

538 Karangahape Road. James Kirkpatrick Group Ltd. Landscape Assessment.

November 2023

Isthmus.



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CONTENTS

INTRODUCTION	4
Background	4
METHODOLOGY	5
THE PROPOSAL	5
PLANNING CONTEXT	10
EXISTING ENVIRONMENT	16
Wider Context	16
The subject site and localised context	17
ASSESSMENT OF EFFECTS	20
The appropriateness of the site for this building	21
Potential effects on the Karangahape Road streetscape (street interface, scale and activities)	22
Potential effects on the broader cityscape	30
CONCLUSION	36
Appendix A – Methodology	
Appendix B – Graphic Attachments <i>(refer separate document)</i>	
Appendix C – Relevant Statutory Provisions and Other Matters	

INTRODUCTION

Background

- 1 This application is for a proposed commercial building development by James Kirkpatrick Group Ltd ('JKGL') at 538 Karangahape Road, Auckland Central ('the site').
- 2 Isthmus Group Ltd ('IGL') has been engaged by JKGL (via the project planning team at Mt Hobson Group Ltd) to undertake a landscape assessment of the proposal. The purpose of the report is to support a resource consent application to Auckland Council.
- 3 The key matters discussed within this report relate to the quality and amenity values of the proposal's built form and character in this urban landscape, and potential visual amenity effects of the proposal in relation to the localised streetscape and wider environment, including positive effects.
- 4 The building has been designed by Fearon Hay Ltd. As part of the analysis required for this assessment, input into the design was provided by Isthmus in relation to its height, form and façade treatment and the building's urban amenity in relation to the streetscape and public realm.
- 5 This report is supported by a graphic attachments document which includes a series of visual simulations and panoramic photographs which provide site context (refer **Appendix B**). The 538 Karangahape Road – Resource Consent (Rev A) *drawing set*¹ and the *design statement*² documents prepared by Fearon Hay (dated November 2023) provide the relevant design drawings and rationale for the proposal and they are referred to as necessary throughout this report. These documents are included as part of this resource consent application.
- 6 Also included as part of this resource consent application is a separate **Urban Design Statement** which has been prepared by Mr Ian Munro, and a **Heritage Impact Assessment** prepared by Mr Adam Wild of Archifact³. Those assessments and this landscape assessment report are complementary in assessing the proposal.
- 7 The proposal has been reviewed by the Auckland Urban Design Panel (**AUDP**) on three separate occasions, working through the refinement of the design

¹ Dated 01 November 2023 and referred to as the '*architectural drawing set*' within the balance of this report.

² *538 Karangahape Road - Design Statement, Rev B* prepared by Fearon Hay (dated November 2023) included as part of the application.

³ Archifact – Architecture and Conservation Ltd.

and providing general support, overall⁴. These sessions were held on 26 June 2023, 24 August 2023 and 5 October 2023. The minutes of each meeting are appended to the Assessment of Environmental Effects (AEE) prepared by Mt Hobson Group Ltd.

METHODOLOGY

- 8 A methodology statement is attached as **Appendix A**. The methodology is consistent with *‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’*⁵. The assessment also meets the Auckland Council *‘Information Requirements for the Assessment of Landscape and Visual Effects’*.
- 9 In summary, the method entails
- (a) An outline and description of aspects of the **proposal**,
 - (b) Review of the relevant⁶ **planning context** (including objectives and policies) to help frame the assessment,
 - (c) Description of relevant attributes of the **existing environment**,
 - (d) Identification of **key matters** with regard to the proposal, provisions, and context, and
 - (e) Assessment of **effects** with respect to the key matters identified, including **visual amenity**.
- 10 The method for preparing the visual simulations and the panoramic context photos are included within the A3 graphic attachments document (**Appendix B**). That method is consistent with the *NZILA Best Practice Guide 10.2, Visual Simulations*.

THE PROPOSAL

- 11 The proposal is described within the project description section of the AEE prepared by Mt Hobson Group Ltd and depicted in the *architectural drawing set* and *design statement*. The following aspects are relevant to landscape assessment matters:

⁴ Within the AUDP #3 Panel note (dated 5 October 2023), the Panel stated that it considers “...the project would make a successful contribution to its significant urban location.”

⁵ As per *‘Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines’*, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

⁶ Related to landscape assessment matters.

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- (a) The site is 1597m² and is located at 538 Karangahape Road, with three frontages respectively to Karangahape Road (north), Gundry Street (east) and Abbey Street (south);
 - (b) The site is within the Auckland *City Centre* zone of the Auckland Unitary Plan Operative in Part (**AUP:OP**);
 - (c) The building is proposed to be 46m high from ground level at Karangahape Road, and 50m high to the south where the site slopes to Abbey Street. This is set across ten – eleven building levels which offer extensive views in all directions;
 - (d) There are two levels of basement parking accessed from Gundry Street. This includes:
 - 15 car parking spaces (including accessible and EV spaces) and 76 bike parking spaces on level 1; and
 - 34 car parking spaces on Level 2.
 - (e) The design includes retail tenancy spaces on the ground floor, one of which provides a street frontage and access to Karangahape Road;
 - (f) The main pedestrian access to the building is provided from Gundry Street into an entrance foyer / lobby / café space. This also provides access to the central lift / stairway core and retail tenancies. The entrance is emphasised by a ‘double height’ aperture on this façade;
 - (g) Retail / café tenancies are also provided on the ground level fronting Abbey Street and for a small part of Gundry Street. Some of these tenancies to the street corner are open as double height spaces and this is reflected in the Gundry Street façade;
 - (h) Levels 1 – 9 above provide additional commercial office tenancy spaces;
 - (i) Services are provided on the basement Level 1 (to the western rear of the car parking level) which includes a transformer room, fibre and switchboard rooms, and a rubbish room; and
 - (j) Upon the roof level is a mechanical plant platform and provision for solar panels on the sawtooth form.
- 12 The site has an irregular shape with the aforementioned three street frontages. The proposed building form reflects this irregularity and presents a design which addresses all street frontages at street level, and steps back to articulate the upper levels. The form and arrangement of the design on the site can be summarised as including:
- (a) The first three (above ground) levels are set to the respective site boundaries on all sides providing a building podium;

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- (b) At Level 3, the building steps back from Abbey Street to provide a differentiation in height and set back from the street. A terrace is proposed at this level fronting Abbey Street;
 - (c) At Level 4 the main building form steps back also from Gundry Street and the corner with Karangahape Road. A *loggia* / roof terrace is included along this Gundry Street edge. Also at this level the *wintergarden* feature is introduced along the Karangahape Road frontage, which extends up from Level 4 to (and includes) Level 6;
 - (d) At Level 6 the building steps back from Karangahape Road and includes a roof terrace upon the *wintergarden*; and
 - (e) The central building form then extends up from Levels 7 – 9 to the roof (which includes a sawtooth form).
- 13 The *wintergarden*, which fronts Karangahape Road at the 4th, 5th and 6th levels, presents a varied glazed form which differentiates the lower 'podium' from the upper floors. It provides an approximately 500mm recess in the building form, stepping the glazing forward toward the street to create the differentiation between the lower and upper parts of the building. This change in form and materiality occurs proximate to the 14m height datum, responding to the *Karangahape Road Precinct* frontage height control of the AUP:OP (this is outlined further below). A render of the proposed design is provided as **Image A** below, with the *wintergarden* shown on the right, northern building façade.
- 14 At the Karangahape Road corner with Gundry Street the form and façades of the building rise up to the top of the 4th level. This form has the fritted glass and emphasises the corner, differentiating it from the *wintergarden* / *loggia* elements along Karangahape Road and Gundry Street.



Image A: Render of the proposal from a location to the northeast of the site proximate to the corner of Karangahape Road and Hereford Street (source: Fearon Hay Ltd).

- 15 The main structural mass element of the design of the building is proposed to be timber. The exterior of the building is proposed to be a mix of veiled glass which will allow the timber structure to be visible from the outside and concrete panelling. This is outlined further below.



EXTERIOR - LANGUAGE & ARTICULATION

FACADE TYPOLOGIES

- FACADE TYPE 01 - BODY / VEILED MASS
- FACADE TYPE 02 - APERTURES
- FACADE TYPE 03 - LOGGIA / WINTERGARDEN
- FACADE TYPE 04 - WESTERN CONCRETE PANELS

Image B: Render of building illustrating the exterior façade treatment to the north and east (source: Fearon Hay Ltd).

- 16 The materiality, language and articulation of the exterior of the building includes four façade typologies⁷, refer **Images B** (above) and **C** (below). These are:

Façade Typology 01 – Body / Veiled Mass

- This materiality and surface treatment is the most common across the façades of the building,
- The surface treatment will promote a massed and veiled building form,
- This is achieved through a surface frit treatment to ensure a visual connection between the exterior and interior is maintained and to respond to environmental performance requirements, and
- Each module will be a tall and narrow panel.

Façade Typology 02 – Apertures

- The overall building massing is broken down through apertures which provide depth to the façades,
- Visibility will be provided into the building through these elements, and
- These features also have tall and narrow panel modules (for design consistency) with clear, low reflectance glazing.

Façade Typology 03 – Loggia / Wintergarden

- These glazed façade elements are proposed to ‘float’ off the building. They provide a differentiated glazing and façade treatment to the balance of the building, emphasising their form,
- The glazing on these elements have a horizontal frit detail, compared to the vertical across the balance of the fritted glazed elements proposed, and
- The façade treatment will ensure a visual connection between the exterior and interior is maintained, and will provide a response to environmental performance requirements.

Façade Typology 04 – Western Concrete Panels

- The western façade of the building (at the ‘zero lot line’ with the adjacent sites) is proposed to be a mix of precast concrete panels with vertical impressions. This provides articulation, interest and depth to the façades through the varied proportions, and
- The western façade also includes glazed elements within the vertical apertures and on the upper levels. This will assist with helping the design to achieve a ‘lantern’ like feature.

⁷ These are outlined and described further on pages 47 – 56 within the Fearon Hay *architectural design statement* document.

- 17 The design on this site presents the unique opportunity to create a quality commercial building development on the western fringe of the Auckland city centre, along the Karangahape Road ridgeline, and at the junction of Ponsonby Road and Karangahape Road.

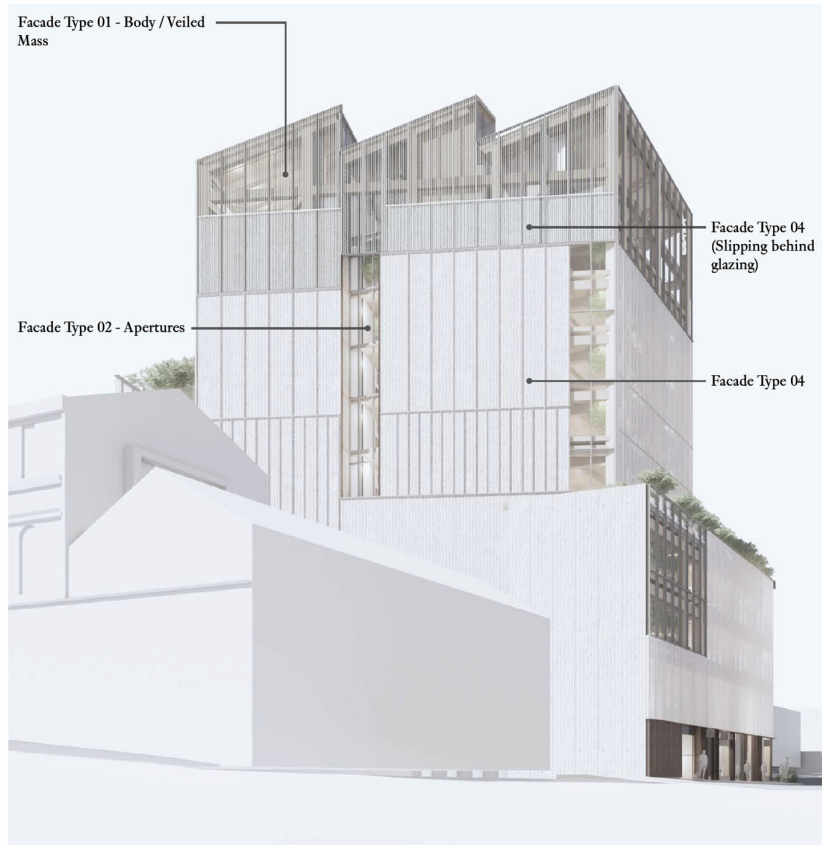


Image C: Render of building illustrating the exterior façade treatment to the west and south (source: Fearon Hay Ltd).

PLANNING CONTEXT

- 18 A detailed description of the application’s planning context (including the relevant statutory and non-statutory provisions) that provides the framework for assessing the proposal is provided in the AEE by Mt Hobson Group Ltd.
- 19 This section of the assessment summarises the key provisions most relevant to **landscape** matters that have informed this assessment. These are set out further in **Appendix C** of this report. The purpose of the review is to frame the landscape assessment, rather than to undertake a planning appraisal.
- 20 The site is zoned *Business – City Centre* and sits within the *Karangahape Road Precinct* under the AUP:OP (refer **Images D** and **E** below). The *City Centre* zone and the *Precinct* include a series of objectives, policies and assessment criteria which are relevant to the assessment of effects related to this proposal. The proposal is overall a *non-complying* activity due to its exceedance of the AUP’s

floor area ratio controls which limit the gross floor area to three times the site area (3:1 ratio).

- 21 A detailed assessment of the reasons for consent and the key matters for assessment of the proposal are set out in the AEE report, but in terms of design related consent reasons the key matters are:
- a) *Restricted Discretionary* activity consent pursuant to D17.4.3 Activity Table A34 – New buildings and structures within a Historic Heritage Area and A37 Signs not otherwise specified on a non-contributing site in a HHA.
 - b) *Restricted Discretionary* activity consent pursuant to H8.4.1 Activity Table A32 New Buildings in the *City Centre* zone.
 - c) *Restricted Discretionary* activity consent as the proposal involves development under rule (A32) that fails to meet the Building Height Standard in H8.6.2 and is therefore a restricted discretionary activity under rule C1.9(2).
 - d) *Restricted Discretionary* activity consent pursuant to I206.4.1 Activity Table A2 New Buildings in the *Karangahape Road Precinct*.

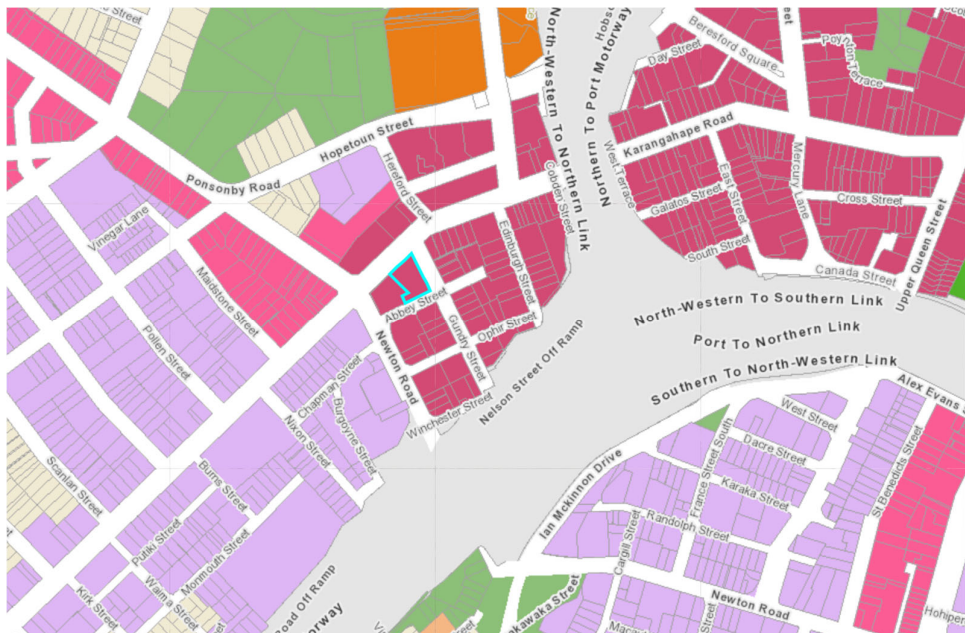


Image D: AUP:OP zoning with the subject site illustrated in blue (not to scale)⁸

⁸ Source: <https://unitaryplanmaps.aucklandcouncil.govt.nz/upviewer/>

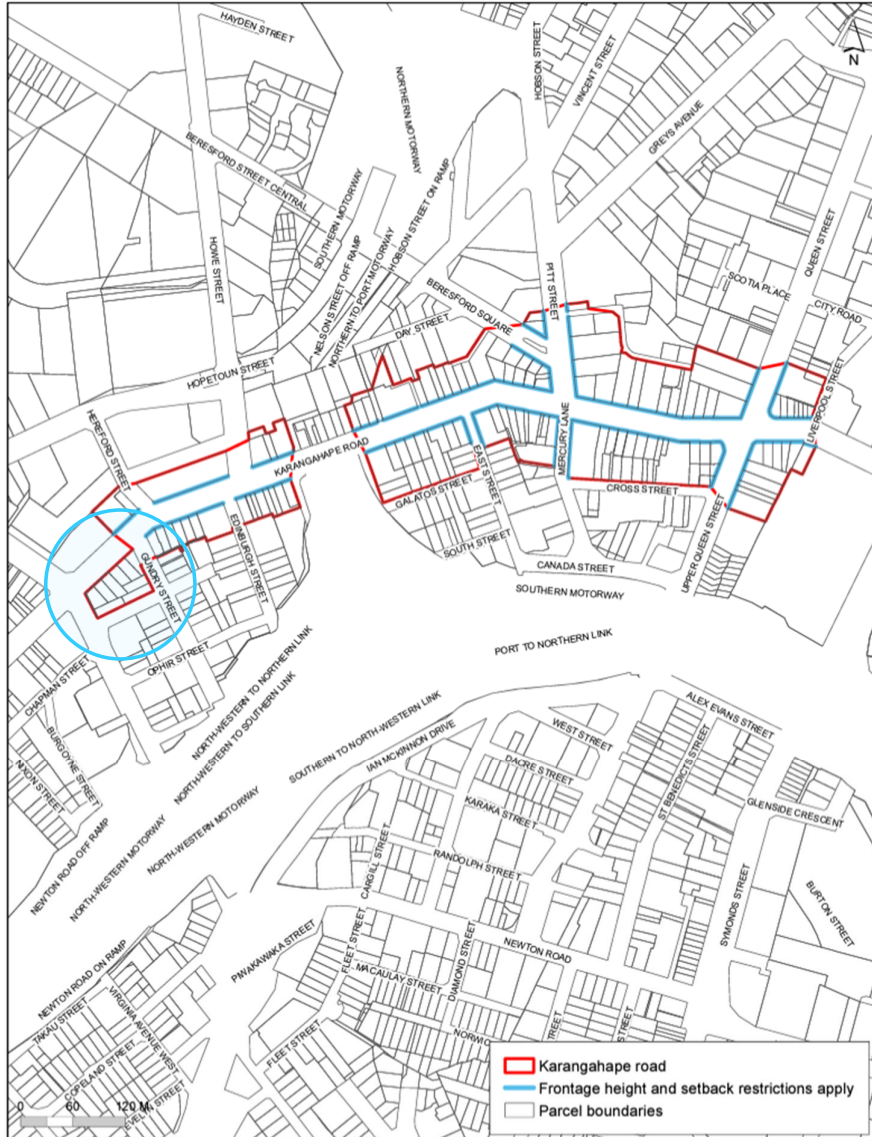


Image E: Auckland Council Karangahape Road: Precinct Plan 1 – Frontage Height and setback controls plan (Map I206.10.1 AUP:OP). Subject site illustrated in blue circle (not to scale)

- 22 The site is also subject to the *Historic Heritage and Special Character: Historic Heritage Overlay Extent of Place [rcp/dp] - 2739, Karangahape Road Historic Heritage Area*. It is identified as a ‘non-contributing site’, refer **Image F** below.



Image F: Auckland Council Historic Heritage Area: Karangahape Road (Map 14.2.12.1 AUP:OP)
Subject site illustrated in blue (not to scale)

- 23 The existing building height standard is 15m on this site within the AUP:OP City Centre zone. Map I206.10.1 Karangahape Road: Precinct Plan 1 – Frontage height and setback indicates that the majority of the street frontages are subject to a building frontage height standard of 14m, with a building setback for levels above this datum. Notably the frontage height standard does not apply to the subject site and stops on the opposite side of Gundry Street (west) and does not extend to the block containing the site (refer **Image E** above). However, Auckland Council specialists recommended the datum be a consideration in design and assessment of the proposal. This is outlined further within the *assessment of effects* section of this report.

- 24 The provisions proposed for the subject site under Plan Change 78 (**PC78**) to the AUP:OP include the removal of the 3:1 floor area ratio limitation as well as a revised height limit of 35m across the site. The maximum frontage heights to the respective streets are proposed to be based on a 1:1 ratio with the street width, so this generates a 27.5m height to Karangahape Road, 15m to Abbey Street and 20m to Gundry Street, above this a 6m horizontal setback is required. There is also a setback from the western boundary (with 582 Karangahape Road) of 6m horizontally above a height of 32.5m. The *Karangahape Road Precinct* provisions still apply to the site but the Precinct frontage setback control is not proposed to apply to this site / block.
- 25 Aside from the overall building height and the limited non-compliance with the street frontage height to Abbey Street, the balance of these proposed PC78 provisions are complied with. Matters related to PC78 are outlined further within the AEE report.
- 26 The **objective** of the *Karangahape Road Precinct*⁹ is (emphasis added):
- 1206.2(1) The distinctive **built form** and **streetscape character** of the Karangahape Road Precinct is **maintained** and **enhanced**.*
- The overlay, Auckland-wide and Business – City Centre Zone objectives apply in this precinct in addition to those specified above.*
- 27 The **policies** of the *Karangahape Road Precinct*¹⁰ are most relevant to this landscape assessment and are key to framing the focus areas of the report. These are outlined below (emphasis added):
- ...
- 1206.3(3) Require proposals for **new buildings** or additions to existing buildings adjoining or adjacent to scheduled historic heritage places or special character buildings to be **sympathetic** and **provide contemporary** and **high-quality design** which enhances the precinct's **built form and streetscape character**.*
- 1206.3(4) Require new buildings to be built to the street and manage **height and building setbacks above street frontages** in a manner that:*
- (a) respects the **general scale and form** of existing buildings and avoids adverse **dominance** effects;*
 - (b) enhances the **street environment** for pedestrians by reducing down-drafts and wind tunnel effects, and maintains sunlight and daylight access to the street; and*

⁹ Refer *1206 Karangahape Road Precinct* of the AUP.

¹⁰ Ibid.

(c) *contributes to the continuity of pedestrian interest and vitality.*

28 The relevant¹¹ **objectives** of the *City Centre* zone¹² are summarised as (emphasis added):

- Development is of a **form, scale** and **design quality** so that centres are focal points of the community,
- Positively contributing toward **planned future form** and **quality**, and creating a **sense of place**,
- Providing a significant **centre** for business, and
- Providing an attractive place to **live, learn, work** and **visit**.

29 The relevant **policies** are summarised as:

- Reinforce the **function** of the city centre,
- Require development to be of a **quality** and **design** that positively contributes to **visual quality** and **interest of streets**, and **pedestrian amenity**,
- Requirement for large scale development of a design **quality commensurate** with the **prominence** and **visual** effects,
- A range of activities that enhance the **vitality, vibrancy** and **amenity** of the city centre... including **commercial** activities,
- Enable tall buildings and the greatest **density** in the core central business district,
- Manage building **scale, height, form** and **design** to avoid adverse **dominance** and **visual amenity** effects, ,
- Require **highest quality** building and development in the city centre, and building frontages to streets, and
- Rooftops to be **uncluttered** when viewed from the street and **integrated** with the overall roof design,
- Design of buildings to respect the **form, scale** and **architecture** of **heritage historic places** and **special character** areas.

30 Relevant **assessment criteria**¹³ within the AUP relate to:

- Building **design** and **external appearance**,
- Contributing to a **sense of place**,

¹¹ In relation to landscape assessment.

¹² Refer *H8 Business – City Centre* zone of the Auckland Unitary Plan (AUP).

¹³ Refer *H8.8.2* of the AUP.

- Creating a **positive frontage**,
- Providing **variation** in building **form** / **visual interest**,
- Managing effects due to the infringement of building height in relation to **scale**, **dominance**, **visual amenity** and **character**, and
- Consistency with planned **future form** and **character**.

31 The site is also subject to proposed amendments to the AUP:OP related to intensification under Plan Change 78 (**PC78**), as outlined earlier. Of particular relevance to this application is the provision for additional height with a 35m revised building height standard being sought.

EXISTING ENVIRONMENT

Wider Context

32 The site is located upon the Karangahape Road ridgeline on the western fringe of the city centre. It is located near the key junction of Ponsonby Road, Newton Road, Great North Road and Karangahape Road. This presents the opportunity for providing a notable building at this threshold into the city.

33 Karangahape Road is an arterial road which spans east-west along the prominent ridgeline at the southern edge of the Auckland city centre, connecting Ponsonby and Newton to the west with the city centre and toward Grafton to the east. It provides multi modal transport options with the provision for vehicles, buses, pedestrians and active modes along its length.

34 It has a rich history as the ridgeline was central to early Māori settlement and movement, and was used as a key transport route through the area. It was also the central ridge where tramline routes converged between central Auckland and the surrounding suburbs. It was highly connected part of the tram network and so Karangahape Road became a principal shopping street.

35 However, this was blighted by the motorway clearances in the 1960's and a reconfiguration of circulation to vehicles in the central city. This saw a decline in retail occupation and residents in the area as many residents and retailers were forced to relocate. Therefore it has had less redevelopment and investment than some other parts of the city, but has retained more character buildings. There are however still gaps in the urban pattern, such as the vacant subject site.

36 The wider area includes the aforementioned land uses which include *city centre*, *town centre*, and *mixed use* zones. To the north of site beyond Karangahape Road and Hopetoun Street are areas of *residential* development, the Western Park public open space and Auckland Girls Grammar School. To

the south and east, down the slope is the State Highway motorway corridor, which forms part of the 'spaghetti junction' network. Beyond the motorway corridor, further to the south, is *residential* development at Eden Terrace, which is typically one-two storey buildings, and more *mixed use* development at Newton which extends along Newton Road and in the area around Upper Queen Street.

- 37 The area is now going through rejuvenation and revitalisation. The site is on the fringe of the city, between the central parts of Karangahape Road and Ponsonby Road and is well placed for investment giving new life to the street's heritage character.

The subject site and localised context¹⁴

- 38 The site is located at 538 Karangahape Road which is on the corner with Gundry Street in Newton. It has an irregular shape and has three street frontages – to Karangahape Road (north), Gundry Street (east) and Abbey Street (south). The wider development block (within which the site is located) is framed by Newton Road to the west, beyond the neighbouring properties. The site is currently vacant and unoccupied following the recent demolition of the previous commercial building.
- 39 The localised context of the site has a diverse mix of land uses and building forms. Immediately to the west of the site (fronting Karangahape Road) is a two storey commercial and retail building which extends to the intersection with Ponsonby Road, Newton Road and Great North Road. Fronting Newton Road within the same block is a three storey building, currently occupied by a gallery and a single level building (on the corner with Abbey Street) which was formerly the premise of the Dog's Bollix bar and venue.
- 40 To the south of the site, beyond Abbey Street, there is more of an industrial and commercial character related to the land use and occupants which includes a mix of commercial and automotive businesses. These buildings range from one to five storeys¹⁵. To the north, across Karangahape Road is a service station at the intersection of Newton Road, Ponsonby Road, Great North Road and Karangahape Road, and one-two storey heritage buildings¹⁶ commercial and retail buildings which front Ponsonby Road (extending to the north).

¹⁴ Refer to the **Subject Site in Context** plan (page 4), **Context Aerial Site Plan** (page 5), **Aerial Photo and Survey** (page 12) and the **Neighbourhood & Context** (page 16) of the *architectural design statement*, and the **Viewpoint Location Plan** within **Appendix B**.

¹⁵ A five storey commercial building is on the southern side of the intersection of Newton Road and Abbey Street.

¹⁶ Subject to the *Historic Heritage and Special Character: Special Character Areas* overlay within the AUP:OP.

- 41 To the west, across Newton Road is a predominance of land uses associated with the automotive industry such as car yards and service centres extending along both sides of Great North Road. These areas have expanses of cars to the street edge, with their respective buildings set back from the road which takes away from the urban qualities and character of the area. To the east of the site, across Gundry Street (520 – 536 Karangahape Road), is a vacant lot which is currently used as a ‘Wilson’ car parking space. To this end, and as outlined earlier, the area has suffered blight and the site is on the fringe of the character core where, arguably, this blight is greatest.
- 42 Beyond the site across Gundry Street to the east, on the southern side of Karangahape Road there is a run of Edwardian / Victorian two storey buildings which span along to Edinburgh Street occupied by retail and commercial businesses. This is reflected in the buildings which span along the northern side of Karangahape Road too.
- 43 As illustrated on **Image F** above, the site and wider Karangahape Road area is subject to an *Historic Heritage Area* overlay under the AUP:OP. This is due to the character and heritage status of the buildings located within this area. This is comprehensively outlined within the *heritage impact assessment* report included with this application, but is briefly discussed below.
- 44 The character of the area is summarised to include a mix of older low rise buildings, C20th mid-rise buildings, and more recently a series of towers, set to the north off the ridgeline. The area was in a deteriorated state, but is going through rejuvenation through the construction of new buildings, redevelopment and repurposing of old buildings¹⁷, and new streetscape upgrade works.
- 45 Currently, the built form along the Karangahape Road streetscape is varied, with a predominance of Victorian and Edwardian buildings along its length (which were established as part of the retail and commercial precinct) and more contemporary development more recently, such as the Ironbank building. The area features a number of larger scaled buildings across the skyline along the ridge and a number of tall residential tower blocks visible behind the lower level of built form on the Karangahape Rd ridgeline, to the north. There are a number of larger heritage buildings clustered toward the centre of Karangahape Rd¹⁸. There are also taller buildings on Karangahape Road at 295 Karangahape Rd, Samoa House, and the City Sales building (445 Karangahape Road)¹⁹.

¹⁷ Base information sourced from the *heritage impact assessment* report (prepared by Archifact – Architecture and Conservation Ltd). Within that report, the history of the area and the evolution of the architectural form along Karangahape Road is outlined.

¹⁸ Such as the Rendells, George Courts’, Melvern, and Family & Naval buildings.

¹⁹ Base information sourced from the *heritage impact assessment* report.

46 Proximate to the subject site are a number of notable, contemporary buildings. These include:

North of the site, setback from the Karangahape Road frontage:

- The 9 storey 'Western Park' residential apartment building, at 9 Hopetoun Street;
- The 14 storey 'Hopetoun Residence' residential apartment building, at 9 Hopetoun Street;
- The 15 storey 'Hereford Residences' residential apartment building, at 8 Hereford Street;
- The 12+ storey 'Highgate Towers' apartment building at 8 Howe Street;
- The 9+ storey 'Urba Residences' apartment building at 5 Howe Street; and
- The 10 storey 'Meridian' apartment building at 11 Howe Street.

Fronting Karangahape Road:

- The 5 storey 'City Sales' commercial building; and
- The 7 storey 'Lighthouse Apartments' residential apartment building on Cobden Street (which includes a 5 storey component to the Karangahape Road street frontage),
- The 5 storey commercial building at 295 Karangahape Road, and
- The 7 storey 'Ironbank' building at 150-154 Karangahape Road (which includes a 3 storey component to the Karangahape Road street frontage).

47 These buildings are located within the *mixed use* and *city centre* zones of the AUP:OP and form part of the existing development pattern and urban form of the area. They also form part of the wider visual context within which this proposal is located and will be viewed. This is discussed further within the *assessment of effects* section below.

48 The site has a unique location on the western fringe of the city centre and includes activities such as business, retail, entertainment, education and open spaces. These include:

(a) Within a 2-5 minute walk:

- The Karangahape Road and Ponsonby Road retail, business and entertainment areas,
- The Karangahape Road cycle network and streetscape enhancement,
- Auckland Girls Grammar School;
- Numerous galleries, and

- The Western Park public open space;
- (b) Within a 10-20 minute walk:
- A large portion of the balance of the Karangahape Road and Ponsonby Road retail, business and entertainment areas,
 - Public open spaces such as Basque Park, Myers Park and the northern part of Western Park,
 - Eventually, the Karangahape CRL underground rail station, and
 - Residences and commercial development along and accessed off Great North Road.
- 49 The universities, Auckland Hospital, Town Hall, Art Gallery, Aotea Centre and Aotea Square are just outside this 20 minute walking distance.
- 50 The aforementioned streetscape upgrades along Karangahape Road in recent years have improved the streetscape experience and enhanced the amenity of the area. These upgrades included footpath widening, amendments to the car parking layout, better delineation and separation of bike lanes along the carriageway, and the inclusion of planting and street furniture. These improvements extend all the way along Karangahape Road from Symonds Street to the east across to Newton Road to the west past, and fronting, the subject site.
- 51 The site's zoning, its location on the edge of the city centre, between the central parts of Karangahape Road and Ponsonby Road, and the diversity and types of land uses and building forms in the area illustrates that it is located at a key 'threshold' / 'gateway' to the city when coming from the west. It is located at an 'in-between' space between the core of Karangahape Road and Ponsonby Road and is well placed for investment giving new life to the street's heritage character.

ASSESSMENT OF EFFECTS

- 52 The following section assesses the proposal and its level of potential effects and appropriateness in this setting related to landscape assessment matters. Matters to be addressed in this assessment relate to the **urban landscape** context and **visual amenity** and reflect the key provisions related to the *Karangahape Road Precinct* and *City Centre* zone provisions. These are addressed related to following:
- a) The appropriateness of the site for such a building;
 - b) Potential effects on the Karangahape Road streetscape (street interface, scale and activities); and
 - c) Potential effects on the broader cityscape (scale, form, context).

- 53 A series of panoramic photos and visual simulations illustrating the proposal and its surrounding context are in **Appendix B** to this report. The viewpoints²⁰ have been selected as they represent public views toward the site from a range of locations within the surrounding context. This includes from along Karangahape Road, Ponsonby Road and Great North Road in the immediate and mid-scale context, and from Upper Queen Street, Newton Road, Eden Terrace and Western Park from the wider context²¹. They are referred to within this assessment of effects section of the report as necessary.
- 54 **Viewpoints 01 – 06** have been used to prepare visual simulations²² to depict the appearance of the proposal from publicly representative locations²³. On two of the viewpoints the 14m height datum has been included to illustrate the street frontage height standard within the AUP:OP along Karangahape Road²⁴.
- 55 The aforementioned **urban design assessment** and **heritage impact assessment** reports²⁵ provide more specificity of those key design matters and read as a complementary report to this landscape assessment.
- 56 A key matter related to this proposal is the scale of the building when assessed against the AUP:OP and the proposed PC78 standards. The assessment below takes this into account.
- 57 It is also key to outline that change itself is not an adverse effect. The city's planned urban form envisages change and the key matter is whether the building will contribute to that city's planned urban form.

The appropriateness of the site for this building

- 58 From a landscape assessment perspective the site is appropriate for such a building for following reasons:
- a) The existing site is currently empty following the recent demolition of the previous commercial building which occupied the site. This part of Karangahape Road has a number of blank sites, which include the property to the immediate east across Gundry Street (currently

²⁰ Viewpoint locations have been agreed with Auckland Council's landscape architect. Refer **Viewpoints 01 – 06** (prepared with visual simulations) and **Viewpoints A – H** (panoramic photos for site context) within **Appendix B**.

²¹ Refer **Viewpoint Location Plan** within **Appendix B**.

²² Prepared to evidential standard.

²³ Note, the visual simulations and panoramic photographs have been grouped respectively within **Appendix B** for ease of review of the proposed design in context.

²⁴ Refer figures **Viewpoints 01** and **02**, which are **figures 4** and **7** within **Appendix B**.

²⁵ Written by Mr Ian Munro and Mr Adam Wild, respectively, and included as part of this resource consent application.

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occupied as a car park), the site itself and to a lesser extent the site to the north across Karangahape Road which is currently occupied by a service station. The service station site, although used for commercial purposes and activity, has built form which does not address the street frontage and it presents as a largely open space;

- b) The site is located outside, and to the west of, the 'core' Karangahape Road character area. The proposed building will not disrupt the heritage frontages of the street, in fact it has been designed to respond to the 14m frontage height datum (even though the site is not directly affected by this provision / standard);
- c) It is on the edge of the city centre, between the central parts of Karangahape Road and Ponsonby Road, and the diversity and types of land uses and building forms in the area illustrates that this building will present a key 'threshold' / 'gateway' building for the city when coming from the west;
- d) Further to this, its location on this western fringe of the city centre will allow the building development to revitalise this area between Karangahape Road and Ponsonby Road. It is a well-placed site for investment giving new life to the street's heritage character;
- e) It is a corner site to Karangahape Road / Gundry Street and Gundry Street / Abbey Street. It presents well to the respective street frontages (which is outlined further below); and
- f) As part of Plan Change 78 this site (and its localised context) has been identified for greater urban intensification. This part of the city will change in the future.

Potential effects on the Karangahape Road streetscape (street interface, scale and activities)

- 59 The building will provide a new element within Auckland's wider cityscape skyline, set along the natural ridgeline in the area, and will also have influence on the Karangahape Road streetscape. It will contribute to and provide a positive **streetscape interface**²⁶ to Karangahape Road and will **respect its streetscape character** for the following reasons:

Building character and design

- 60 The design is innovative and presents a contemporary building in this location, with a form and façade treatment of which there are none comparative in the

²⁶ Refer to the 3D views of the proposed streetscape environment on pages 29, 34, 36, 37 (Karangahape), pages 40, 41 and 43 (Gundry), and pages 44 and 45 (Abbey) within the *architectural design statement*.

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Auckland city centre. It is a unique and quality response for the site which continues the tradition of other innovative designs along the Karangahape Road ridgeline, cf the Ironbank building.

- 61 The design proposes an architecturally coherent building. There is similarity to the form, materials and colours proposed across all façades, but variety to create visual interest.
- 62 The visual interest is emphasised by the clear and simple external façade treatment and typologies proposed. The fritted glass presents a ‘veil’ over the mass of the building form and a unique feature, avoiding purely ‘clear’ glass. There is subtlety to its treatment, with the frit spanning vertically across the majority of the façades (refer exterior Typology 1, discussed earlier), but horizontally across the glazed façade of the *wintergarden*.
- 63 The individual elements across the respective façades are well-proportioned. There is consistent articulation and arrangement (of vertical and horizontal elements) through the glazing proposed, apertures which provide depth, elongated and vertical concrete panels and the *loggia / wintergarden* features. These are coherently wrapped up into the four aforementioned exterior typologies.
- 64 Its baseline timber structure is unique for this location and in New Zealand, especially at this scale and in this prominent location. Given the extent of exterior glazing proposed, this inner timber structure will also be visible from outside of the building.
- 65 Servicing is internalised on Level 1 of the basement car park. It is separated, and is clearly differentiated, from the main pedestrian access into the building on Gundry Street.
- 66 Although there is car parking proposed within the basement the site’s location within the city centre, its connection to the Karangahape Road cycle lanes and enhanced streetscape environment, and the number of bike parking spaces proposed, promotes walkability and active transport modes which will contribute to street life.
- 67 The design will assist in ensuring the city centre is an attractive place to work and visit and will provide a positive contribution to the Auckland skyline through its interesting building form.

Building modulation

- 68 The design positively addresses the corner at Karangahape Road and Gundry Street²⁷. This four storey element has a vertical emphasis and highlights the corner. It is also emphasised and complemented by the step down along both the Karangahape Road and Gundry Street frontages where there is a clear difference between the fritted glass on the lower levels and the *wintergarden* and *loggia* features respectively above.
- 69 The building massing and layout is appropriate for a corner site and its frontages addressing the east-west alignment and nature of Karangahape Road, and that of Gundry street.
- 70 The depth variation presented by the apertures and concrete panelling will help break up the apparent massing of the building when viewed from the west, emphasising shadow lines and avoid a monolithic appearance.
- 71 The *wintergarden* component along the Karangahape Road frontage presents a unique design feature to this façade with fritted glass. It is set some c500mm proud of the lower levels which will assist in physically and visually breaking up this façade. The *wintergarden* and lower levels will read differently, however they will also read as part of the overall coherent building design.
- 72 The height of the 'break' on the northern façade to the *wintergarden* is approximately 14m above the street level. Although not a AUP:OP standard directly affected on this site, these components have been designed to respond to this street frontage datum (which exists along the balance of Karangahape Road). This point is addressed further within the *heritage impact assessment* report.
- 73 Similarly, the height of *loggia* feature respects the horizontal datum and presents a setback of the building form on the Gundry Street façade. These features on these façades provide a clear delineation and variation to the verticality of the building with the base (lower levels and podium), middle (*loggia* and *wintergarden*, including setbacks) and top (central upper levels).
- 74 The differentiated architectural treatment (e.g. form / façade / setbacks) of the lower podium will ground the building at street level.
- 75 On the eastern façade of the central upper levels the verticality of the building is emphasised by the aperture which extends toward the roofline. Although it does not extend all the way to the roof, it provides a simple, yet strong design element. As well as adding a design feature, it breaks up the façade into two

²⁷ Refer to page 29 within the *architectural design statement*.

separate portions which assists in reducing any potential visual dominance to the street and wider cityscape.

- 76 At the upper two levels of the building a 'lantern' effect has been achieved through the inclusion of glazing which provides a transparent veil over the building and will allow light to filter out, and visibility out of the building. This is evident on the northern, and southern façades, but is particularly achieved on the western façade where it is contrast to the lower levels which are proposed to be precast concrete panels.
- 77 This western façade presents a future common / party wall at the 'zero lot' boundary with the adjacent site. Although this façade differs in design from those on the balance of the building, it has interest and articulation through a series of vertical (tall and narrow) precast concrete panels, two apertures which add depth and emphasise the verticality of the building and the veiled / fritted glass. This breaks up the façade into separate portions avoiding a blank or monolithic wall. This façade will animate the 'gateway' into the city centre (refer **Image G** below).

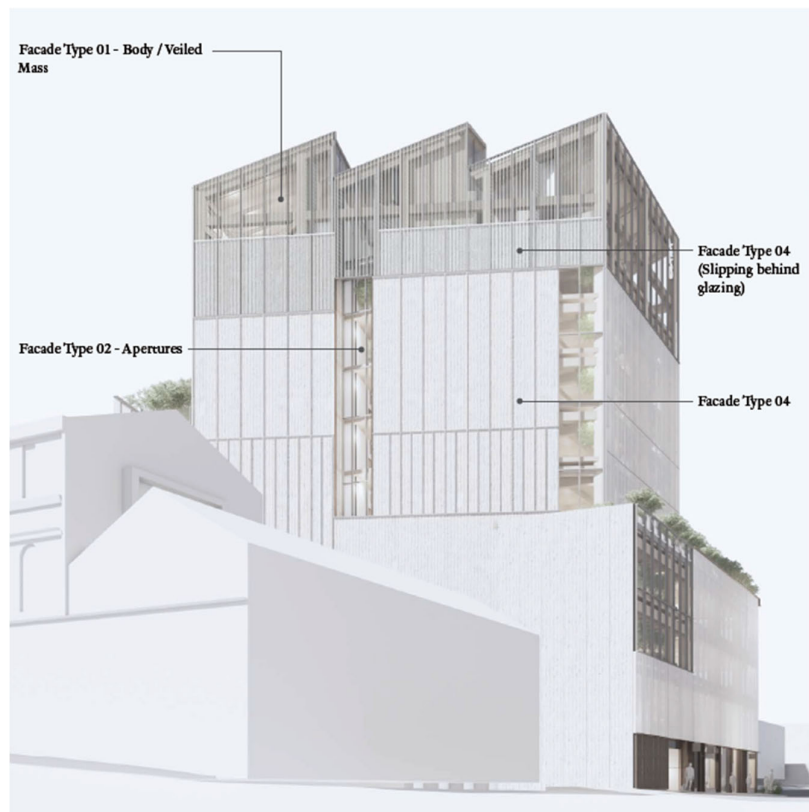


Image G: Render of the proposal outlining proposed material typologies from the intersection of Newton Road and Abbey Street looking toward the western and southern façades of the building²⁸.

²⁸ Image sourced from the Fearon Hay *architectural design statement*.

- 78 The southern façade to Abbey Street also includes a combination of the façade typologies and a stepped building form. The lower level has clear glass to emphasise the ground floor, with fritted glass and a section of clear glass along the western edge of the façade on the three levels above. Above this is a roof terrace on top of the step back to the central building form. The central upper levels are broken up a combination of fritted glass (levels 4 – 8) and clear glass on the upper levels.

Street frontage conditions

- 79 The building will provide positive street frontages at a human scale, increased activity and vitality in a location which is currently a vacant lot. This is achieved through the:
- a) location of the entrances, particularly the pronounced primary pedestrian entrance on Gundry Street with the recessed aperture on this façade,
 - b) scale and the architectural response of the lower portions of the building. This is in reference to the fritted glass treatment of the lower 3 storeys along the Karangahape Road frontage and its differentiation to the *wintergarden* feature above. Similarly, the glazing treatment along the lower 3-4 storeys along Gundry Street and Abbey Street, and
 - c) the verandah which extends along the Karangahape Road frontage and only for a short portion along Gundry Street. This provides a focus to the importance of Karangahape Road in this context, but acknowledges the other frontages of the building.
- 80 The strongest elements of the design is the façade treatment to positively address the respective streets, the *loggia* and *wintergarden*, its stepped form, and the central taller component.
- 81 The use of glazing across the building's street frontages (and other façades) will provide natural light into the building and allow for passive surveillance. This includes into and out from the building, allowing activities to be seen to / from the street. These activities will contribute to the activation of the street as well as the additional foot traffic generated by the commercial premises.
- 82 The roof terraces and *loggia* and *wintergarden* features will also help activate the building (above ground) and provide passive surveillance opportunities with the street.
- 83 The building has legible pedestrian entrances on the ground floor which promote access to and from each street frontage. The primary entrance on Gundry Street is accentuated by the change in architectural treatment with the 'over height' aperture and non-fritted glass. This provides an obvious connection and access to the spaces on the ground floor within the building, e.g. the reception, lobby, café etc. The pedestrian entrance to the retail

tenancy along Karangahape Road is also legible with the door being recessed off the façade. Along Abbey Street²⁹ the lower level of the building has clear glass (as opposed to the fritted glass above). Along this frontage, some tenancies to the street corner are open with double height spaces. This 'over height' component is also reflected in the Gundry Street façade.

- 84 The width of the respective road reserves are approximately 27.5m (Karangahape), 20m (Gundry) and 15m (Abbey). These distances provide visual and physical separation to the adjacent properties. The proposed height of the respective frontages will provide sufficient scale for a sense of enclosure to the road (in relation to the building height) whilst also minimising any adverse dominance effects. This is also addressed through the materiality and façade treatment.

Visual Amenity (street views)

- 85 The following paragraphs provide commentary related to street views of the proposed commercial building. This is supported by visual simulations of viewpoints **01 – 04**³⁰, panoramic viewpoints **A – C**³¹ and 3D renders provided within the *architectural design report*.

- 86 The key street locations³² for discussion where views will be afforded of the proposal are from closer proximity to the site from:

- (a) On Karangahape Road northeast of the site;
- (b) Great North Road, southwest of the site;
- (c) Ponsonby Road, northwest of the site; and
- (d) Gundry Street, south of the site.

*Karangahape Road, northeast of the site*³³

- 87 These viewpoint locations provide representative viewpoints toward the site from the northwest. The views are along Karangahape Road from relatively short distances (circa 50m – 160m). From viewpoints 01 and A an open view of the site is afforded, whereas from viewpoint B the view is along Karangahape Road from the intersection with Howe Street.

- 88 In relation to viewpoint B (figure 17), the main focus of the view is the immediate streetscape environment and toward the character buildings on both sides of Karangahape Road. The upper levels of the proposed building will be visible above these buildings on the southern side of the road (centre of the

²⁹ Refer to page 44 within the *architectural design statement*.

³⁰ Refer **Figures 2 – 11** within **Appendix B**.

³¹ Refer **Figures 16 – 18** within **Appendix B**.

³² As agreed with Auckland Council's landscape architect.

³³ Refer **Figures 2 – 4 (viewpoint 01), 16 (viewpoint A) and 17 (viewpoint B)** within **Appendix B**.

image). It will be secondary to the view which will also add perspective depth. The eastern façade of the upper levels has articulation which will break up any apparent massing and the sawtooth roof form will add interest to the skyline, avoiding a monotonous form.

- 89 Viewpoints 01 and A are closer to the site nearer Hereford Street. From these locations the site will be visible across the vacant neighbouring site (to the west across Gundry Street) and along the Karangahape Road frontage. From these locations your eye does get drawn to the building, including to the upper levels. However, as outlined earlier the proposed design presents positive outcomes in relation to its character and design at street level.
- 90 The building's scale and form respects the streetscape environment and provides setbacks. The setbacks, in conjunction with the façade treatment will minimise any adverse dominance effects to the street. The *loggia* and *wintergarden* features, also help break up the massing of the façades and add interest to the building. This is particularly the case where the glazing on the *wintergarden* protrudes forward of façade of the levels below. From this close proximity the detail of the fritted glass will also be evident.
- 91 An indicative building form on the neighbouring site (across Gundry Street) has been included on figure 4 (viewpoint 01). This provides a building form with a 14m frontage height and subsequent setback modelled. This illustrates that the building will not appear dominant or out of context with the street.
- 92 From a landscape and visual perspective, from these close locations on Karangahape Road, the proposed building is appropriate and will sit comfortably within this environment.

*Great North Road (street views)*³⁴

- 93 These viewpoints are approximately 65m – 160m to the southwest of the site on Great North Road, between the intersection with Ponsonby Road and the intersection with Maidstone Street. They represent closer context street views along the Great North Road corridor.
- 94 From these locations the proposed building will be visible above the buildings on the adjacent site (582 Karangahape Road) and the street trees which span along the southern side of Great North Road. The clearest views are of the western façade and the northern façade and *wintergarden* feature.
- 95 In relation to the scale of the building, it will be viewed in the context of the existing buildings in the area, which include the lower one-two storey buildings in the foreground along Great North Road, but also the larger residential

³⁴ Refer **Figures 5 – 7 (viewpoint 02)** and **18 (viewpoint C)** within **Appendix B**.

apartment buildings located proximate to Karangahape Road. These can be seen in the left of the viewpoint photographs, beyond the 'Lexus' dealership sign and the road signs (viewpoint 02) and behind the 'Mobil' service station (viewpoint C).

- 96 Similar to the commentary provided in relation to the closer context assessment from Karangahape Road, when viewing from the southwest the building's scale and form will respect the streetscape environment and provides setbacks. The setbacks, in conjunction with the façade treatment will minimise any adverse dominance effects to the street, which is also addressed through the *wintergarden* feature. This helps to break up the massing of the façades and add interest to the building. From this close proximity the detail of the fritted glass will also be evident.
- 97 The treatment of the western façade will break up the scale and massing of this edge through the combination of the precast concrete panels (with narrow vertical proportions), the recessed apertures (which provide depth and emphasise the building's verticality), the veiled glass on the upper level and the lantern effect that creates. The roof will also provide interest to the skyline with its sawtooth form, which presents a unique design feature.
- 98 The design will present a 'gateway' building in this location at the threshold into the city centre from the west, namely the four way intersection at Karangahape, Ponsonby, Great South and Newton Roads.

*Ponsonby Road (street views)*³⁵

- 99 This viewpoint is approximately 230m to the northwest of the site at the intersection of Crummer Road and Ponsonby Road. It represents closer context street views along Ponsonby Road toward the southeast.
- 100 This area is characterised by buildings of various scales which include two storey special character buildings, the Auckland Unitarian Church and taller residential apartment buildings along Hopetoun Street (refer figures 8 + 9).
- 101 Views of the proposed building will be afforded above the Studio One Toi Tū building and street trees at the southern end of Ponsonby Road. These components will screen the lower parts of the building. From this location viewers will largely be transient with the focus of views being on the road.
- 102 Although the top of the proposed building will be visible, again it will be secondary to the view, forming the background, and seen in the context of the immediate street context and existing buildings. From this distance the building will not be of an inappropriate scale, and the variation and interest to

³⁵ Refer **Figures 8 and 9 – viewpoint 03** within **Appendix B**.

the northern and western façades will be visible, including the glass treatment and precast concrete panels. This will break up the form and any perceived massing, and presents a quality design outcome.

*Gundry Street*³⁶

- 103 This viewpoint location is approximately 85m from the site and represents views from the street to the southeast of the site. The view is angled up toward the proposed building given the lower elevation from which the photo was taken. This exaggerates the scale of the building and potential dominance.
- 104 The main focus of the view from this area is the immediate streetscape environment with views of the proposal afforded when looking up. Although it will form part of peripheral vision.
- 105 From this location, the southern and eastern sides of the building will be visible. This includes the upper and lower street level components of the building, and the view is of the slenderest side of the building (southern side of the upper levels).
- 106 The treatment of the façades on these sides of the building will assist with reducing its mass and potential dominance, and create visual interest. This is achieved through the variation in the glazing, the stepped form and the street level treatment. The glazing allows views into the building and the internal structural form is seen, again, adding visual interest to the building.

Karangahape Road streetscape assessment summary

- 107 For the reasons outlined above, the proposed design provides enhancement and activation of the streetscape environment. It will positively contribute to Karangahape Road and will respect its character. Any adverse dominance effects are minimised through the building setbacks, façade treatment and the building's scale to the street. Potential adverse effects on the streetscape environment are assessed to be ***low***.

Potential effects on the broader cityscape

- 108 The building will provide a new element to Auckland's cityscape skyline set along the natural ridgeline in the area. It will contribute to the cityscape in the ways as outlined below.
- 109 The proposal will continue the tradition with buildings in the area built along the ridgeline. This will emphasise, and highlight, the city's topography and this ridgeline along the central city's southern extent (and its historic association with settlement).

³⁶ Refer **Figures 10 and 11 – viewpoint 04** within **Appendix B**.

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- 110 When viewed in the wider cityscape, the building will sit with the cluster / alignment of buildings along and adjacent to the ridgeline³⁷. It will also be seen in the context of the emerging built form of buildings with greater height enabled along the Great North Road ridgeline to the west.
- 111 The building will present an interesting profile on the skyline. The sawtooth roof form in particular will add interest, picking up on the industrial references of the area. It will avoid a monotonous building form and skyline.
- 112 The building's facades are also well articulated which helps to break up the massing and provide a visually interesting building, including when viewing from distance.
- 113 The proposal will provide a high quality new commercial building to the skyline of Auckland city. Although of a greater scale than anticipated by the AUP:OP provisions, the design is appropriate in this location. It will not be out of scale with other larger buildings in this part of the city or in the context of the wider city skyline. This is illustrated by views from the wider parts of the city and is addressed (and assessed) within the next section of this report.
- 114 It is also located in an area identified and anticipated for greater height and urban intensification under PC78.

Visual Amenity (views from the wider cityscape)

- 115 The following paragraphs provide commentary related to wider representative views of the proposed commercial building. Again, this is supported by visual simulations from viewpoints **05** and **06**³⁸, panoramic viewpoints **D – H**³⁹ and 3D renders provided within the *architectural design report*.
- 116 The key locations⁴⁰ for discussion where views will be afforded of the proposal are from:
- (a) Upper Queen Street east of the site;
 - (b) Newton Road southeast of the site;
 - (c) Eden Terrace south of the site;
 - (d) Great North Road, southwest of the site;
 - (e) Ponsonby Road, northwest of the site;
 - (f) Western Park north of the site; and

³⁷ As seen on **viewpoints 05, 06, D, E, G + H** within **Appendix B**.

³⁸ Refer **Figures 12 – 15** within **Appendix B**.

³⁹ Refer **Figures 19 – 23** within **Appendix B**.

⁴⁰ As agreed with Auckland Council's landscape architect.

(g) Karangahape Road, northeast of the site.

*Upper Queen Street*⁴¹

- 117 From the bridge over the motorway / 'spaghetti junction' corridor on Upper Queen Street broad views across Newton gully toward the Karangahape Road ridgeline and subject site are offered toward the west. This location is approximately 550m from the subject site.
- 118 From this location existing buildings and development along the Karangahape Road ridgeline, within Newton gully, along Great North Road and within Eden Terrace can be seen forming part of the central city's urban landscape. These buildings are of varying scales set within an urban pattern which is split by the motorway corridor and its associated vegetation.
- 119 The existing and proposed (before-and-after) images illustrate the proposal will provide a new building of scale to the skyline. However, it will viewed not be out context in this setting and will read as complementary, and of a comparable scale, to the existing buildings. Specifically the aforementioned apartment buildings along Hopetoun and Howe Streets (right of image – figure 13, viewpoint 05), and the France Street Apartment building in the closer context (left of image – figure 13, viewpoint 05).
- 120 Although a change to the view, the building is appropriate in this location. Auckland's planned urban form is predicated on change, but in a developing city there will always be buildings that are larger than the others.
- 121 Although the subtlety of the fritted glass will be difficult to make out from this distance, the glazing will allow visual permeability into the building which will help break up the massing and add visual interest. This can be seen on the visual simulation on figure 13 (viewpoint 05). The eastern façade has articulation through the vertical aperture feature, and there is clear variation in the building form / massing with the building setbacks and the *loggia* which is visible from this location. The sawtooth roof form will add interest to the skyline, avoiding a monotonous roof form. The building will make a positive contribution to the city skyline from this location.

*Newton Road*⁴²

- 122 This viewpoint location represents a view from the Newton gully when traveling west along Newton Road toward Ponsonby Road and Karangahape Road. It is located toward the bottom of the gully approximately 380m to the southeast of the subject site on the Newton Road motorway overbridge.

⁴¹ Refer **Figures 12 and 13 – viewpoint 5** within **Appendix B**.

⁴² Refer **Figures 14 and 15 – viewpoint 06** within **Appendix B**.

- 123 The view is up toward the Karangahape Road ridgeline across the motorway corridor. From this location the existing development within Newton, along Great North Road and Karangahape Road can be seen upon the horizon.
- 124 The proposed commercial building will form part of this view and, again, will not appear out of context. It will read as part of the run of existing mid-rise buildings along this ridgeline, which includes the aforementioned residential apartment buildings located along Hopetoun and Howe Streets and the emerging pattern of buildings along Great North Road.
- 125 From this angle, the building will read with a slender form on its upper levels, set upon the lower podium. The upper levels of the building have a different materiality to those on the lower, which will break up the façade.
- 126 The existing and proposed (before-and-after) images illustrate that although the building will be obvious and prominent in this location, it will not be dominant as it will read as part of the cluster of existing buildings in this context. It will provide an additional element to the cityscape which will make a positive contribution to the skyline.

*Eden Terrace*⁴³

- 127 This viewpoint location is approximately 530m to the south of the site and represents views from the residential part of Eden Terrace. The view is across and between existing houses toward the Karangahape Road ridgeline where existing buildings are visible in the background.
- 128 From this area, the proposed building will largely be screened by intervening houses and vegetation in the foreground. However, where it is visible it will be seen in the broader context of the existing buildings along the ridgeline (including the residential apartment buildings on Hopetoun Street, and those emerging along Great North Road). Its scale will not be dissimilar to those buildings and from this angle the building will read with its most slender form which is oriented toward the south on the upper levels of the taller, central component.

*Great North Road (wider context)*⁴⁴

- 129 This viewpoint is approximately 570m to the southwest of the site on Great North Road. It represents longer views along this corridor which is currently occupied by predominantly by *mixed use* activities and buildings which are predominantly related to the automotive industry.

⁴³ Refer **Figure 19 – viewpoint D** within **Appendix B**.

⁴⁴ Refer **Figure 20 – viewpoint E** within **Appendix B**.

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- 130 Views of the proposed building from this area will be framed by the existing buildings along this corridor, which are subject to proposed provisions for further intensification under PC78. Viewers will largely be transient travelling along Great North Road with the focus of the view on the road itself.
- 131 Although the proposed building will be visible, it will be secondary to the view and seen in the context of street life and the buildings in the foreground, midground and background of the image. Its scale will not be dissimilar to the residential apartment building which is visible on the northern side of Karangahape Road (left side of the road in figure 20). The roof form will provide interest to the skyline with its sawtooth form, which presents a unique design feature. From this distance the variation on the western façade will be apparent, which will break up the massing and help illustrate the vertical proportions.

*Ponsonby Road*⁴⁵

- 132 This viewpoint is approximately 410m to the northwest of the site at the intersection of Williamson Avenue and Ponsonby Road. It represents long views along the Ponsonby Road corridor. This area is characterised by one-two storey heritage / special character buildings along the street frontages and Western Park on its north eastern side. The buildings are currently occupied by commercial and retail land uses within the *Town Centre* zone.
- 133 Views of the proposed building will be framed by the existing buildings (on the southwestern side of the road) and the rows of street trees along the northeastern side of the road within the park. Viewers will largely be transient travelling along Ponsonby Road or Williamson Avenue with the focus of views being on the road.
- 134 It is anticipated that the proposed building will be visible above the rows of street trees and the Auckland Unitarian Church and Studio One Toi Tū buildings, which have the terracotta roof colours within the centre of the image (refer figure 21, viewpoint F).
- 135 Although the top of the proposed building may be visible, again it will be secondary to the view, forming the background, and seen in the context of the immediate street context. From this distance the variation to the northern façade will be evident, as will the difference between the glass treatment. This adds interest to the façade.

⁴⁵ Refer **Figure 21 – viewpoint F** within **Appendix B**.

*Western Park*⁴⁶

- 136 This viewpoint is approximately 500m to the northeast of the subject site from the lower, eastern reaches of Western Park. From this location the proposed building will largely be screened by topography, existing vegetation and the existing residential apartment buildings along Hopetoun Street (refer figure 22). Any views afforded of the proposed building will be secondary with the park and the aforementioned buildings being the main focus of the view. It will be seen in the context of these existing buildings and the public open space.

*Karangahape Road (east of the motorway corridor)*⁴⁷

- 137 This viewpoint is approximately 310m to the northeast of the site outside 373 Karangahape Road. It represents longer views along Karangahape Road, east of the motorway corridor looking back toward the west. This area is characterised by buildings with a variety of scales, including one-two storey character buildings and some larger buildings which are occupied by retail, commercial and residential land uses. Larger buildings in this immediate context include the 7-storey 'Lighthouse Apartments' building on Cobden Street (centre left of image – figure 23) and the 5-storey 'City Sales' building (centre right of image – figure 23).
- 138 Views to the west toward the subject site are predominantly focused on the immediate street context which includes the motorway overbridge. Views of the proposed building will be largely screened by the 'Lighthouse Apartment' building and other buildings which front Karangahape Road. Where it may be visible it will be limited to the upper levels and seen in the context of the street environment and the larger buildings in the midground. It will be secondary to the view which will also add perspective depth. The eastern façade of the upper levels has an articulated façade which will break up any apparent massing. It will not be seen to be out of scale or context from this location.

Assessment from the broader cityscape summary

- 139 For the reasons outlined above, the proposed design will contribute positively to the cityscape and skyline of Auckland. It will not be out of scale in this location and it provides an interesting building form and façade treatment (which provides visual interest), including when viewing from distance (***positive effects***).
- 140 It will continue the tradition of buildings built along the ridgeline, which highlights the city's topography. Any potential adverse effects from the wider landscape are assessed to be ***very low***, and these effects are assessed to have been sufficiently mitigated and managed through the design.

⁴⁶ Refer **Figure 22 – viewpoint G** within **Appendix B**.

⁴⁷ Refer **Figure 23 – viewpoint H** within **Appendix B**.

CONCLUSION

- 141 The proposal provides a positive response to intensification and the urban form of the city centre. The design is of high-quality and will assist in ensuring the city centre is an attractive place to work and visit. It will also provide a positive contribution to the Auckland skyline through its interesting building form that is commensurate with its setting, from both the immediate streets and from the wider cityscape context.
- 142 It is assessed that the proposed design, including the infringements of the planning provisions will result in an appropriate outcome (from a landscape and visual perspective) for the site and urban context with adverse effects which are sufficiently mitigated. The proposal will replace a vacant lot with:
- a) An architecturally coherent and attractive commercial building;
 - b) A building with visual interest and articulation which is consistent, yet varied to provide subtlety to the design. This is also achieved through the form, colours and materials (including façade typologies). This will break up the perceived massing of the building and reduce any potential dominance effects. The built form and character within the Precinct will be maintained and enhanced;
 - c) A positive streetscape interface at a human scale across the site, with the streetscape character being maintain and enhanced;
 - d) An integrated element for the city centre which will provide a positive contribution to the evolving skyline and the cityscape environment through its height, form and architectural features; and
 - e) A building which will provide positive enhancement and activation of the site.
- 143 Although the proposal will introduce a new building and a change to views in the area, the building is appropriate in this location. Auckland’s planned urban form is predicated on change, but in a developing city there will always be buildings that are larger than the others.
- 144 In relation to visual amenity, for many people, the main focus of views will be in their immediate context at street level or within private property. However, for others the proposal will form part of the cityscape. The consistent architectural design provides a strong outcome and ensures a coherent building is proposed in relation to its design and appearance.
- 145 From a landscape and visual perspective, the proposal provides an appropriate design response in this location. Any potential adverse effects will be at most **low** (*minor*) and effectively mitigated by the buildings design and amenity outcomes. At the same time there will be significant positive effects.

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Matthew Jones

Principal

Isthmus.

METHODOLOGY

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’*, Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

Method

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

Definition of landscape

The following definition of landscape is adopted:

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

Particularly relevant to this assessment given its urban context is that an **urban landscape** is a type of landscape which falls within the same “*conceptual framework as all other landscapes*”. Furthermore, “*...‘urban landscapes’ do not just mean the natural or green parts of cities. Urban landscapes comprise the physical urban environment (its topography, streets, buildings, open spaces, and their related processes and activities), how people perceive it (its legibility, memorability, aesthetics), and what it means (its identity, history, sense of place)*”.⁴⁸

Spatial extent of relevant landscape

The relevant context has three nested scales:

- (a) The immediate context is the streetscape of Karangahape Road (north), Gundry Street (east) and Abbey Street (south);
- (b) The mid-scale context is the urban context around the site extending along these respective roads, and also along Ponsonby Road (north), Great North Road (west) and Newton Road (south). These areas are predominantly zoned Business – City Centre or Mixed Use and include a variety of different commercial and retail land uses. There is very little (if any) residential land use in this context; and
- (c) The wider context, beyond these listed roads including the Northwestern Motorway (south of the site) across to Newton and Eden Terrace on the southern side of the motorway.

⁴⁸ Refer Te Tangi a Te Manu, paragraphs 4.46 – 4.48.

Site visits

Undertook site visits to gain an appreciation of the site and wider context. During the site visits, photographs were taken which are illustrated within **Appendix B**.

Proposal

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

Review of statutory planning provisions most relevant to assessing the landscape (and visual amenity) matters (**Appendix C**). The purpose of the review is to frame the landscape assessment, rather than to undertake a planning appraisal.

Existing landscape attributes and values

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

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) The appropriateness of the site for such a building;
- b) Potential effects on the Karangahape Road streetscape (street interface, scale and activities); and
- c) Potential effects on the broader cityscape (scale, form, context).

Effects

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.

Effects are a consequence on landscape values. Change or visibility themselves are not adverse effects.

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 against RMA terminology⁴⁹.

⁴⁹ As per 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022.

LESS THAN MINOR		MINOR	MORE THAN MINOR				SIGNIFICANT
VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH	

Conclusion

An overall conclusion is made in terms of landscape and visual 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.

Visual simulations

Panoramic photography and the visual simulations have prepared consistent with the *NZILA Best Practice Guide 10.2*. They are provided within **Appendix B** and the method is explained on the last page.

The visual simulations are presented across two A3 pages to provide a field of view of approximately 110°, at correct scale for a 400mm reading distance. The visual simulation is printed to the same scale for consistency.

The viewpoints were selected to be representative of a range of places in the area and were discussed prior with Auckland Council’s landscape specialist.

While visual simulations 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 the effects on landscape / cityscape values. The format discussed above seeks to reduce these limitations.

The visual simulations are also intended to be used in conjunction with other tools including the plan sets and architectural renderings, with the latter being more useful in particular for close street views.

Panoramic and static image photos are also included within the Graphic Supplement to illustrate the context within which the proposal is to be located.

Appendix B

GRAPHIC ATTACHMENTS *(refer separate document).*

Appendix C

RELEVANT STATUTORY PROVISIONS AND OTHER MATTERS

This section outlines the relevant provisions related to landscape assessment matters for the site and underlying zone and precinct as per the Auckland Unitary Plan.

Resource Management Act (1991)

In relation to the RMA, the following sections are relevant:

Section 7(c) - the maintenance and enhancement of amenity values, and

Section 7(f) - maintenance and enhancement of the quality of the environment.

Auckland Unitary Plan – Regional Policy Statement section

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

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.

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.

Auckland Unitary Plan – District Plan section

H8. City Centre Zone

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.***"

The site is located within the **Karangahape Road Precinct**.

General objectives for all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone include:

- H.8.2.(1) A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.
- H.8.2.(2) Development is of a **form, scale and design quality** so that centres are reinforced as focal points for the community.
- H.8.2.(3) Development positively contributes towards **planned future form and quality**, creating a **sense of place**.
- H.8.2.(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 social interaction; and
 - (c) Manages adverse effects on the environment, including effects on infrastructure and residential amenity.
- H.8.2.(5) A network of centres that provides:
 - (a) A framework and context to the functioning of the urban area and its

transport network, recognising:

- (i) The regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas;
- (ii) Local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities;
- (b) A clear framework within which public and private investment can be prioritised and made; and
- (c) A basis for regeneration and intensification initiatives.

Business – City Centre zone objectives include:

- H.8.2.(6) The city centre is an internationally **significant centre for business**.
- H.8.2.(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.
...
- H.8.2.(9) The distinctive **built form, identified special character** and functions of particular areas within and adjoining the city centre are maintained and enhanced.
...
- H.8.2.(11) The city centre is **accessible** by a range of transport modes with an increasing percentage of residents, visitors, students and workers choosing walking, cycling and public transport.

General policies for all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone include:

- H.8.3.(1) Reinforce the **function of the city centre**, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres.
- H.8.3.(2) **Enable an increase in the density**, diversity and quality of housing in the centres 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.
- H.8.3.(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.

- H.8.3.(4) Encourage **universal access** for all development, particularly medium to large scale development.
- H.8.3.(5) Require large-scale development to be of a **design quality** that is commensurate with the **prominence** and **visual effects** of the development.
- H.8.3.(6) Encourage buildings at the **ground floor to be adaptable** to a range of uses to allow activities to change over time.
- H.8.3.(7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse impact on pedestrian amenity and the streetscape.
- H.8.3.(8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the **amenity values** of those areas, having specific regard to **dominance, overlooking** and **shadowing**.
- ...
- H.8.3.(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.
- H.8.3.(12) Recognise the functional and operational requirements of activities and development.
- H.8.3.(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.
- H.8.3.(14) In identified locations within the centre zones, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone, reduce building height below the standard zone height, where the standard zone height would have significant adverse effects on identified special character, identified landscape features, or amenity.

Business – City Centre zone objectives include:

- H.8.3.(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;
 - (b) Arts, entertainment, events, civic and community functions;
 - (c) High-quality visitor experiences, visitor accommodation and associated services; and
 - (d) Learning, teaching and research activities, with a particular concentration in the learning precinct.
- H.8.3.(16) Enable a significant and diverse residential population to be established and maintained within a range of living environments and housing sizes.
- H.8.3.(17) Enable the most significant **concentration of office activity** in Auckland to locate in the city centre by providing an environment attractive to office workers, with a focus on the core central business district.
- H.8.3.(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:
- (a) Enable smaller scale retail activities to occur throughout the city centre;
 - (b) Encourage large department stores and integrated retail developments to locate within the core retail area; and
 - (c) Avoid large department stores and integrated retail developments locating outside the core retail area where they would adversely affect the amenity, vitality and viability of core retail areas within the city centre and/or centres outside of the city centre.
- ...
- H.8.3.(22) Support the development of public **transport**, pedestrian and cycle networks and the ability to efficiently change transport modes.

Precincts

- H8.3.(23) Identify and encourage specific outcomes in areas of the city centre that relate to: (a) a distinctive **built character**; and/or (b) a concentration of particular activities; and/or (c) activities that have specific functional requirements; and/or (d) significant **transformational development opportunities**.
- H8.3.(24) Encourage comprehensive and **integrated development** of key development sites or precincts in the city centre.

...

Historic heritage and special character

- H8.3.(27) Encourage the retention and conservation of the city centre’s **historic heritage** through scheduling and through development incentives.
- H8.3.(28) Maintain and enhance the **special character values** of pre 1940 buildings in the Queen Street Valley precinct and buildings outside this precinct identified on Map H8.11.1 of the Business – City Centre Zone as making a strong or significant contribution to the special character of the surrounding area, in particular by:
- (a) Awarding transferable development rights where an identified special character building is protected in perpetuity and restored in accordance with an approved character plan;
 - (b) Requiring all development proposals for identified special character buildings to have considered adaptive re-use;
 - (c) Avoiding the demolition of identified special character buildings where it would adversely affect the built character of the surrounding area; and
 - (d) Requiring alterations and additions to existing buildings and new buildings to give consideration to, and be sympathetic to the existing and planned character of the area.

City Form

- 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.

Public Realm

- 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.**

Development standards relevant to the assessment include:

H.8.6.2. **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.

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.**

For new buildings (under H8.8.1.(1)) Council reserves its discretion to matters including (a) building design and external appearance, (b) form and design of buildings adjoining historic heritage places, (c) the design of parking, access and servicing; (d) the design and layout of visitor accommodation; and (e) functional requirements.

*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;**

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- (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;

...

- (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;

Variation in building form/visual interest

...

- (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;

...

- (xixa) 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.

H8.8.2.(6) infringement of **building height**, building in relation to boundary, streetscape improvement and landscaping, maximum tower dimension and tower separation standards:

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- (a) effects of additional building **scale** on neighbouring sites and streets and public open spaces (sunlight access, **dominance**, **visual amenity** and landscape character):
 - (i) whether minor height infringements may be appropriate where it would provide an attractive and integrated roof form that also meets the purpose of the standard;
 - (ii) whether height infringements may be appropriate on corner sites to reinforce the prominence of the corner where it meets the relevant standard infringement criteria and makes a positive contribution to the streetscape; and
 - (iii) whether minor infringements to the building in relation to boundary standard or the streetscape improvement and landscaping standard may be appropriate where the spacious landscaped character of the area is retained.
- (b) consistency with the **planned future form** and **character** of the zone/area
- (c) site specific characteristics:
 - (i) whether there are particular site specific characteristics in terms of unusual site size, shape or orientation, or the location and nature of existing buildings which have constrained the form of the development proposed;

1206. Karangahape Road Precinct

“The Karangahape Road Precinct seeks to maintain and enhance the area’s distinctive built form and streetscape character. This distinctive character is derived from its:

- ridge top location, orientation and aspect;*
- concentration of historic heritage and special character buildings and features;*
and
- diverse and multicultural mix of activities.*

Built form and the street frontages of buildings are significant components of the precinct’s character. While there is disparity in the age and detail of the frontages, there is an overall coherence. The design and appearance of building frontages is controlled to require new and altered buildings to be sympathetic to the existing qualities and character of the area.

Building form and scale in the precinct is controlled to maintain the spatial integrity of the street and the quality of street-level amenity where the east-west orientation of Karangahape Road enables good standards of sunlight penetration and contributes to the amenity of the area. These attributes are maintained by the frontage control

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applied to specific sites identified within the precinct and by the maximum height controls applied within and adjacent to the precinct through the general standards

The land in the Karangahape Road Precinct is zoned Business – City Centre Zone.”

The objective is:

I206.2(1) The distinctive **built form** and **streetscape character** of the Karangahape Road Precinct is maintained and enhanced.

The overlay, Auckland-wide and Business – City Centre Zone objectives apply in this precinct in addition to those specified above.

Relevant policies include:

I206.3(1) Require **building design** to respect the **form, scale** and **architecture** of scheduled historic heritage places and special character buildings in the Karangahape Road Precinct.

I206.3(2) Maintain the **precinct’s character** and **architectural style** by requiring new buildings to be compatible in style, including **scale**, material, colour and detailing.

I206.3(3) Require proposals for **new buildings** or additions to existing buildings adjoining or adjacent to scheduled historic heritage places or special character buildings to be **sympathetic** and **provide contemporary** and **high-quality design** which enhances the precinct’s **built form and streetscape character**.

I206.3(4) Require new buildings to be built to the street and manage **height and building setbacks above street frontages** in a manner that:

- (d) respects the **general scale** and **form** of existing buildings and avoids adverse **dominance** effects;
- (e) enhances the **street environment** for pedestrians by reducing down-drafts and wind tunnel effects, and maintains sunlight and daylight access to the street; and
- (f) contributes to the continuity of **pedestrian interest** and **vitality**.

The overlay, Auckland-wide and Business – City Centre Zone policies apply in this precinct in addition to those specified above.

AUP:OP Plan Change 78 matters are outlined and addressed within the AEE, prepared by Mt Hobson Group Ltd.