet Street.

The overall bulk and mass of the building utilises the entirety of the site. The building has between 7 and 9 levels in part making use of the falling nature of topography across the site. There is a maximum height protrusion of around 11.076m above the Business – Mixed Use Zone 16+2m height plane. In terms of visual effects, this assessment focuses on the over-height components of the proposal and the appropriateness of the development as a whole within the urban receiving environment. In particular, the nature of the level of potential effects that the increase in height, scale and form of the development, will have on the urban character and amenity of the locality as well as on views and visual amenity of the surrounding viewing audience has been addressed.

This assessment provides high level support from a Landscape and Visual effects and urban amenity perspective for the project to be identified as a referred project under the Covid-19 Recovery (Fast Track Consenting) Act 2020.

The 672m² site is located at 11 – 13 Fleet Street in Eden Terrace an inner suburb of Auckland. The site is zoned Business – Mixed Use (B-MU) under the Auckland Unitary Plan 'Operative in Part' ('AUP(OP)'). The site is subject to a Regionally Significant Volcanic Viewshaft and Height Sensitive Areas Overlay¹ however the proposed development has been designed to ensure that no part of the development will affect the protected viewshaft. The Site is not subject to any Outstanding Natural Feature or Landscape overlays (ONFL) nor is it subject to any special character overlay that heightens the identified sensitivity of the site from a Landscape Effects / Urban Amenity perspective.

Boffa Miskell's involvement in the project commenced in 2021 when the developer was in an early stage of considering the development options for the site and in particular the potential for additional height. To inform this consideration initial master planning and design by project architects Paul Brown Architects (PBA) was undertaken alongside advice from project planner Michael Campbell of Campbell Brown. Since joining the project team, Boffa Miskell has provided feedback in relation to the scale, built form and modulation of the proposal.

Boffa Miskell Landscape Architects have also been engaged to undertake the landscape design associated with the proposed development. This primarily relates to the adjacent public realm of Fleet Street. Fleet Street at the point of frontage to the subject Site (which comprises two street facing lots) does not include a formed roadway being deemed too steep for such

¹ Natural Heritage: Regionally Significant Volcanic Viewshafts And Height Sensitive Areas Overlay [rcp/dp] - E20, Mount Eden, Viewshafts

vehicular access. The section of the road reserve fronting the site has pedestrian only access with steps along the adjoining lot boundaries on both sides of the street. There is a single large specimen Pin Oak tree located in the road reserve with grass underplanting. Boffa Miskell landscape architects have worked with arborist Stuart Barton of Arbor Connect to determine appropriate future management to maintain the Pin Oak tree and to provide enhanced pedestrian access, informal seating and vehicle access to the basement of the subject development.

2.0 Methodology

Tuia Pito Ora / The New Zealand Institute of Landscape Architects has recently endorsed (May 2021) new draft guidance for the assessment of landscape under the RMA context in Aotearoa / New Zealand. The interim / draft guidance replaces earlier guidance and landscape architects' reliance on other international best practice / guidance. The draft guidance, *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 / NZILA 5 May 2021]*, has been used to guide the methods adopted in this assessment.

In assessing the scale of landscape effects, a seven-point scale of effects has been applied, as recommended in *Te Tangi a te Manu*, comprising: very low, low, moderate low, moderate, moderate high, high and very high a description of which is included in **Appendix 1**. Effects have been assessed in terms of the values of the landscape having first understood its characteristics in terms of the physical, associative and perceptual realms of the landscape. Importantly, change in a landscape does not of itself generate adverse effects.

As part of our assessment, the Site has been observed from both proximate and more distant locations within the established urban fabric of the locality. A number of site visits have been undertaken in the process of undertaking this assessment including for the purpose of taking photographs in order to prepare visual simulations and to illustrate the site and landscape context. Two visual simulations have been prepared as part of this application process (refer **Graphic Supplement**). In addition to these simulations for the purposes of this evaluation we have also relied upon the 3D renders and architectural drawings prepared by Paul Brown Architects (PBA).

3.0 Site Context

Figure 1 below shows the site in relation to its wider surrounding area. The site is located to the southeast of the North-Western Motorway and in close proximity to Newton Road and Newton Road onramp. The site is well connected to a variety of transport modes, including walkable access to multiple bus stops on Newton Road. The Mount Eden train station is located 650m (approximate 6-minute walk) to the south of the Site. This station is undergoing substantial redevelopment associated with the City Rail Link (CRL).



Figure 1: Wider Site Context Map. Also refer BML Graphic Supplement, Map 1.

The suburb of Eden Terrace is an inner-city suburb of Auckland located 2km from the Central Area. It is one of the oldest of Auckland's suburbs having originally been subdivided in 1863. The urban characteristic of Eden Terrace is principally dominated by mixed use and residential land uses containing an eclectic mix of warehouse, businesses premises, older detached residential buildings typically one or two storeys and newer multi-storey apartment development.

The topography of the wider area consists of a high point located on Newton Terrace continuing round to New North Road. From here there is a distinctive gully to the west of Exmouth Street (the location of Basque Park) forming a low point at Fleet Street through to Ian McKinnon Drive (refer Figure 2 below). This varied gully and ridge topography reduces the views available from the wider context towards the western edge of Eden Terrace and Fleet Street.



Figure 2: Google Earth 3D view. Identifies surrounding topography and distinct Gully system of Basque Park and Fleet Street (Site location).

Southeast of the Site beyond Fleet Street is Basque Park Recreational Reserve. This reserve comprises a north facing gully, largely in open space with amenity planting and some established trees to the reserve edges. The park was designed by landscape architects Ted Smythe and Rod Barnett and prior to its current layout comprised of an extensive community garden. (Refer Photo 1 below)



Photo 1: View North from Site to Basque Park.

The area of Eden Terrace to the north of the site is largely mixed-use in nature. There are a number of commercial properties that front onto Newton Road intermixed with a number of new, larger scale residential apartment buildings. These include the Orange on Newton Road (Crosson Architects), Citizen Apartments on Exmouth Street and Park View Residences on Rendall Place.

Ian McKinnon Drive, is located 80 metres to the west of the site. This is an arterial road that connects Dominion Road and New North Road with the North-western motorway interchange. A dedicated cycleway has recently been constructed from the end of the North-western cycleway through Suffolk Reserve and along Ian McKinnon Drive to Upper Queen Street.

The subject Site and surrounding Eden Terrace area is almost entirely zoned Business – Mixed Use Zone. With an Open-Space Informal Recreation Zone to the west as part of the Suffolk Reserve and Ian McKinnon Drive Reserve (Refer Figure 3 below).

The Site is subject to a Natural Heritage: Regionally Significant Volcanic Viewshaft and Height Sensitive Areas Overlay - E20, Mount Eden. This viewshaft originates at the intersection of Karangahape, Ponsonby and Great North Road 520m to the north of the Site. The height of development within the site enabled under the floor of the E20 viewshaft is approx 38m refer Figure 3 below.

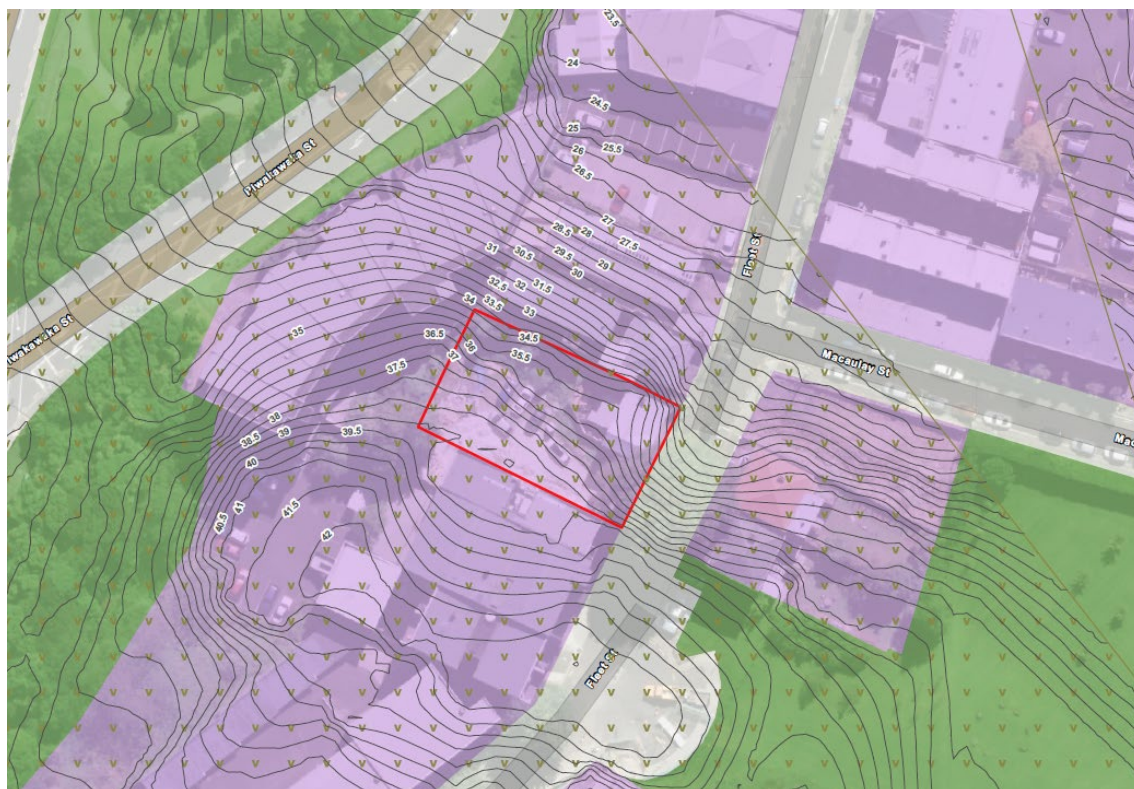


Figure 3: Auckland Unitary Plan Map Overlay. Site identified with red boundary. Volcanic Viewshaft Height Contours. Northeast corner 32.5m and Southwest corner 38.5m.

The site is well connected to a variety of transport modes, including walkable access to multiple bus stops / frequent bus services and the Mt Eden Train Station, that is part of the future CRL rail network. The Site is also located in close proximity to a major motorway interchange at Newton Road. There are a number of bus routes and bus stop locations along Newton Road and New North Road.

The site is approximately 672m² in area comprising two titles being 11 & 13 Fleet Street, Eden Terrace. The two sites form a rectangle shape with the narrow frontage to Fleet Street. The site has a steep slope from north to south and is currently undeveloped beside a two-storey residential building in the northeast corner.

To the north of the Site is 9 Fleet Street, this site has a single storey residential villa to the front of the Site (9B) and a two-storey apartment building to the rear. To the immediate south of the site is 15 Fleet Street with this site occupied by a five-storey residential apartment building. These apartments are built to the street frontage with some small-scale amenity planter beds at the street interface. West of the Site, directly behind, are the 'Devon Complex' apartment buildings at 6-9 Piwakawaka Street. Refer photo 2 below.

The height of these apartment buildings typically follow the underlying landform and are between 3 storeys to 6 storeys in height. Parking for this complex is accessed from Piwakawaka Street. The individual apartment units are accessed from the south via a breezeway.



Photo 2: View from Fleet Street looking south towards Site. 6-9 Piwakawaka Street to right of view. Pin Oak to centre of view at the top of the steps.

East of the Site is Fleet Street, a two-way narrow road. The portion of Fleet Street that the site adjoins is not passable to vehicles, there is stepped pedestrian access to either side of the road reserve, following the line of the footpath and a single large Pin Oak located in a garden bed in the steep portion of closed roadway. East of the site at 12 and 14 Fleet Street are two, two storey residential villas. One is currently occupied as housing and the other is utilised as small offices. The site on the corner of Fleet and Macaulay Street (10 Fleet Street) is occupied by a more newly constructed two storey – with basement parking under (creating three levels) townhouse development.



Figure 4: Site Context Plan. Site boundary identified in red. Also refer Graphic Supplement Map 3

4.0 Statutory Context

4.1 Resource Management (RMA and other higher order documents)

Part 2 of the RMA sets out the purpose and principles of the Act. Section 5 states that the purpose of the RMA is to promote the sustainable management of natural and physical resources.

Section 6 sets out the matters of national importance that must be recognised and provided for in achieving the purpose of the RMA, including the protection of outstanding natural features and outstanding natural landscapes from inappropriate subdivision, use and development (Section 6(b)). There are no outstanding natural features or landscapes previously identified or considered to occur within the Site or its immediate vicinity.

Another matter of national importance is the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins and the protection of them from inappropriate subdivision, use and development as identified in section 6(a). The site is not within the coastal environment or within proximity to a stream / river, so this matter is not relevant to this assessment.

Section 7 identifies a range of matters that shall be given particular regard to in achieving the purpose of the RMA. Section 7(c) in relation to the maintenance and enhancement of amenity values is particularly relevant to this project. This is considered in this report in relation to potential effects on views and visual amenity.

With relevance to this assessment, Section 104 includes, among other matters to have regard to:

- (a) any actual and potential effects on the environment

- (b) any relevant provisions of–

- ...

- (iii) a national policy statement:

- (iv) a regional policy statement...

- (vi) a plan or proposed plan...

Those relevant matters are discussed within the assessment below.

4.2 National Policy Statement

4.2.1 National Policy Statement – Urban Development 2020 (‘NPS-UD’)

The NPS-UD took effect on 20 July 2020. This requires a number of changes to regional policy statements and district plans recognising that the site is located within the Auckland Tier 1 urban environment. The NPS-UD has a number of objectives that relate to the functioning of urban environments and seeks to enable more people to live in and more businesses to be able to locate within the urban environment where: the area is near a centre zone; is an area is ‘well-serviced’ by public transport; and there is demand for housing and business activity (Objectives 1 and 3).

Policy 3 provides further guidance to local authorities, directing that building heights and density of urban form are commensurate with levels of accessibility to public transport, commercial activities and community services. Whilst it will be a requirement to amend plans in line with the timeframes for implementation set out at Part 4 of the NPS-UD, it is recognised that there will be a range of changes necessitated under this policy instrument. The proposal would be generally consistent with the intent of the NPS-UD and result overall in an improvement in amenity values and provide for increased and varied housing densities and types in this area.

In May 2022 Auckland Council released a preliminary response to the NPS-UD and the Act. Within the draft planning maps the Site is identified as being part of the Auckland Light Rail Corridor with Zoning Under Investigation. This area is identified as being suitable for significant intensification including taller buildings and higher housing densities. At this point in time, the specific route and stops for light rail have not been confirmed. More work is required along the corridor and therefore this area is still “under investigation”.

4.3 Auckland Unitary Plan (AUP)

4.3.1 Regional Policy Statement ('RPS')

The AUP is a combined plan that includes RPS, regional and district plan. The RPS identifies the issues of regional significance for Auckland and the policies and methods to achieve the management of natural and physical resources for this Region. The RPS identifies 'Urban growth and form' as a significant resource management issue detailing these matters at B2.1. The RPS seeks to provide for growth in way that enhances the quality of life for people and optimises the efficient use of the existing urban area. Principally the RPS seeks to enable higher residential intensification in and around centres, and close to public transport, social facilities and employment opportunities (B2.2.2(5)) whilst achieving a 'quality-built environment' outcomes as set out in B2.3.1 and the related policies.

4.4 Volcanic Viewshaft E20

The entirety of the Site is also subject to a Natural Heritage: Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay - E20, Mount Eden. This viewshaft has its origin at the intersection of Karangahape, Ponsonby and Great North Roads 520m to the north of the Site, refer photograph, Figure 5 below.



Figure 5: View E20 from Appendix 20 Volcanic Viewshafts and Height Sensitive Areas – Values Assessment (Schedule). Approximate location of Site (11/13 Fleet Street) identified with red arrow, behind the 'Devon Complex' Apartments at 6 – 9 Piwakawaka Street, Eden Terrace.

The maximum building height set by the E20 viewshaft within the subject site is between 30m – 38.5m. The proposed development has been designed to avoid effects in respect of the viewshaft and complies comfortably with the viewshaft as it passes over the Site.

4.4.1 Zoning

The Site is zoned H13 Business – Mixed Used Zone. The Business Mixed Use Zone is described in the plan as the area that *‘acts as a transition area, in terms of scale and activity between residential and the other Business zones (Town Centre, Metro Centre) ...with a range of possible buildings heights depending on the context. Greater height may be enabled in areas close to the city centre or larger town centres’*.

The principal objectives and policies of the zone that are relevant to landscape and visual matters are:

H13.2. Objectives

- (2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.
- (3) Development positively contributes towards planned future form and quality, creating a sense of place.
- (4) Business activity is distributed in locations, and is of a scale and form, that:
 - a) provides for the community’s social and economic needs;
 - b) improves community access to goods, services, community facilities and opportunities for the social interaction: and
 - c) manages adverse effects on the environment, including effects on infrastructure and residential amenity.
- (9) Business – mixed Use Zone zoned areas have a high level of amenity.

H13.3. Policies

- (2) Enable an increase in the density, diversity and quality of housing in the centre zones and Business – Mixed Use Zone while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.
- (3) Require development to be of a quality and design that positively contributes to:
 - (a) planning and design outcomes identified in this Plan for the relevant zone;
 - (b) the visual quality and interest of streets and other public open spaces; and
 - (c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.
- (5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.
- (7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape.
- (11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land
- (13) In identified locations within the centres zones, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone enable greater

building height than the standard zone height, having regard to whether the greater height:

- a) is an efficient use of land;
- b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy;
- c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones; and
- d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre.

(20) Promote and manage development to a standard that:

- a) recognises the moderate scale, intensity and diversity of business, social and cultural activities provided in the zone;
- b) recognises the increases in residential densities provided in the zone; and
- c) avoids significant adverse effects on residents.

5.0 Proposal

The proposal is clearly illustrated in the set of architectural plans prepared by the project architects Paul Brown Architects (PBA). PBA have also prepared a number of 3D renders to illustrate how the proposed development will be perceived in the context of Fleet Street.

The proposal is for an apartment building that occupies the entirety of the Site with an urban condition. In total 57 residential apartments are proposed with a mix of one- and two-bedroom units in both sold to market and build to rent typologies. The basement / ground floor, accessed at the low point of the site on Fleet Street, provides for vehicle and bicycle storage and well as for refuse and other storage functions. The first floor includes five apartments, a shared residents laundry, transformer room and building management office to the north-eastern edge of the Site (where the building is set into the slope). On the second floor there will be an approximately 60m² office space located to the north of the main lobby / entry fronting Fleet Street along with apartments. The configuration of the basement, first and second floors is designed to respond to the steep topography of the site creating habitable space where there is sufficient amenity to do so and incorporating a range of other uses where the levels are set into the ground of have less access to natural light.

The building is set into the slope and is in total six storeys where the natural site topography is at its highest at the north-eastern corner of the site – the upper part of the site's frontage to Fleet Street. This results in a nine-storey building (including basement) in the southwestern corner.

The Business – Mixed Use Zone has a height control of 18m (16m + 2m) generated from the rolling height method. The proposed building has a maximum height protrusion of 11.076m through this enabled height. There is also a minor infringement along the southern boundary of the building where the development does not comply with H13.6.3 Building setback requirements (6m setback over 27m) Refer Figure 6 and Figure 7 below.

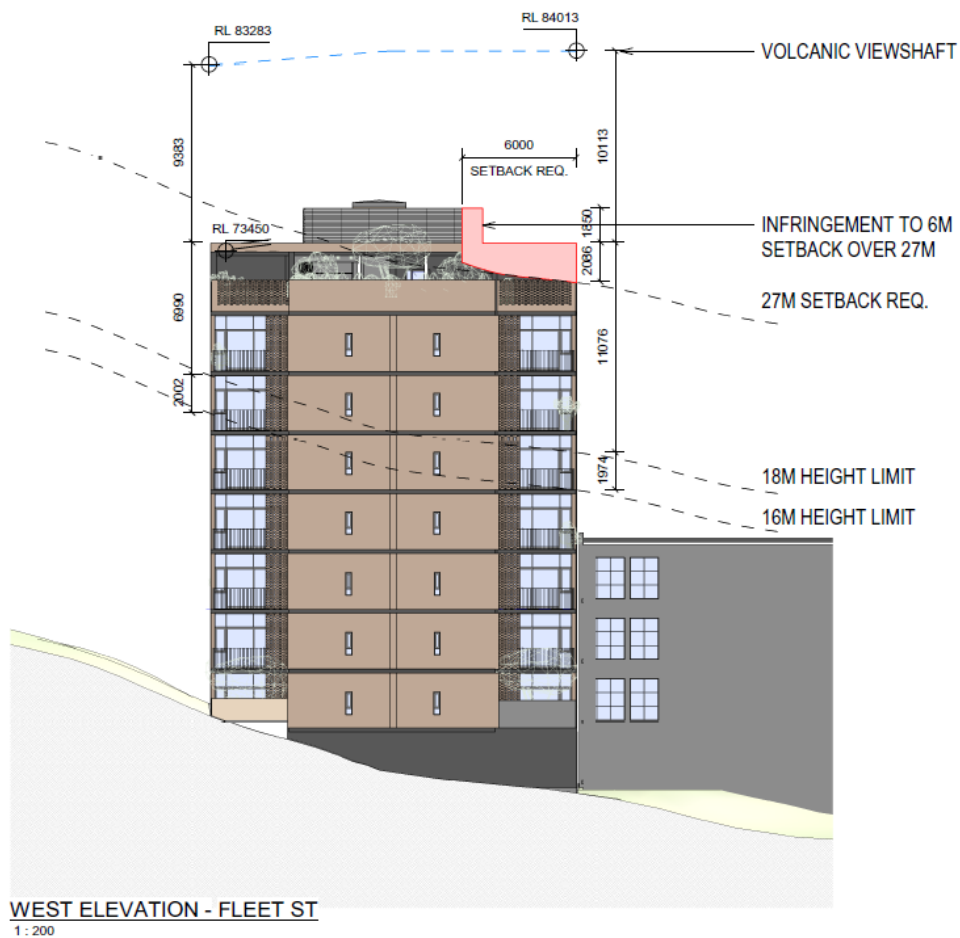


Figure 6: West Elevation of proposed design showing 11076 max Height infringement to rolling height. Source PBA.

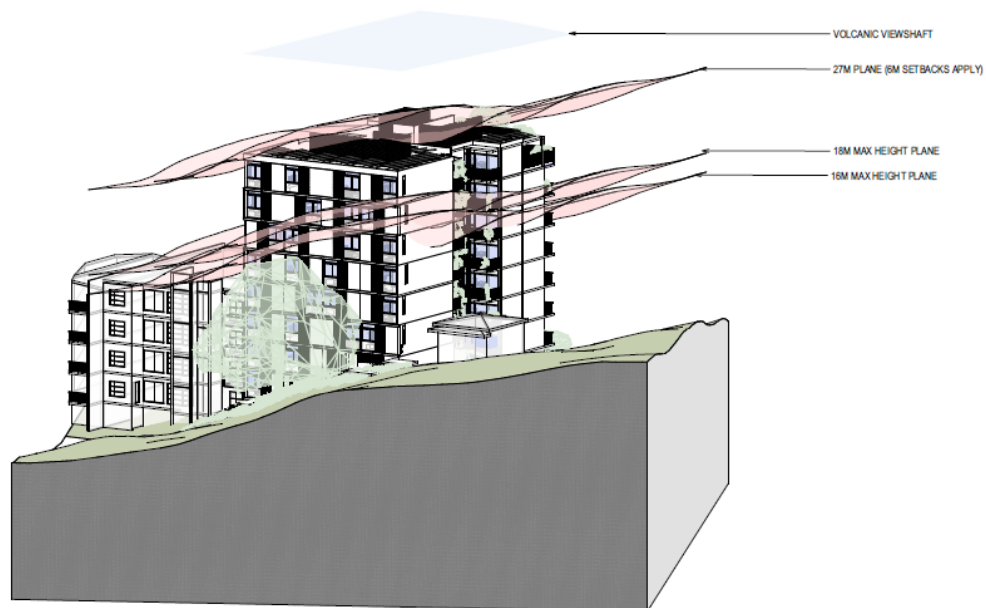


Figure 7: Axonometric 3D identifying development with 16m + 18m Maximum Height Plane and Volcanic Viewshaft. Also refer PBA RC Pack RC400

The building is designed to comprise two parts, an east facing apartment building with apartments fronting onto Fleet Street accessed from behind and a western component building that has both east and west facing apartments with those east facing looking into an internal courtyard space on the north and south boundary (the circulation core being centrally located) Refer Figure 8 and Figure 9 below.

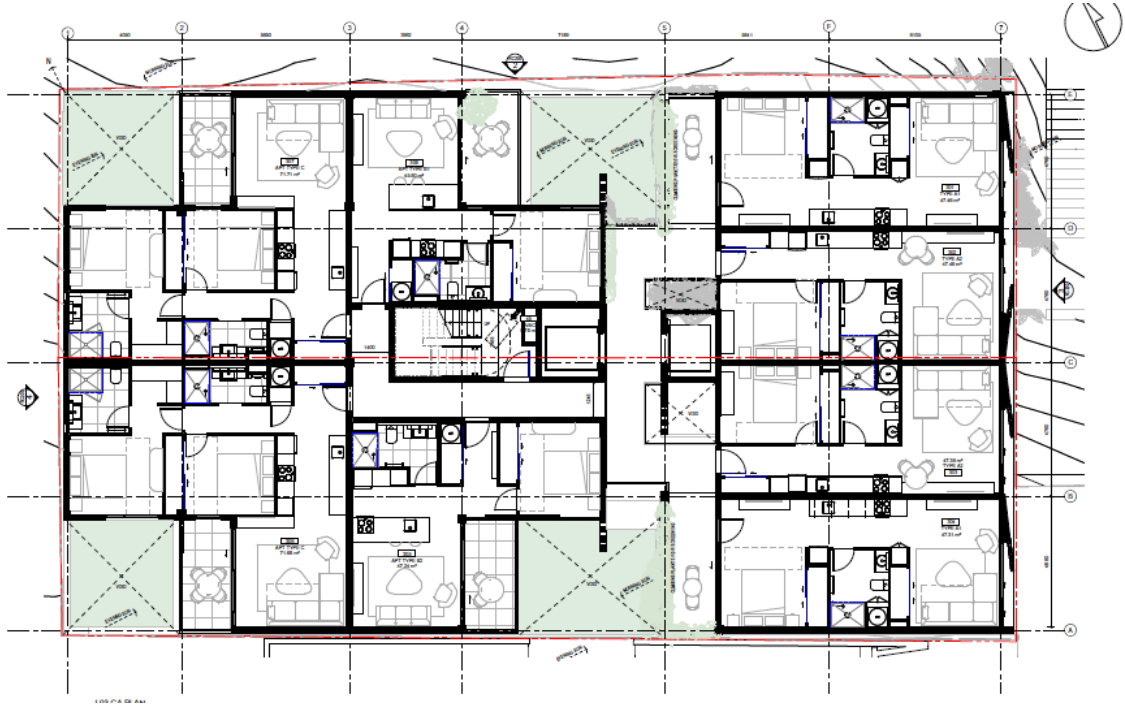


Figure 8: General Arrangement Plan. Showing central core centrally located and internal courtyard space. Source PBA 938-RC103

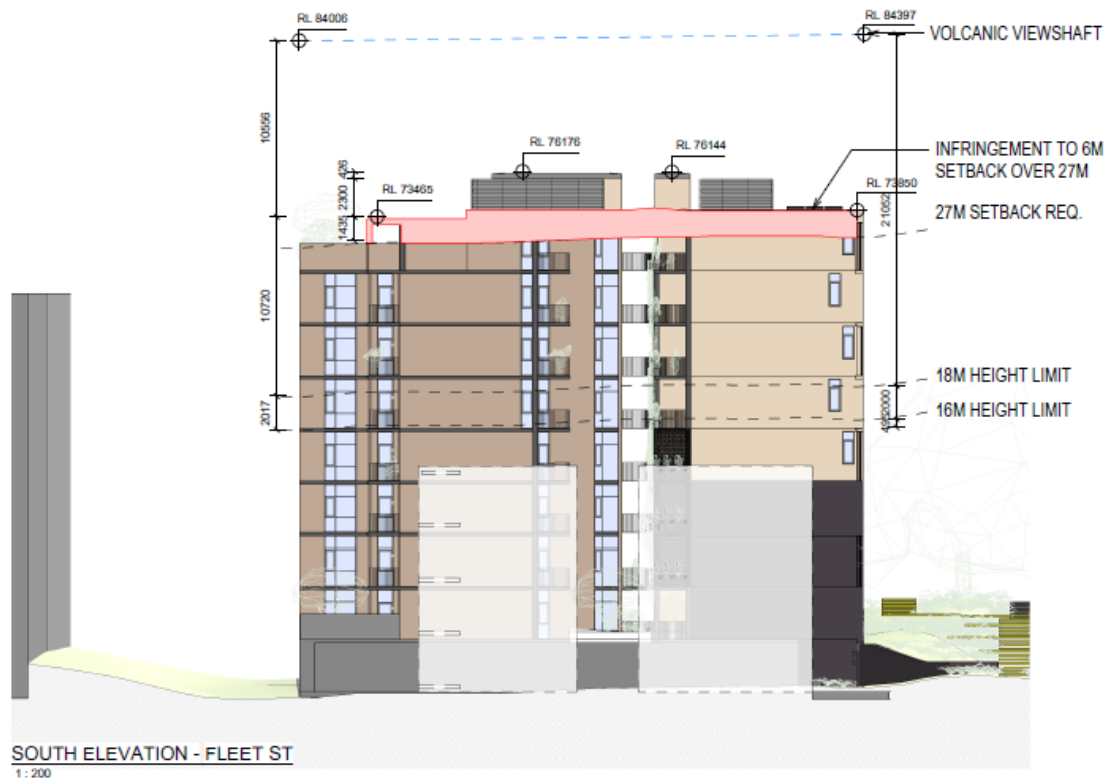


Figure 9: Southern Elevation of Building. Identifies overheight component of building, central core and circulation space providing break in building and the infringement to the 6m setback over 27m. Source PBA 938-RC200

The building includes outdoor balcony areas adjacent to apartment living areas. These have been carefully designed to provide for privacy and to prevent overlooking through the use of screens and planters. Furthermore, apartment windows are intentionally placed near wing walls, so that bedrooms have maximum privacy. There is a 125m² resident's rooftop terrace. This amenity area will feature seating, planters, shared dining and BBQ area. Refer Figure 10 below.



Figure 10: 3D render for Rooftop Terrace Area (Concept). Source PBA.

Where the ground floor units interface with Fleet Street visual privacy between the units has been achieved through the combination of planters with climbing plants and perforated screening to ensure there is sufficient light provided to the spaces (refer Figure 11 and Figure 12 below).



Figure 11: 3D render looking towards apartments from Fleet Street steps (Concept). Source PBA.



Figure 12: 3D render looking from apartment out to Fleet Street (Concept). Source PBA.

As part of the proposed development Shackleton propose the redesign and upgrade of the existing Fleet Street public realm of the road reserve. This includes re-design of the pedestrian access to both sides of the road reserve (the top portion of steps on the eastern side will be retained). A new set of steps will be formed at the bottom end of the pedestrianised section of the street on the east side of the street with a path crossing over to the west to access the site and building entry with the steps carrying on up the western side of the road reserve above the entry. Bleacher seating areas are proposed on the lower slopes to facilitate public use of the road reserve under the canopy of the Pin Oak tree. Design of the proposed enhancement works to the public realm, including access to the site for vehicles, has been informed through the input of arborist Stuart Barton of Arbor Connect to ensure the protection of the Pin Oak. Mr Barton has also advised in respect of pruning the Pin Oak, which overhangs the site and works in the rootzone associated with the building construction. The single specimen tree is seen as an important amenity of the site and its urban character.

Consultation has been undertaken with the relevant Auckland Council Arborist in respect of the proposed works to and appropriate protection of the tree, refer separate arborist report.

Underplanting of the tree and within the road reserve is also proposed, refer Boffa Miskell Landscape Design package and Figure 13 below.



Figure 13: 3D Model of proposed steps and landscape design

The proposed vehicle access to the development will be at the low point of the site from the southern end of Fleet Street. An angled vehicle accessway is proposed. This allows for sufficient offset from the Pin Oak tree in the road reserve and limits the height / extent of retaining required through this area. In total 11 car parks are able to be provided within the single level basement.

The podium landscape as it interfaces with Fleet Street and in the northern and southern light wells has been carefully developed (in co-ordination with the architects and engineers to ensure a soil media depth and appropriate planting).

The architects have been cognisant in the way in which the proposed larger scale apartment building will be seen in the wider urban landscape adopting an architectural façade strategy that provides for overall unity whilst allowing the building to read as two component elements. The

massing of the building with the central 'light well' provides a visual break in the depth of the building along the northern and southern facades.

The materiality of the building includes a refined palette of raw concrete and brick / breezeblock material to suit the eclectic existing character of Eden Terrace and the established mixed-use location. Modulation has been incorporated into Fleet Street façade through the angling of some of the walls creating interest within the façade and assisting with privacy from the street. (Refer Figure 14 below)



Figure 14: 3D Render from Fleet Street showing proposed façade strategy. Source PBA

6.0 Visual Catchment and Viewing Audiences

Due to the surrounding steep topography and built form the proposal will be seen in a relatively small visual catchment within its immediate urban context and in a limited number of wider views – such as in respect of the E20 viewshaft. This includes views from the surrounding road network of Fleet Street, Macaulay Street, Couldry Street (across Basque Park) and Devon Street (across Ian McKinnon Drive). Views from Ian McKinnon Drive to the west of the site will be largely screened due to the low-lying nature of the road and the planting within the road reserve (Ian McKinnon Drive Reserve).

There may also be some more distant views from the western elevated residential suburbs of Grey Lynn, including Dean Street, Home Street and Partridge Street. These viewing audiences are at a distance of 650m from the site and typically relate to views from properties with one and two storey dwellings set amongst established gardens, views of Eden Terrace from these locations already include a range of apartment buildings of similar and greater scale. There will be views of the site from the Basque Park reserve, particularly in the lower lying southern extent

of this valley landform adjacent to the lower end of Fleet Street. Views from the northern edge of Basque Park will be partially screened by the intervening built form to the east of Fleet Street.

The closest neighbouring residential dwellings are the smaller scaled villas at 9 Fleet Street (north of the Site) and 12 & 14 Fleet Street (east of the Site) across the road corridor. Close proximity views will also be available in some instances from the surrounding residential apartment buildings at 15 Fleet Street (although this existing 5 storey apartment building has a blank wall facing toward the site with apartments being east or west oriented), to the south of the Site and 6-9 Piwakawaka Street to the west.

A number of other residential apartments and business premises in the wider context of McCaulay Street, Upper Fleet Street to Newton Road will also be able to obtain views towards the Site. Again, these will largely be at an oblique angle and include the wider built context of Eden Terrace.

Besides the small area of residential development to the west identified above, distant views of the site will be largely screened due to intervening topography and built form.

In Summary, the primary public and private viewing audiences can therefore be identified as:

Public

- People using the adjacent streets as pedestrians, cyclists or in vehicles on the road network from within approximately 200m of the site. Users² of surrounding local roads such as Fleet Street, McCauley Street, Rendall Place, Couldry Street and up to Newton Road; and
- Users of Basque Park Reserve.

Private:

- Residents to the immediate north, south, east and west of the site;
- Residents within apartment buildings and townhouses on Macaulay Street, the upper section of Fleet Street and Newton Road; and
- Residents at 650m to the west of the site around Partridge Street, Potatau Street, Dean Street and Brisbane Street. Though these are largely single to two storey dwellings set amongst establish vegetation / amenity gardens.

7.0 Landscape and Visual Effects Assessment

Landscape, and consequent visual, impacts result from natural or induced change in the components, character or quality of the landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities into the landscape. Landscape effects arise when such change affects the values of that landscape either in beneficial or adverse ways.

The landscape effects generated by any particular proposal can, therefore, be perceived as:

² Including people walking, cycling and traveling in vehicles

- positive (beneficial), contributing to the visual character and quality of the environment.
- negative (adverse), detracting from existing character and quality of environment; or
- neutral (benign), with essentially no effect on existing character or quality of environment.

The degree to which landscape effects are generated by a development depends on a number of factors, these include:

- The degree to which the proposal contrasts, or is consistent, with the qualities of the surrounding landscape.
- The proportion of the proposal that is visible, determined by the observer's position relative to the objects viewed.
- The distance and foreground context within which the proposal is viewed.
- The area or extent of visual catchment from which the proposal is visible.
- The number of viewers, their location and situation (static, or moving) in relation to the view.
- The backdrop and context within which the proposal is viewed.
- The predictable and likely known future character of the locality.
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

Change in a landscape and 'visibility' of a proposal does not of itself, constitute an adverse landscape or visual effect.

7.1 Landscape Effects

The Proposal is sited on Fleet Street within the inner suburb of Eden Terrace. The site is within an area zoned for Auckland's most intensive mixed land use, Business Mixed Use (B-MU). This area has already begun to and can be expected to continue to transition over time to a more intensive, urban and mixed-use character and amenity. The conversion of what is a now an underutilised empty site to one that is occupied by an apartment building will result in a change to the urban landscape. Such change and urban residential intensification within inner city suburbs such as Eden Terrace are not, however unexpected.

Similar scaled apartment development already exists in the locality including in respect to the five-storey mixed use 'Orange' development on Newton Road, the seven storey 'Citizen East' and 'Citizen West' Apartments on Exmouth Street, the seven-storey apartment building 'Basque Central' also on Exmouth Street as well as a number of other 5- 6 storey apartment buildings on Rendall Place and Fleet Street to the south of the Site. The nature of the proposed development is not therefore unexpected in this part of Eden Terrace and inner city Auckland. The proposal will respond to the Auckland housing demand by utilising a large site which has been highly modified and is able to accommodate high-quality housing at a greater level of urban intensity in support of the walkable catchment of Mt Eden Station and other forms of public transport.

The building has a strong architectural aesthetic with good articulation to Fleet Street. The architecture has a distinctive and quality statement designed to capture and respond to the urban context of the site and its relative adjacent amenity. The building has a more articulated eastern façade to the pedestrian edge of Fleet Street.

The bulk of the building in its east / west dimension, as viewed from the street and adjoining sites has been broken into two distinctive building elements with a substantial separation between the two forms. The separation will allow sunlight and daylight to the internal, east facing apartments and visually break up the potential bulk of the building relative to the depth of the site. Further treatment to these recesses is achieved through the use of green screens that will support climbing plants to visually reinforce the separation between the two building components, providing a strong vertical element that will rise from ground to the uppermost floor.

The height of the proposal exceeds the 16m and 18m (16m+2m) height control but in a way that seeks to reduce the potential impact or dominance of the additional storeys. The additional height is located primarily to the south of the Site at the lowest point of Fleet Street. There are limited sensitive residential neighbours in this part of the site with the cul-de-sac head of lower Fleet Street and Basque Park adjacent. The proposed building has a character and scale that, whilst taller, is not out of context with the already established range of neighbouring apartment buildings on Fleet and Piwakawaka Streets. The scale of the building to Fleet Street is less apparent due to the presence of the mature Pin Oak within the road reserve and it sits well in respect of the adjacent open space of Basque Park which will provide an immediate amenity for residents.

The site occupied by the Proposal is located at a low point in the Fleet Street gully. It will form part of the urban environment but not in a way that is overly prominent. An additional larger building will occupy the currently underutilised Site, but this will be consistent with the emerging and established urban landscape surrounding the Site.

The physical effects to the landscape would principally be due to bulk earthworks. There is no existing vegetation on Site that is proposed to be removed. The proposal will work with the topographical characteristics of the sloping site. Earthworks will be required to provide for a suitable ground plane, and ensure the basement, which is essentially located at ground, is excavated to a suitable grade. It is entirely plausible that earthworks to a comparable volume would be required and allowed for under a compliant development scenario derived from the AUP. Moreover, over time, the site has been modified through prior development.

There is no identified significant or scheduled vegetation on the Site. The established Pin Oak tree within the Fleet Street road reserve to the immediate east of the Site will be retained and protected throughout the development. The proposed planting and enhancement of this area will complement and improve the amenity of the streetscape and the quality of the public realm.

The Site is subject to a regionally significant Volcanic viewshaft (E20). The proposed height of the development is well below the floor height of the viewshaft, and the development will not obscure any protected, significant or memorable views of the maunga. The building will sit within an existing cluster of taller apartment buildings seen in this view at the foot of the maunga.

In summary therefore the Proposal will signal the progressive urban residential intensification of this part of Eden Terrace as anticipated by the area's intensive B-MU zone. The high-quality, distinctive and architecturally designed development will complement the character of the locality and positively address the site's street frontage. The scale of the development is not such that it will not particularly stand out or be incongruous within the existing or future

anticipated built form, character and amenity of the locality. The proposal has been positioned within its site relative to neighbours to avoid an overbearing scale or form.

The proposal, whilst introducing a substantial change, will, given its strong, quality architecture provide an overall positive contribution to the evolving urban landscape of this inner-city part of Auckland.

7.2 Visual Effects

In order to assist in understanding the extent to which the development will be seen and the nature and scale of its appearance in the urban landscape two visual simulations have been prepared, in addition to the architectural renders by PBA.

The visual simulations, prepared by Boffa Miskell, are attached, refer **Graphic Supplement: Visual Simulations**. The viewpoints for the visual simulations have been selected to demonstrate a representative range of more proximate public views.

Viewpoint 1 is located on the edge of Fleet Street looking northwest towards the Site. The Site is within the centre of the view, with the neighbouring five storey apartment building at 15 Fleet Street to the left of the view. The two-storey house currently located on the Site is to the right of the view. This will be removed as part of the works. The large Pin Oak located to the right of the view is the Pin Oak within the road reserve that is to be retained and protected as part of the enhancement works. To the very far right of the view is the existing two storey residential property at 14 Fleet Street.

In the 'proposed view' the building is clearly seen fronting Fleet Street. When seen, the development buildings will be of a height and scale that is clearly taller than the surrounding apartment buildings in the established residential environment. However, the development will be seen in the context of the developing urban nature of Auckland and other newer more intensive urban re-development within the Eden Terrace area. In the context of this emerging urban landscape the proposal will sit more comfortably and relate strongly in terms of height and scale. The building will work with the existing topography of the Site and is well grounded into the rise of the Fleet Street steps. The associated legible height of the proposed development will relate to the more intensive B-MU zoning of the site and wider locality. The clear breaking up of the building through the central core and light well allows the building to read and two distinct build forms. With the varied façade treatment providing visual interest and a high level of amenity to the Fleet Street interface.

Viewpoint 2 is located from the north of the Site on Fleet Street looking south towards the Site. The simulation is taken from an elevated position. The three-storey town house development on the corner of 10 Fleet Street and Macaulay Street is visible to the left of the view. The smaller villa type apartments at 7 and 9 Fleet Street are visible to the right of the view. With the 'Devon Complex' apartment buildings at 6-9 Piwakawaka Street partially visible to the right of the view. The existing Pin Oak tree within the Fleet Street Road Reserve / steps is located to the centre of the view with the taller apartments at 19-35 Fleet Street and 40 Fleet Street visible behind and to the right of the tree.

In the proposed view the upper five storeys of the development can be seen. Given the steep change in topography through this location the building is located within the bottom of the gully and the height is therefore not dominant or overly prominent feature, lower stories of the building are screened from this view.

Buildings of a similar nature and scale are emerging in the inner suburbs of Auckland, particularly on the fringe of local centres on major transport routes and in proximity to transport

centres / rail stations in line with the city's aspiration for urban intensification and the NPS-UD, in line with the national direction in respect of urban intensification. Examples of these forms of more intensive and apartment style development are noticeable already on Newton Road, Exmouth Street and Macaulay Street in the Eden Terrace context.

The majority of people within the residential catchment to the north, west and south are located within existing multi storey apartment buildings. Their orientation of view differs with some experiencing views out over Basque Park and the proposed development Site. When the building is seen it will sit slightly above the height of the existing neighbouring apartment, the low-lying elevation of the site reduces the building's prominence in the surrounding area. Whilst prominent in some views the proposed development will not be overly dominant in the landscape.

Some more proximate properties including those directly adjacent to the development to the east of Fleet Street will have clearer views of the proposed development. However, taller scale mixed use development can be expected on this Site and the form of the development on this large site has been carefully considered to avoid an overbearing appearance or effects on privacy / residential amenity. These more proximate viewers will experience a new medium density residential development which is residential in its character and amenity and of a strong architectural aesthetic. The proposed architecture and façade materiality will assist in reducing perceived bulk and dominance of the development. The apartments located to the north of the Site on Piwakawaka Street are orientated to the north, away from the site with views north to the city. The breezeway and access to these apartments is located to the south facing the proposed development. Overall, it is not considered that the proposed development will have significant effects on this viewing audience.

Any views from further afield e.g., Suffolk and Evelyn Street to the west of Ian McKinnon Drive will be at a distance and include the wider Eden Terrace context as well as intervening infrastructure such as Ian McKinnon Drive. Views are also largely screened from this location due to intervening built form and vegetation. When seen the proposed development will just appear as further built form it is considered that the increased height would not be particularly discernible for this viewing audience.

8.0 Urban Amenity Evaluation

Best practice urban design outcomes are achieved from a comprehensive and responsive design approach to the existing and anticipated context of the site, surrounding and proposed activities. For the purposes of this assessment, given the proposal is a restricted discretionary activity, is to focus on the urban amenity outcomes framed by the relevant matters of discretion that relate to the establishment of a new building and the infringement of the height control.

8.1 New Buildings

The relevant matters of discretion for new buildings are set out at H13.8.1(3) and are listed as follows with an assessment where relevant.

H13.8.1(3)(a) the design and appearance of buildings in so far as it affects the existing and future amenity values of public streets and spaces used by significant numbers of people. This includes:

- (i) the contribution that such buildings make to the attractiveness pleasantness and enclosure of the public space;*
- (ii) the maintenance or enhancement of amenity for pedestrians using the public space or street;*
- (iii) the provision of convenient and direct access between the street and building for people of all ages and abilities;*
- (iv) measures adopted for limiting the adverse visual effects of any blank walls along the frontage of the public space; and*
- (v) the effectiveness of screening of car parking and service areas from the view of people using the public space;*

Comment: The proposed building generally complies with the relevant development standards applicable to development in this zone and whilst being a change from the existing development on the subject site it is aligned with the surrounding character and built form of the wider Eden Terrace area and it is generally consistent with the form of development envisaged under AUP in this area.

The development will make use of the valuable land resource in terms of the Business – Mixed Use zone area. This area is well served by the public transport – being within the walkable catchment of Mt Eden Station and the future CRL, the area also includes a broad range of services and facilities.

The main public frontage of the building, which is frequented by pedestrians on Fleet Street, comprises an attractive elevation consistent with the urbanising character of the area. Establishing the office tenancy on this frontage will generate an appropriate level of activation. Apartments are located on this frontage to provide for further surveillance and outlook to the street, with a good balance of privacy achieved through screens and a slight height separation from the street.

Vehicle access has been designed to balance pedestrian movements along the street front and vehicle entry and egress to and from the site. The provision of parking is at a low level with only 11 car parks alongside provision of 87 bike parks (rather than the 57 required under the AUP).

The upgrade of the pedestrian walkway / steps & public realm on Fleet Street will provide an enhanced amenity for users and local residents / workers. This will have attractive detailing and finishing and will positively contribute to the evolving form of Fleet Street and wider Eden Terrace area.

The single main pedestrian lobby entry to the building will be emphasised and built into the upgrade of the Fleet Street pedestrian link. This will promote a sense of address and engagement with the street.

Along the Fleet Street elevation, the building will occupy and define the street edge with balconies provided at street level and upper stories will provide opportunities for passive surveillance.

The proposal accords with the requirements of the AUP locating the development on the street front and is consistent with the other development within the Fleet Street and the wider Eden Terrace area.

The proposed building elevations demonstrate that there will be a suitable length of frontage at street level that will support pedestrian activity, achieve activation and movement. The frontage does not include any significant length of blank frontage to the street.

H13.8.1(3)(b) the provision of floor to floor heights that will provide the flexibility of the space to be adaptable to a wide variety of use over time.

Comment: The proposal seeks to use the ground floor (L-02) for a combination of apartment and office spaces and will provide an appropriate floor to floor to level to facilitate this use. This office space could be used for a range of permitted uses provided for within the zone and provide suitable flexibility for adaption and change. Floor to floor height is 3.15m. The development is proposed to have no interior ceilings to living and bedrooms (with exposed sprinklers etc). This allows for a generous interior ceiling height of 2.95m.

H13.8.1(3)(c) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of:

- (i) the attractiveness and pleasantness of the public space and the amenity for people using or passing through that space;*
- (ii) the degree of visibility that it provides between the public space and the building interior; and*
- (iii) the opportunities for passive surveillance of the street from the ground floor of buildings;*

Comment: As outlined above both the office tenancy and the entry lobby is fully glazed and will positively contribute to the attractiveness and pleasantness of the pedestrian street environment adjoining the building.

H13.8.1(3)(e) the application of Crime Prevention through Environmental Design [CPTED] principles to the design and layout of buildings adjoining public spaces;

Comment: There are a number of aspects that respond to CPTED matters and include: the active uses at ground floor which effectively manage the vehicle entry/ egress area and provide eyes on the street. By placing these uses at ground floor there will be a high level of surveillance or at least the potential for it can be achieved. The upper floors and their balconies will also overlook Fleet Street and Basque Park to provide the potential for passive surveillance over the public realm area related to this development. Demarcating the back-of-house storage, rubbish store and parking will create a more defensible space and provide territorial reinforcement of this area, clearly signalling that it is for the use of residents and tenants only.

H13.8.1(3)(g) the positive effects that landscaping, including required landscaping, on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space;

Comment: The site does not adjoin any public open space; it does however adjoin the road reserve and pedestrian only access steps connecting the lower part of Fleet Street with the upper portion of the street. Landscape treatment has therefore been proposed for this part of the road reserve (refer Boffa Miskell Landscape Design package). This sees the upgrade and enhancement of the pedestrian access steps, with landscape treatment to the bank beneath the Pin Oak. The Pin Oak tree will be retained and maintained as part of the works.

Landscape planters and climbing plants are included on the screens and balconies of the proposed building. This will help to soften the building and enhance the inter-tenant provide privacy of the apartments. Together these landscape treatments will provide a high amenity at street level and within the development.

H13.8.1(3)(h) taking an integrated stormwater management approach; and

Comment: This standard is not relevant to this urban design assessment and is addressed in the AEE.

8.1.1 Building Height

Clause H13.8.1(7) lists the matters of discretion that are applicable to buildings that do not comply with the standards. The proposed development will exceed the maximum height standard of 18m (which includes the 2m allowance for roof form) by a maximum of 11.033m at the southern extent.

H13.8.1(7)(a) any policy which is relevant to the standard;

Comment: Referring to section 4.4.1 where the relevant objectives and policies are listed, the development is consistent with and achieves the outcomes anticipated for the Business – Mixed Use zone. Notably H13.3(2) recognises that there is to be an increase in density, diversity and quality of housing that is achieved with this proposal with its mix of 1- and 2-bedroom apartments, both for sale on market and long term build to rent. This proposal will positively contribute to housing choice in the area. Policy H13.3(13) recognises the merit of enabling greater building height where a number of matters are achieved, as follows:

(a) is an efficient use of land – the proposal will provide a much better use of land increasing the residential capacity from 1 (un-occupied) dwelling / a vacant site to 57 apartments. The development will result in additional intensity of use, with the height infringement providing for an additional 18 apartments that will not detract from the qualities of the area as viewed from the street and nearby public places. The development will establish a building of comparable scale to many of the established apartments within the Fleet Street and wider Eden Terrace area.

b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy; the increase in residential density will provide an increase in resident population which will enhance the efficient use of land and support ongoing investment in the public transport system, existing public amenities and infrastructure. The built form and performance of the development i.e. active frontage and upgrade to the public streetscape, is such that it could not be considered to detract from the amenity of Eden Terrace. The site is within the 10-minute walkable catchment of Mt Eden Station part of the CRL, it is well located for development of a slightly greater intensity of use and building height than that enabled by the AUP. The proposal provides for a six storey building at the high point of the site with increased number of floors – up to a maximum of 9 due to the existing variable topography of the site.

(c) considering the size and depth of the area, the proposal can be accommodated without significant adverse effects on adjacent residential zones; with the exception of the infringement of building height the development complies with the relevant bulk and location controls. Any potential shading effects are limited in their extent and similar to those generated by a compliant development.

H13.8.1(7)(d) the effects on the amenity of neighbouring sites;

Comment: Whilst the proposal is a change from the under-development site it is not inconsistent with the development anticipated within the zone. The exceedance of the building height control should be considered in the context of the likely anticipated nature of development on the site. The development has been designed in recognition of its greater scale and has incorporated a number of design features to reduce building bulk along its longer side boundaries. The development will not detract from the amenity enjoyed on these neighbouring sites recognising that these are also zoned Business – Mixed Use and are either already or can be developed at similar scale to that proposed.

H13.8.1(7)(e) the effects of any special or unusual characteristic of the site which is relevant to the standard; and (f) the characteristics of the development;

Comment: There are no special or unusual characteristics of the site noting that the development has been designed with particular attention to public interface of Fleet Street to the east.

H13.8.1(7)(g) any other matters specifically listed for the standard; and

H13.8.1(7)(h) where more than one standard will be infringed, the effects of all infringements

Comment: The proposal does not infringe any other relevant bulk and location standard.

8.1.2 Shading Effects

Refer PBA Shading Studies (938-RC450).

The over height areas of the proposal would result in slightly larger building shadows than a compliant 18m high proposal. Due to the orientation of the site, viewing audiences along Fleet Street or Basque Park would not be affected by any shading from the proposal.

During summer solstice (December) there would be an incremental increase in cast shadows from the proposed building when compared to a compliant building development. This shading is relatively contained occurring for a brief period in the morning to the west (in an area of vegetation) and in the afternoon to the eastern side of Fleet Street. The shading diagrams do also not include existing vegetation in the area including the large Pin Oak tree to the centre of Fleet Street that shades much of the surrounding context throughout the day.

During the winter solstice (June) an increase in shade during the morning will be brought upon the roofs of the properties to the south. This increase in shade is however relatively contained and limited to morning hours. Areas of shading to these properties to the south would be limited to isolated portions and are broadly anticipated under a compliant scheme.

Overall, a complying development built to 18m would cast shadows across residents within the immediate vicinity to the south, east and west. It is considered that the increase in shade, when compared to a complying development would be relatively limited. With the above in mind, it is determined that the adverse shading effects would be low when considering the shadows which could be cast under a complying development.

8.1.3 Outlook Spaces

All outlook spaces are fully compliance with outlook either within the site or over Fleet Street. The only outlook overlaps are within the same apartment (i.e., Bedroom laps over living outlook). Refer PBA Architecture Package RC455.

9.0 Conclusion

In conclusion the proposed development is considered to make a positive contribution to the character and amenity of this part of Eden Terrace and to contribute to the intensification within the walkable catchment of Mt Eden CRL Station. The building responds to the topography of the site with the taller nine storey component of the building located to the south at the lowest point of Fleet Street, the building is six storeys at the high point of the site facing Fleet Street. Whilst exceeding the 18m height control the development generally complies with the other

controls of the AUP(OP) and, relative to the anticipated scale of development, is not dominant or overbearing in respect of its neighbours.

The development will contribute anticipated intensification in a location with attributes that enable the greater height of the proposal to be easily accommodated. The high-quality development will complement the character of the area and positively address the Fleet Street frontage and Basque Park. The building will have a presence in the landscape and be seen both as part of the adjoining streetscape and in wider views however the scale is not such that it will particularly stand out or be incongruous within the existing or future anticipated built form, character and amenity of the locality.

The architectural design and layout of the development reduces its visual bulk in the surrounding environment and will create desirable residential amenity for future residents. The proposed façade strategy with the different materiality and well-articulated Fleet Street elevation seeks to break up the mass of the building whilst achieving an overall sense of quality and a good fit with the Eden Terrace environment. The majority of the additional height is located to the south of the site and is considered to be in the context and appropriate to the scale and character of Fleet Street and wider Eden Terrace area.

The development overall is of a high quality of amenity. Limited car parking will be provided via a share car system for residents supporting the use of public transport and cycle facilities in the locality. The carpark uses the existing site topography to accommodate cars within a single small basement. The basement will also accommodate bike storage and rubbish storage / removal.

The proposal is considered to be well aligned with the outcomes sought by the B-MU zone, the Regional Policy Statement and the NPS_UD. Care has been taken in the overall design to provide on-site amenity for residents in the form of a rooftop terrace and individual balconies to the apartments. Shared laundry facilities are also provided.

The development proposes an upgrade of the Fleet Street public realm and pedestrian access, which will enhance the amenity of the surrounding streetscape for residents as well as for users of the local area, supporting a walkable local neighbourhood in a way that is desirable to the intensified urban nature of the locality.

The height of the proposal is set well under the E20 regional volcanic viewshaft height plane and the proposal will not compromise the character or amenity of the wider landscape or protected views to Maungawhau / Mt Eden.

It is noted above that while development brings change to a landscape, this is not necessarily negative or adverse. Overall, it is considered that the design of the development will have beneficial effects alongside very-low adverse (negligible) visual effects such that overall adverse effects will be very low. The proposed development is the type of quality, higher intensity residential development anticipated by the Auckland Plan, Unitary Plan, RPS and NPS-UD. It demonstrates a level of quality residential amenity sought for higher density living in an inner-city suburb of Auckland in a location that is well provided in respect of transport options and access to local amenities.

About Boffa Miskell

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

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