

# 48 ESMONDE ROAD PRIVATE PLAN CHANGE

## Visual & Amenity Effects Assessment

Brown NZ Ltd  
For: KBS Capital Limited

August 2021

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# 1. Introduction

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This report has been prepared for KBS Capital Limited (KBS). It addresses the landscape and amenity effects of both development and activities that would be accommodated under KBS's proposed Private Plan Change (PPC) for 48 Esmonde Road, Takapuna. It is noted that previous "Stages 1 and 2" proposals for the same site were granted consent by Auckland Council in March 2021. Those proposals remain consistent with the current Plan Change proposal. KBS's proposed PPC would accommodate development across the site at 48 Esmonde Road, including buildings that could rise significantly higher than those currently consented by Auckland Council or enabled by the current Unitary Plan zoning.

The greater bulk of proposed development under the PPC would comprise residential apartments in buildings ranging between 4 and 16 storeys in height. A 7 storey hotel ("*Stage 1*" already consented by Auckland Council) would also be accommodated by the proposed building envelopes, while non-residential development ancillary to both the hotel and residential development – such as a mini food market, medical facilities and chemist, hairdresser, spa and conference facilities – would also be provided for. Car parking and vehicle manoeuvring areas would be linked to Esmonde Road, while open spaces and pedestrian corridors would be linked with both internal open spaces and pedestrian plazas, and the already heavily treed esplanade reserve around the margins of the site – abutting Shoal Bay.

The proposed development is structured so that a series of concentric circles controlling building height step up from Esmonde Road and the edge of Shoal Bay to the application site's centre. It is anticipated that up to 8 buildings would act as the main development hub, creating the feeling of an intensive 'hub' or cluster of buildings that starts at 4-5 levels on the site periphery, then progress up through 6, 7 and 10 storeys, before culminating in a single central apartment tower of 16 storeys. Conceptually, the resulting built form would be analogous to an intensive 'village' or community of buildings that revolve around a central apex – the 16 storey tower.

Although this assessment focuses primarily on the apartment building components of the application, it also takes into account the related vehicular and pedestrian infrastructure proposed for the subject site, together with its anticipated landscape treatment. That treatment is largely internalised but would be directly linked to the esplanade strip and its array of pohutukawas - facing towards Shoal Bay, Esmonde Road (approaching from the Northern Motorway) and Francis Street. It would also address Esmonde Road and housing on that road frontage, which emerges some 130-140m east of the subject site.

In undertaking this assessment, comparisons are drawn with development complying with built form standards under the Auckland Unitary Plan's *Terrace Housing and Apartment Buildings* (THAB) Zone, while the consented "*Stages 1 and 2*" development is also part of the environment that has to be considered in exploring the effects of the PPC application (on the basis that KBS have advised they intend to construct it).

This assessment also takes into account the wider context afforded by development, both existing and as anticipated under the AUP, throughout the area of Hauraki, merging with the margins of Takapuna, which is identified as a Metropolitan Centre in the AUP. Consequently, in addressing the landscape and amenity effects associated with future development under the PPC, specific regard is had to:

- The urban / suburban landscape values of Hauraki and Takapuna;
- The amenity values, including residential amenity values, associated with that same area; and
- The values of the coastal landscape at the northern edge of Shoal Bay, around Esmonde Road and suburbs either side of it, as well as the 'lagoon' and Patuone Reserve between Barrys Point Road and Takapuna.

## 2. The Proposal

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The profile, scale, bulk and general appearance of development at 48 Esmonde Road would be managed by the proposed PPC, which focuses very directly on the issue of landscape and amenity effects. It adopts the AUP's *Terrace Housing and Apartment Buildings* (THAB) Zone provisions as the foundation for the PPC provisions but modifies that basic template with the use of a site-specific precinct plan to accommodate a significantly increased level of mostly residential development on the subject site. The following excerpts from the PPC highlight this focus, both in terms of the PPC's overarching objectives and policies, and the assessment criteria applicable to development on the application site:

*"..... The zoning of the land within the precinct comprises Residential - Terrace Housing and Apartment Buildings zone and Public Open Space – Conservation zone (the coastal margin).*

*A range of building heights are enabled to recognise the favourable size, location and topography of the precinct. The precinct provisions provide for a variety of heights up to 16 storeys and ensure that building modulation to the skyline is achieved. The precinct requires the provision of lower buildings around the edge of the site with increasing building heights towards the centrally located tallest structure/s.....*

### **1553.2 Objectives [dp]**

- (1) *The Takapuna 2 Precinct develops as a vibrant and diverse residential community which:*
  - (a) *responds positively to its immediate surrounds and coastal setting with high quality architectural and urban design responses;*
  - (b) *provides a range of accommodation types including integrated residential development, and is in keeping with the planned urban built character of the precinct, enabling buildings between four and 16 storeys in height;*
  - (c) *takes advantage of the site's proximity to the frequent public transport network;*
  - (d) *enables ancillary non-residential activities to support residents of the precinct.*
- (2) *The Takapuna 2 Precinct functions in a way that:*
  - (a) *links pedestrian and cycling facilities within and around the precinct, to enhance recreation and connectivity with the wider environment including the potential Francis Street boardwalk connection;*
  - (b) *ensures that the landscape and ecological values of the coastal margin are recognised and protected from inappropriate development;*
  - (c) *ensures that development is integrated with improvements to the local transport network and mitigation measures are implemented to ensure the safe, effective and efficient operation of the local transport network and support for active and public transport choices; and*

- (d) *ensures that adverse effects of stormwater runoff within the precinct are avoided, remedied or mitigated to maintain water quality and preserve the mauri of the Waitemata Harbour.*
- (3) *Takapuna 2 Precinct avoids significant adverse effects on the:*
- (a) *safe and efficient operation of the surrounding transport network;*
  - (b) *amenity of neighbouring zones and sites;*
  - (c) *function and amenity of Business – Metropolitan or Town Centre zones.*

*In addition to the objectives specified above, all relevant overlay, Auckland-wide and zone objectives apply in this precinct.*

**1553.3 Policies [dp]**

- (1) *Ensure comprehensive, integrated high quality development of the precinct in general accordance with Precinct Plans 1 and 2 that:*
- (a) *provides for development in a variety of building forms and heights;*
  - (b) *enables the efficient and effective use of land;*
  - (c) *achieves the planned urban built character of the precinct;*
  - (d) *protects the character and amenity of the coastal margin, and*
  - (e) *provides high-quality urban built character and on-site amenity.*
- (2) *Achieve an integrated high quality urban form that:*
- (a) *supports the safe, effective and efficient operation of the transport network;*
  - (b) *connects well with public transport and pedestrian and cycleway networks; and*
  - (c) *promotes alternatives to, and reduces dependency on, private motor vehicles as a means of transport while taking into account the maximum number of dwellings and non-residential floorspace anticipated for the precinct.*
- (3) *Enable limited non-residential activities to support residents and service the needs of the precinct while ensuring that:*
- (a) *the activities will not detract from the residential amenity of the precinct, promote car-based trips or generate adverse traffic effects; and*
  - (b) *the scale and intensity of commercial activities will not have an adverse effect on the role, function and viability of the Takapuna Metropolitan Centre or any town centre.*
- (4) *Require that new buildings:*
- (a) *achieve a high-density high quality urban built character of four to 16 storey buildings in identified locations in a variety of visually interesting forms;*
  - (b) *are appropriate in scale to, and interface well with, the internal pedestrian network, the coastal margin and the public frontage along Esmonde Road;*

- (c) *provide a transition in building height down towards the coastal margin and Esmonde Road to reinforce the land-form/topography of the precinct and recognise that buildings will be viewed from all sides of the precinct - providing "frontage" in perimeter form;*
  - (d) *achieve a minimum development of four levels around the coastal margin to ensure that screening of the taller buildings within the centre of the precinct is achieved;*
  - (e) *are located and designed to maintain the identified Visual Corridors through the precinct and key open space and pedestrian connections to the locality;*
  - (f) *are set back from Esmonde Road to provide space for a public shared pedestrian cycling facility within the site along the street frontage as shown in Precinct Plan 1.*
- (5) *Promote the use and enjoyment of the Open Space zone and internal open space and plaza areas for residents and visitors by:*
- (a) *developing and enabling appropriate recreation opportunities throughout the precinct, including a potential board walk along the edge of the coastal margin (esplanade reserve);*
  - (b) *creating a network that links open spaces of the precinct with the wider environment including a potential boardwalk to Francis Street and creating an easement in gross in accordance with Precinct Plan 1 to ensure 24 hour public access across the precinct.*
- (6) *Ensure that the ecological and landscape values of the future esplanade reserve (Public Open Space - Conservation zone) are recognised and protected from the effects of inappropriate development.....*

#### **1553.6.1. Building Height and Building Length**

*Purpose: To ensure development is consistent with the planned outcomes identified on Precinct Plan 2 and to make efficient use of the site, by:*

- *focusing greater building height within the precinct in identified locations that are set back from the coastal margin and Esmonde Road;*
  - *providing a cascade of building heights focussing the greatest height and density through the centre of the precinct; and,*
  - *controlling the length of buildings to manage building dominance effects.*
- (a) *Buildings in Area 1 (Outer) must not exceed RL30m, or 7 storeys above RL5 provided that no part of the building exceeds RL30m.*
  - (b) *Buildings in Area 2 (Intermediate) must not exceed RL41m, or 10 storeys above RL 5 provided that no part of the building exceeds RL41m.*
  - (c) *Buildings in Area 3 (Inner) must not exceed RL62m, or 16 storeys above RL 5 provided that no part of the building exceeds RL62m.*
  - (d) *The maximum extent of any part of the building at the maximum heights set out above, shall not exceed 35m measured along the building frontage. ....*

#### **1553.6.3. Minimum building height**

*Purpose: To ensure that buildings provide a minimum number of storeys to ensure that efficient use of the site is achieved and that the outer buildings of the precinct deliver a cascade of heights to break up the form of the taller buildings located in the centre of the site as viewed from outside the precinct.*

(1) Buildings in Areas 1, 2 and 3 must provide a minimum height of 4 storeys above ground level (RL10).

#### 1553.6.4. Maximum building dimension and separation

Purpose: To ensure that buildings over 19m in height:

- are not overly bulky in appearance and avoid significant visual dominance effects;
- allow adequate sunlight and daylight access to Esmonde Road, public and internal open space and nearby sites;
- provide adequate sunlight and outlook around and between buildings; and
- mitigate adverse wind effects.

(1) The requirements of H13.6.4. Maximum tower dimension and tower separation, Business Mixed Use zone apply provided that the height at which the controls apply is 19m.

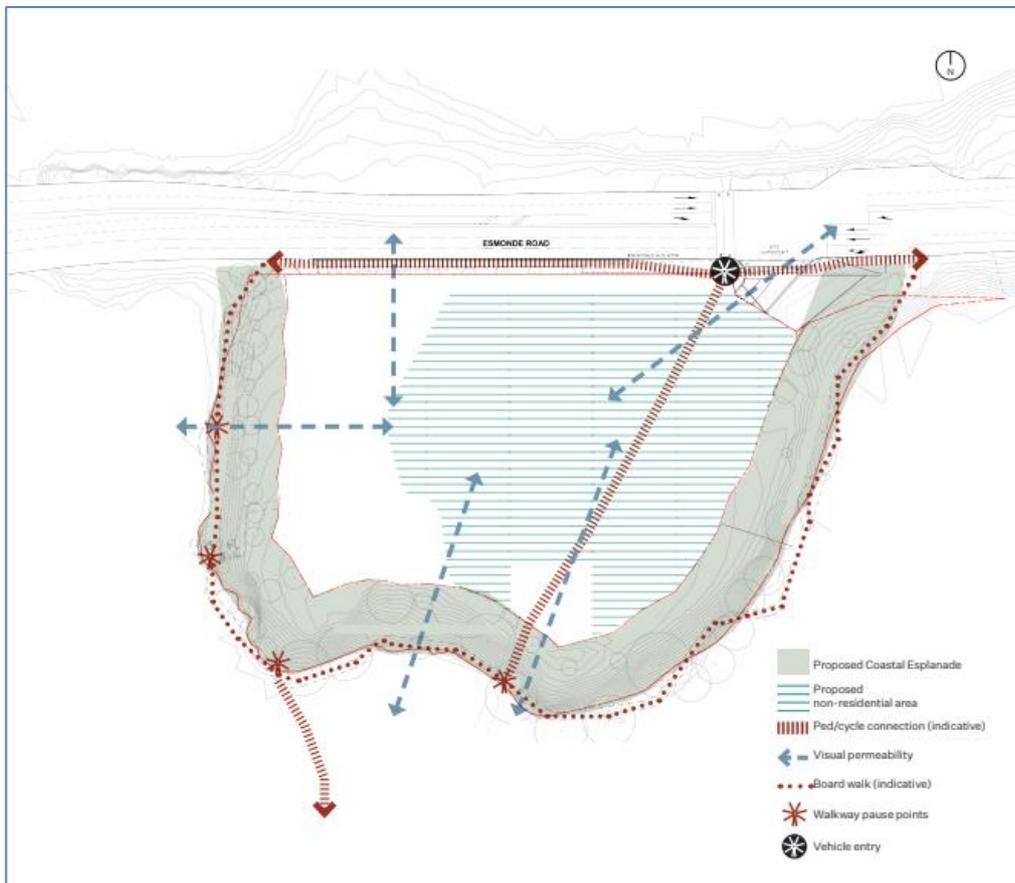
#### 1553.6.5. Esmonde Road front yard setback

Purpose: To ensure that buildings:

- maintain a reasonable standard of residential amenity for residents;
- reduce building dominance relative to Esmonde Road; and
- provide space for enhanced street amenity in the form of a shared pedestrian / cycle path using both hard and soft landscaping inside the front yard of the precinct.(refer to separate infrastructure rule).

(1) Buildings shall be setback from the Esmonde Road boundary a minimum of 4.0 metres.

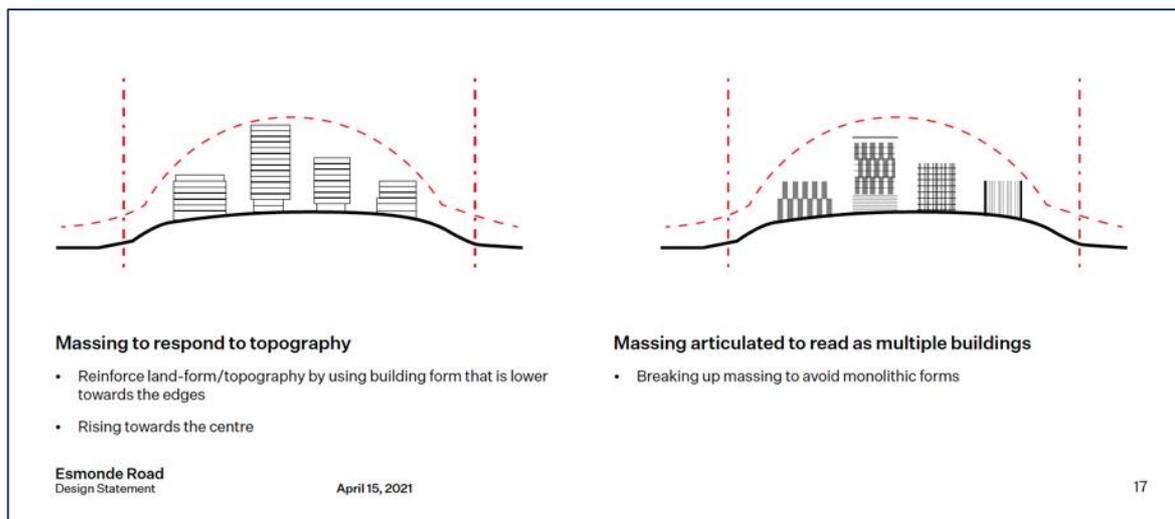
#### Precinct Plan 1 – Takapuna features plan



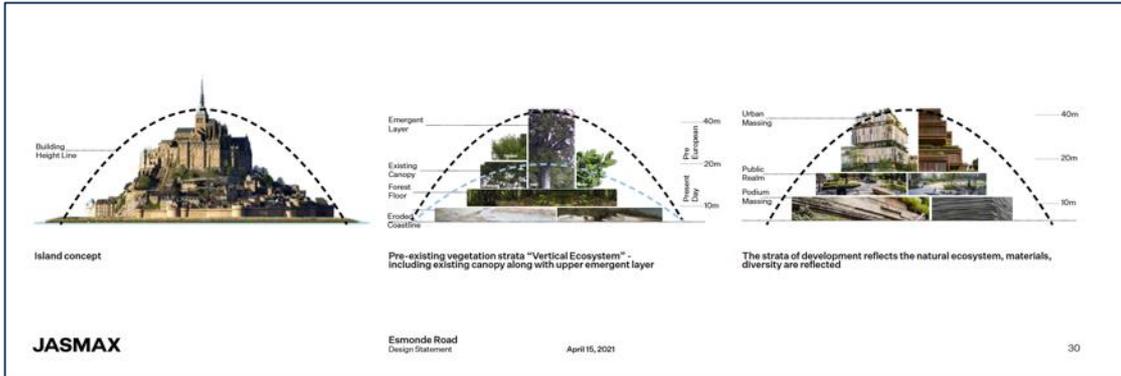
**Precinct Plan 2 – Height and building coverage controls**



The following diagrams, prepared by JASMAX, help to elaborate on the broad approach adopted in relation to building heights and the massing of development across the subject site (below & overleaf). They are followed by a series of related images extracted from Alistair Ray's *Design Statement* (pp. 17, 30 & 32), which further elaborate on these concepts.



**Pages 17 of Alistair Ray's Design Statement**



Pages 30 of Alistair Ray's Design Statement



Page 32 of Alistair Ray's Design Statement

At a more fine-grained level, however, all new buildings and additions to buildings on the application site would be subject to assessment as restricted discretionary activities. The proposed Assessment Criteria for restricted discretionary activities (*Activity Table 1553.4.1*) outline the more detailed, architectural and open space design expectations for development on the site, including its interface and interaction with nearby residential areas, Esmonde Road and the coastal environment of Shoal Bay.

### **1553.8.2. Assessment criteria**

The council will consider the relevant assessment criteria below for restricted discretionary activities in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, zone, and Auckland-wide provisions.

(1) *New buildings, additions and alterations to existing buildings and accessory buildings:*

(a) *Consistency with precinct plans:*

(i) *Whether the development or land use is in accordance with Precinct Plans 1 and 2.*

(b) *Building design and external appearance:*

(i) *The extent to which building design and layout achieves:*

- *a character and appearance that will ensure a high standard of amenity for residents and visitors;*
- *a design of buildings that contributes to the local streetscape and a sense of place by responding positively to the planned form and character of the surrounding area and the coastal setting;*
- *a silhouette of the buildings as viewed from areas surrounding the site in a way that positively contributes to the Takapuna skyline;*
- *clearly defined public frontages and entrances that address Esmonde Road and open space and plaza areas to positively contribute to the public realm and pedestrian safety;*
- *for mixed use buildings, separate pedestrian entrance for residential uses;*
- *a coherent scheme including proposed building heights for the whole precinct to demonstrate an overall design strategy that contributes positively to the visual quality of the precinct and the locality;*
- *buildings that are designed to:*
  - *avoid long, unrelieved frontages and excessive bulk and scale when viewed from streets and open spaces;*
  - *visually break up their mass into distinct elements to reflect a human scale;*
  - *provide view corridors through the site towards the coastal margin in general accordance with Precinct Plan 1; and*
  - *use techniques such as recesses, variation in building height, length, and roof form, horizontal and vertical rhythms, and facade modulation and articulation;*
- *a variety of architectural detail at ground and middle levels including maximising doors, windows and balconies overlooking the streets and open spaces;*
- *roof profiles that 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;*
- *colour variation and landscaping, used in conjunction with building articulation, that achieves overall high design quality;*
- *glazing is provided on the street (Esmonde Road) and open space frontages and the benefits it provides in terms of:*
  - *the attractiveness and pleasantness of the street and public open space and the amenity for people using or passing through that street or space;*
  - *the degree of visibility that it provides between the street and public open space and the building interior; and*

- *the opportunities for passive surveillance of the street and public open space from the ground floor of buildings.*
  - *buildings that use quality, durable and easily maintained materials and finishes on the façade, particularly at street level;*
  - *signage that is designed as an integrated part of the building façade;*
  - *development that integrates mātauranga and tikanga into the design of new buildings and public open spaces;*
  - *design that recognises the functional requirements of the intended use of the building; and*
  - *design that contributes to the avoidance of conflict between residential and non-residential activities within the precinct.*
- (ii) *additionally, for residential development:*
- *the mechanical repetition of unit types is not encouraged, where this would detract from the architectural form of the building.*
  - *balconies are designed as an integral part of the building. A*
  - *external walkways/breezeways should generally be avoided unless a high design resolution is achieved;*
- (iii) *the use of materials, colour finishes and glazing reduces glare having regard to this coastal location;*
- (iv) *internal living areas at all levels within a building maximise outlook onto open spaces and proposed public open space and streets.*
- (v) *any otherwise unavoidable blank walls are enlivened by methods which may include artwork, māhi toi, articulation, modulation and cladding choice to provide architectural relief.*
- (vi) *parking areas located within buildings are not directly open and/or visible from open spaces, streets and lanes.*
- (c) *Shading:*
- the extent to which:*
- (i) *the location and design of buildings ensures a reasonable level of sunlight access (measured at the Equinox) to residential units (principal living rooms and private outdoor spaces) and open space areas, taking into consideration site and building orientation and the planned built-character of the precinct.*
- (d) *Landscaped area (both soft and hard landscaping):*
- the extent to which:*
- (i) *landscaping treatment within any open space or plaza areas responds to and acknowledges the natural landscape character of the adjoining coastal margin (future esplanade reserve zoned Open Space – Conservation).*
- (ii) *the design of hard and soft landscaping integrates with and appropriately enhances the design and configuration of buildings and the amenity of publicly accessible areas for the various users of the precinct.*
- (iii) *the design of hard and soft landscaping along Esmonde Road provides for pedestrian and cycle movements.*
- (g) *Infrastructure and open space areas*
- the extent to which:*
- (i) *access and plazas create high quality open spaces and incorporate quality amenity features such as tree planting and footpath paving.....*

- (ii) *coastal margin is supported through landscaping comprising predominantly native species, to contribute to the amenity of the precinct and to support ecological function.*
- (iii) *open spaces and plazas are provided so that they are:*
  - *readily visible and accessible by adopting methods such as a generous street frontage or bordering onto yards of sites and front faces of buildings that are clear of visual obstructions;*
  - *located to provide visual relief;*
  - *integrated with surrounding development including;*
  - *sized and developed according to community and neighbourhood needs; .....*

Conceptually, therefore, the PPC provisions set out to:

- Achieve a pattern of development that steps upwards from the ‘village’ periphery towards its centre – reflecting the island nature of the site (prior to development of the Esmonde Road causeway) and its more sensitive margins. These qualities are emphasised in Alistair Ray’s analysis at pages 17 and 30 of his *Design Statement*.
- Create the feeling of a ‘village’ or ‘community’ of buildings that interact with one another visually, without any one building appearing totally predominant or isolated (page 17 of Mr Ray’s *Design Statement* is relevant in this regard).
- Create a matrix of development that is also permeable and engaged with the both the open space and vegetation of its esplanade reserve and wider coastal setting (addressed at page 18 of the *Design Statement*).
- Achieve a comprehensive, apartment development that exhibits high quality architectural values and a high level of internal amenity – qualities that, in turn, emphasise the (predominantly) residential nature of the proposed complex.
- Minimise effects on the amenity, landscape and natural character values of neighbouring residential areas, Esmonde Road and Shoal Bay – both via implementation of the concentric building areas shown above and the application of the proposed RDA assessment criteria to future development on the application site.

While the policies and accompanying plans within the PPC create a broad template for development that emphasises the unique nature of the site and its relationship with surrounding areas, the success or otherwise of the proposed apartment complex will still largely rely on the quality of its architectural design, detailing and materiality – all of which are stressed in the PPC provisions and RDA assessment criteria.

## 3. Statutory Considerations

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As indicated in Section 1, the application site is located on the edge of Takapuna's THAB Zone. That zone has a height limit of 16m. Zones 1 and 2 (JASMAX Drawing 2.2) around the periphery of the site and abutting Esmonde Road would accommodate buildings that are typically 4-7 storeys high, which is enabled in the proposed precinct provisions. This level of development would be generally in accordance with the height standard for the THAB Zone. However, Zones 3 and 4, closer to the centre of the site and just behind part of the Esmonde Road frontage, would allow future development to step up to 10 and 16 storeys respectively. Such height limits are clearly higher than those of the THAB zone height standard and would contribute to an appreciably greater massing of built forms near the centre of the island site.

### 3.1 Higher Order Statutory Matters

The following higher order Resource Management Act sections and National Policy Statement policies are of particular relevance to the PPC:

#### **The Resource Management Act**

##### **7. Other matters**

*In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to —*

*(c) the maintenance and enhancement of amenity values:*

*(f) maintenance and enhancement of the quality of the environment:*

#### **The NZ Coastal Policy Statement (2010)**

##### *Policy 13 Preservation of natural character*

*(1) To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development:*

*(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment; .....*

## The National Policy Statement - Urban Development (2020)

**Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

(a) *have or enable a variety of homes that:*

(i) *meet the needs, in terms of type, price, and location, of different households; .....*

**Policy 3:** *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

(a) *building heights of least 6 storeys within at least a walkable catchment of the following:*

(iv) *the edge of metropolitan centre zones; and*

**Policy 6:** *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

(a) *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*

(i) *may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*

(ii) *are not, of themselves, an adverse effect .....*

## 3.2 Auckland Unitary Plan

The THAB Zone embracing the subject site also covers most of the area between Esmonde Road and Takapuna's Metropolitan Centre Zone. In addition, the subject site is physically framed by (see map overleaf and **Attachment 1**):

- A large Mixed Housing Urban (MHU) Zone that extends towards, then along Lake Road;
- Two large Mixed Housing Suburban (MHS) Zones to the south and across Lake Road that merges with a strip of Single House Zone clinging to the margins of Shoal Bay;
- A Mixed Use Zone running up Barrys Point Road and east of Fred Thomas Drive; and
- A mixture of other Business, Open Space and Special Purpose Zones, together with the infrastructure corridor of the Northern Motorway / SH1, on the western side of Shoal Bay.



**AUP map showing the various MHU, MHS, Single House, Mixed Use and Business zones near the subject site**

The Auckland Unitary Plan’s Regional Policy Statement contains a series of higher order, objectives and policies that directly pertain to the intensification of parts of Auckland’s urban environment. Those shown below address matters related to visual and amenity effects more directly:

**B2.2. Urban growth and form**

**B2.2.1. Objectives**

- (1) A quality compact urban form that enables all of the following:
  - (a) a higher-quality urban environment;
  - (e) greater social and cultural vitality;
  - (g) reduced adverse environmental effects.

**B2.3. A quality built environment**

**B2.3.1. Objectives**

- (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;
- (2) Innovative design to address environmental effects is encouraged.

**B2.3.2. Policies**

- (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;
  - (d) achieves a high level of amenity and safety for pedestrians and cyclists;

- (f) *allows for change and enables innovative design .....*
- (5) *Mitigate the adverse environmental effects of subdivision, use and development through appropriate design .....*

**B2.4. Residential growth B2.4.1. Objectives**

- (1) *Residential intensification supports a quality compact urban form.*
- (2) *Residential areas are attractive, healthy and safe with quality development that is in keeping with the planned built character of the area.*

**B2.4.2. Policies**

*Residential intensification*

- (1) *Provide a range of residential zones that enable different housing types and intensity that are appropriate to the residential character of the area.*

*Residential neighbourhood and character*

- (8) *Recognise and provide for existing and planned neighbourhood character through the use of place-based planning tools.*
- (9) *Manage built form, design and development to achieve an attractive, healthy and safe environment that is in keeping with the descriptions set out in placed-based plan provisions.*

Perhaps of more relevance to this report, the District Plan section of the AUP contains the following provisions of direct relevance to the THAB Zone and its interface with adjoining residential zones :

**H6.2. Objectives**

- (2) *Development is in keeping with the areas planned urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms.*

**H6.3. Policies**

- (1) *Enable a variety of housing types at high densities including terrace housing and apartments and integrated residential development such as retirement villages.*
- (2) *Require the height, bulk, form and appearance of development and the provision of setbacks and landscaped areas to achieve a high-density urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms.*
- (3) *Encourage development to achieve attractive and safe streets and public open spaces including by:*
  - (a) *providing for passive surveillance*
  - (b) *optimising front yard landscaping*
  - (c) *minimising visual dominance of garage doors.*
- (4) *In identified locations adjacent to centres, enable greater building height through the application of the Height Variation Control where the additional development potential enabled:*

- (a) *provides an appropriate transition in building scale from the adjoining higher density business zone to neighbouring lower intensity residential zones, and;*
  - (b) *supports public transport, social infrastructure and the vitality of the adjoining centre.*
- (5) *Manage the height and bulk of development to maintain daylight access and a reasonable standard of privacy, and to minimise visual dominance effects to adjoining sites and developments.*

The height limit for the zone is (as indicated above) 16m, while the zone’s Height in Relation to Boundary controls – designed to address such matters as the protection of daylighting and privacy, and the avoidance of visual over-dominance – are largely irrelevant to the subject site because of its physically isolated, ‘island’ nature. Even so, the AUP’s anticipated outcome of housing that is ‘predominantly five to seven storeys in a variety of forms’ is very different from the matrix of one and two storey development that currently prevails between Esmonde Road and the outer margins of Takapuna’s Metropolitan Centre.

### 3.3 Relationship With Other Zones

In addressing the effects of KBS’s PPC and related development proposals, it is also important to consider the environments that would both frame and contextualise views towards the application site – from within the residential catchments near the edge of Hauraki, Takapuna and the Patuone Reserve lagoon, but also from public vantage points around Esmonde Road and the SH1 motorway system – as key points of public contact and engagement with the proposed development. As **Attachment 1** shows, those environments comprise a diverse array of residential zones both sides of Esmonde Road and the subject site.

The anticipated character and built form of those zones (excluding the THAB zone already explained above) is conveyed in the following excerpts from the District Plan section of the AUP.

#### Mixed Housing Urban Zone:

##### **Objective H5.2(2)**

*Development is in keeping with the neighbourhood's planned urban built character of predominantly three-storey buildings, in a variety of forms and surrounded by open space.*

##### **H5.3 Policies**

- (1) *Enable a variety of housing types at higher densities, including low-rise apartments and integrated residential development such as retirement villages.*
- (2) *Require the height, bulk, form and appearance of development and the provision of sufficient setbacks and landscaped areas to achieve an urban built character of predominantly three storeys, in a variety of forms.....*

- (4) *Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.*
- (9) *Enable more efficient use of larger sites by providing for integrated residential development.*

**Mixed Housing Suburban Zone:**

**Objective H4.2(2)**

*Development is in keeping with the neighbourhood's planned suburban built character of predominantly two storey buildings, in a variety of forms (attached and detached).*

**H4.3 Policies**

- (1) *Enable a variety of housing types including integrated residential development such as retirement villages.*
- (2) *Achieve the planned suburban built character of predominantly two storey buildings, in a variety of forms by:*
  - (a) *limiting the height, bulk and form of development;*
  - (b) *managing the design and appearance of multiple-unit residential development; and*
  - (c) *requiring sufficient setbacks and landscaped areas.....*
- (4) *Require the height, bulk and location of development to maintain a reasonable standard of sunlight access and privacy and to minimise visual dominance effects to adjoining sites.....*
- (8) *Enable more efficient use of larger sites by providing for integrated residential development."*

Together, these provisions indicate that the AUP anticipated the following outcomes for most of the area south of Esmonde Road in the general vicinity of the application site:

- Development that predominantly comprises two to three-storey buildings, albeit in a variety of forms;
- Low-rise apartments and integrated residential development such as retirement villages;
- Development that minimises visual dominance effects in relation to adjoining sites;
- Integrated residential development that makes efficient use of larger sites; and
- The framing or enclosure of such development by open space.

These MHU / MHS outcomes remain markedly different from those identified in the AUP for the Single House Zone that follows Hauraki's coastal edge from the bottom of Napier Avenue southwards. Thus the **H3.2 Objectives** for this, more historically conventional, zone state that development should be:

*..... in keeping with the neighbourhood's existing or planned suburban built character of predominantly one to two storeys buildings.*

The **H3.3. Policies** for the zone state that the zone should:

- (1) *Require an intensity of development that is compatible with either the existing suburban built character where this is to be maintained or the planned suburban built character of predominantly one to two storey dwellings.*
- (2) *Require development to:*
  - (a) *be of a height, bulk and form that maintains and is in keeping with the character and amenity values of the established residential neighbourhood; or*
  - (b) *be of a height and bulk and have sufficient setbacks and landscaped areas to maintain an existing suburban built character or achieve the planned suburban built character of predominantly one to two storey dwellings within a generally spacious setting.*

The final 'piece' in this complex zoning 'jigsaw' around the application site is the Business - Mixed Use Zone that covers Barrys Point Road and the eastern side of Fred Thomas Drive. This zone is stipulated in its **H13.2 Objectives** as setting out to achieve:

- (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.*
- (2) *Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.*
- (3) *Development positively contributes towards planned future form and quality, creating a sense of place.*

Related **H13.3 Policies** then stipulate the following development outcomes:

- (2) *Enable an increase in the density, diversity and quality of housing in the centre zones and Business – Mixed Use Zone while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.*
- (3) *Require development to be of a quality and design that positively contributes to:*
  - (a) *planning and design outcomes identified in this Plan for the relevant zone;*
  - (b) *the visual quality and interest of streets and other public open spaces; and*
  - (c) *pedestrian amenity, movement, safety and convenience for people of all ages and abilities.*
- (4) *Encourage universal access for all development, particularly medium to large scale development.*
- (5) *Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.*

A height limit of 16m, plus 2m for roof articulation, also applies to the Mixed Use Zone, which is closely aligned with that of the THAB Zone, although accommodating a more diverse array of activities and interplay of public and private spaces / premises.

Overall, therefore, the subject site is ‘ring-fenced’ – albeit rather loosely – by residential zones that can accommodate 2 to 7 storey development. This layering of zones is anchored by the even more intensive, zoning of Takapuna’s Metropolitan Centre, which at its very centre has an ‘unlimited’ maximum height. Conversely, the area south of Esmonde Road steps down to accommodate a mixture of detached and semi-detached, housing, hand-in-hand with townhouses, terrace houses and multi-unit development – from one to three storeys in height. This includes the Single House Zone that runs down the edge of Shoal Bay, which remains the only residential zone near the subject site that is more closely aligned with the current mixture of state houses and one to two storey bungalows on individual sections around Esmonde Road. Clearly, this is the area in which change and redevelopment is least anticipated, notwithstanding the considerable appeal of such properties.

In addition to these zones, the application site directly abuts and engages with:

- The flats and estuarine area of Shoal Bay merging with the main body of the Waitemata Harbour;
- Esmonde Road itself, which comprises a major arterial road corridor that connects the road, cycleway and pedestrian networks of Takapuna and Devonport with both the Northern Motorway / SH1 and other parts of the North Shore;
- The bottom of Barrys Point Road, near its intersection with Esmonde Road; and
- The Patuone Reserve and Walkway around the mangrove-covered lagoon directly east of Barrys Point Road.

Of note in relation to the last of these areas, it is understood that the Patuone Walkway is soon to be redeveloped, with a combined walkway / cycleway from Auburn Reserve replacing the current gravel path, which is narrow and weed infested, with limited appeal for pedestrians, let alone cyclists.

### **3.4 The Consented “Stages 1 & 2” Development**

In addition to these contextual matters, the “*Stages 1 and 2*” development consented by Auckland Council in March 2021 also forms part of the ‘environment’ within and around the subject site. The Stage 1 development next to the site’s eastern boundary and part of Shoal Bay comprises a single visitor accommodation building of between 5 and 7 storeys, whereas the Stage 2 development – facing Esmonde Road – would mainly comprise residential apartments in a block that steps up from 4 to 6 and 7 storeys.

As outlined in the Stages 1 and 2 application, Stage 1 would have a building footprint of 2,151m<sup>2</sup>, with a floor area of 10,877m<sup>2</sup>, whereas Stage 2 would cover 2848m<sup>2</sup>, with a total floor area of 10,587m<sup>2</sup>. That development would have a maximum height of 25.3m (asl). The Stage 1 development would breach the THAB Zone height limit by up to 8.32m (excluding its plant room), while the Stage 2 development would exceed the height control by up to 9.3m. These heights compare with the generally 3 storey profile of the Pentecostal Church currently on site and the “predominantly five, six or seven storey buildings” anticipated for the THAB Zone.

As also explained in the application, the facades of both buildings would be modulated and varied, while their rooflines would also, as implied above, step up and down to create variation. Breaks between the buildings would accommodate the main vehicle and pedestrian entryway to the site off Esmonde Road, leading to a series of open spaces within the overall site. These openings would merge with the apron of open, grassed space already found along the site’s Esmonde Road frontage. In conjunction with the implementation of Stage 2, it was anticipated that this area would also be subject to widespread tree planting and the use of coastal shrubs to frame the proposed apartment complex. Both the new planting and walkway / cycleway network would connect with an array of internal public open spaces and terraces, private courtyards, vehicle circulation areas and car parking between Stages 1 and 2 – as detailed in JASMAX’s architectural design report. The images prepared by JASMAX below help to interpret these design proposals graphically, while the plan overleaf – copied from page 25 of Alistair Ray’s *Design Statement* report shows the location of Stages 1 and 2 relative to the site and development proposals under the PPC. labelled as “*Potential Future Development*”.



**Stages 1 and 2: internal open spaces (above) & the entrance off Esmonde Road (overleaf)**



Esmonde Road  
Design Statement

April 15, 2021

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*Extract from page 25 of Alistair Ray's Design Statement showing Stages 1 and 2 together with the rest of the PPC site labelled "Potential Future Development"*

# 4. Landscape Context

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## 4.1 The Application Site

The site at 48 Esmonde Road is currently occupied by the Harbourside (Pentecostal) Church and the Harbour side Kids Childcare Centre. The main church building rises to three storeys and is clad in a mixture of cedar weatherboards (stained dark brown), brown concrete panels, dark tinted glazing and black aluminium flashings, with terracotta roofing (**Attachments 2-5**). Facing Esmonde Road, two flights of steps lead up to a clear glazed atrium with white glazing bars, while the western side of the complex comprises a series of single storey rooms with pitched tile roofs, fronted by a timber fence that wraps around the outdoor area of the childcare centre. Containers, waste storage bins and outdoor storage facilities are found near the entrance to that centre, while a sloping tiled roof above single-storey rooms at the rear of the church split its northern façade in two horizontal segments or layers – with concrete panels above – facing a large area of car parking. Both the single storey extension with its sloped roofing, and concrete panelling above, wrap around the eastern side of the church – again facing a large, asphalt car park.



*Google Earth view of the current site*

Indeed, the church's entire circumference is enclosed by the car parking, together with a vehicle thoroughfare and drop-off areas outside the main church entrance facing Esmonde Road and the childcare facility. This band of hard standing is, in turn, enclosed by areas of open grass, dotted with a mixture of native and exotic trees and shrubs, some of which sit within planters framing the church. At the point where the site starts to fall away towards the adjacent harbour – on its western, southern and eastern sides – the grass 'moat' around the church and its more decorative planting are replaced by shrubs and small trees, including Tasmanian Blackwood, pampas, wattle, honeysuckle and other weed species, while a band of semi-mature to mature, pohutukawas clings to the banks above Shoal Bay's inter-tidal area and mangroves.

Neither the church nor its margins – dominated by car parking and scattered planting – have any real aesthetic appeal, although the three storey profile of the main building appears much larger and more visually imposing when viewed close-up, as opposed to from Esmonde Road and other off-site vantage points. In part, this is because of the 'tonsure' of pohutukawas and other vegetation that encloses the site. But, it also reflects the church's set-back from Esmonde Road, with both its profile and the layering of outdoor steps leading up to its main entrance mimicking (to some degree at least) the crowned profile of the site.

## 4.2 The Site's Wider Setting

Without Esmonde Road, the application site would convey the strong feeling of being either an island or a peninsula landform, rather tenuously connected to the Takapuna shoreline.



*Google Earth view of the subject site & the Shoal Bay estuary flanked by land to the west, north & east*

Even with the umbilical cord of Esmonde Road and its causeway in view, the rising mount of the site remains quite isolated, both physically and visually. Although elevated up to approximately 10m (asl), the site still sits well below the eastern end of Esmonde Road, which rises up to 23m near the intersection with Burns Avenue and Eldon Street, before ‘topping out’ at 27m closer to Lake Road. Similarly, while residential properties at the ‘bottom’ of Francis Street and Spencer Terrace, south of the application site, sit on contours ranging from 6-10m near Hauraki’s shoreline, these rapidly top out at 15-16m (asl) further up both roads and, in the case of Francis Street, rise up to 21m at the intersection with Hart Road. This reinforces the feeling of the application site sitting quite low down relative to those residential catchments on its eastern to southern sides.

Conversely, most local roads and properties flanking the lagoon north of Esmonde Road sit at levels more similar to those found across the crest of the KBS site. Thus, residential sections at the bottom of both Tennyson and Bracken Avenues are elevated 7m to 12m above sea level, while Barrys Point Road – opposite – starts out at 6m (asl) near Esmonde Road before rising to 10-11m (asl) at the intersection with Des Swann Drive. In views from these sectors, the site appears less island-like: together with the adjoining Esmonde Road causeway, it simply becomes part of the undulating sequence of ridges, slopes and low banks that wrap around almost all of the lagoon.

As **Attachments 6** and **7** show, the estuarine system both sides of the Esmonde Road causeway is dominated by a complex interweaving of large mangrove beds with narrow strips of water and inter-tidal banks that open out into a more expansive water channel, lined by intermittent shell banks closer to the Northern Motorway. The landforms enclosing this harbour estuary become increasingly complex and sinuous as the estuary progresses inland, before terminating near Auburn and Huron Streets close to the edge of Takapuna’s metropolitan centre. They are covered in an almost solid, swathe of both urban and suburban development, while the combined transport infrastructure of the Northern Motorway, the Esmonde Road interchange, and the Akoranga Bus Station, flanks it to the west.

The greater bulk of this current development comprises residential properties clinging to the shoreline and coastal margins of Takapuna, before stretching southwards to encompass the suburban residential environs of Hauraki, Belmont, Bayswater, Ngataranga Bay and Devonport. Most of this housing comprises one and two storey dwellings on individual sections, ranging in age and style from Transitional Villas, early California Bungalows and *Moderne* (quasi-Art Deco) dwellings or flats to 1960’s and ‘70’s bungalows, townhouses and infill development. A scattering of one and two storey ‘sausage flats’ is also evident within this area of mostly traditional, residential development straddling Lake Road, although multiple unit developments remain ‘few and far between’, even within the THAB and MHU Zones near Esmonde Road. Pockets of commercial development, such as the Countdown Supermarket, bars, restaurants, cafes, dairies, takeaways and even small car yards associated with the Hauraki Corner and Belmont shops are

also scattered through this area, as nodes of business activity strung along Lake Road (see below and **Attachment 8**).



*The complex array of land uses / activities around the subject site*

This sequence culminates in the historic settlement and commercial centre of Devonport to the south, while the newer and more blatantly commercial, metropolitan centre of Takapuna – anchored visually by the Sentinel Tower and Spencer on Byron – dominates the area north to north-east of the application site and its THAB Zone. Indeed, central Takapuna provides the fulcrum around which the mosaic of previously described, residential pivots – extending northwards towards both Milford and Smales Farm. However, there has been relatively little change in line with the AUP’s THAB and MHU provisions to date, with the cost of purchasing and amalgamating sections apparently thwarting significant redevelopment so far.

Meanwhile, the line of development following Barrys Point Road contrasts with all of these aforementioned areas. Traditionally dominated by car and motorcycle sales yards / premises and light industrial operations on a small scale – as an adjunct to the old tip and landfill – Barrys Point Road hasn’t greatly changed since the 1991 closure of that municipal facility. Today, the road corridor still starts next to Esmonde Road, with the Car Fe car cleaning operation, then progresses past a succession of car yards, motorcycle showrooms, tyre and vehicle repair premises, panel-beaters, surf and paddle board outlets, small yacht retailers, gyms, cafes, offices, and so on, until finally at the large Countdown Supermarket near ANZAC Street and Graydeen Place.

Even further to the west, the elevated coastal terraces both sides of Akoranga Drive are also dominated by business development; but in this case, the rather more 'neat and tidy' Warehouse headquarters at the end of The Warehouse Way, while the more institutional profile of AUT's Akoranga Campus sits on the western skyline to the immediate north of Akoranga Road and the adjoining motorway interchange. Perched above the main SH1 / Northern Motorway corridor, the Warehouse premises, in particular, have much more of an 'office park' aesthetic than the array of mainly retail outlets up Barrys Point Road. Its bank of curtain walling fronted offices retains some of the rather utilitarian qualities so evident up that road corridor, but also a certain blandness and sterility of character. Only the topographic 'roll-over' of the terrace edge in front of the office complex and revegetation across the slopes below it prevents this complex from being much more dominant than it might otherwise be – relative to both Esmonde Road and the Northern Motorway, especially.

The continuum of urban to suburban development described above only significantly dissipates in the more immediate vicinity of the old Barrys Point Road tip and landfill, near Fred Thomas Drive. Within this area, the Golf Warehouse Driving Range, the proposed site for a Korean Garden, and the passive open space and sports fields of the Barrys Point Reserve, together with revegetated margins of a stream corridor abutting the busway, help to afford a 'green link' with Smiths Bush nearby, straddling SH1. Even so, for most commuters and other road users on Esmonde Road's critical link between the motorway and Takapuna, just the casuarinas lining the local golf driving range and the waters / mangroves of Shoal Bay's estuary afford any real break in the sequence of metropolitan development just described.

Consequently, whether looking towards the subject site from the edge of Auckland's waterfront (Wynyard Point at the end of Hamer Street, **Attachment 9**), or in the course of approaching it via the harbour bridge, motorway and western end of Esmonde Road (**Attachments 10 & 11**), the site remains framed by both Shoal Bay's maritime area and a complex layering of urban structures and development, including:

- The Sentinel and Spencer on Byron above central Takapuna;
- The Bayswater Marina;
- The structural 'jigsaw' of the harbour bridge and its approaches through to the Onewa Road Interchange;
- The concourse and infrastructure of the Northern Motorway;
- The outline of The Warehouse offices perched above the motorway corridor;
- The Esmonde Road interchange and Akoranga Bus Station;

- The retail development and operations at the foot of Barrys Point Road;
- The 220kV transmission towers and lines just past the Barrys Point Road interchange; and
- The complex layering of residential development stretching both sides of Esmonde Road – towards metropolitan Takapuna to the north and Hauraki / Bayswater to the south-east.



*Looking from Wynyard Point towards the subject site*



*Looking from the harbour bridge towards the subject site*



*Looking from the Northern Motorway towards the subject site*



*Looking from Esmonde Road (west) towards the subject site*

Looking towards the application site from the eastern end of Esmonde Road, as well as the residential areas around Francis Street and Spencer Terrace, or Harley Road, the contextual situation changes appreciably (**Attachments 12-15**): with the towers that help to locate Takapuna becoming much more peripheral – though still very obvious from Francis Street – or lost from view altogether. Instead, the more immediate residential environment comes much more to the fore, as do the margins of the estuary, the band of pohutukawas at the edge of the subject site, the 220kV corridor west of it, and even the jumble of buildings near the bottom of Barrys Point Road. The office development at the end of The Warehouse Way is also apparent, if less prominent.



*Looking from Esmonde Road (east) towards the subject site*



*Looking from Napier Avenue towards the subject site*



*Looking from Francis Street towards the subject site*

Similarly, views from residential areas further to the north, around Byron Avenue, Bracken Avenue (**Attachment 16**) and Tennyson Avenue, again capture the stepping of housing and individual properties down to the margins of the lagoon / estuary – focusing on its broad blanket of

mangroves backed by the transmission towers near Barrys Point Road and the jumbled patina of commercial premises near that road corridor. These all rise above the line of semi-mature pohutukawas and grassed banks down the far side of the lagoon, while the harbour bridge and even parts of the Ponsonby ridgeline are also distantly visible.



*Looking from Bracken Avenue towards the subject site*

In views from the opposite side of the estuary, in the general vicinity of the Patuone Reserve Walkway below Barrys Point Road, the lagoon is more directly enclosed by the pohutukawas described above, while most of the development flanking Barrys Point Road is largely (though not entirely) screened from most views. As a result, the Esmonde Road causeway, traffic on it, and the KBS site assume more visual prominence, although they remain clearly flanked by the broad sweep of residential development around the lagoon, the tall towers that ‘signpost’ Takapuna’s location and the 220kV line bisecting the estuary.

This quick exploration of different viewing angles and the context within which the subject site is set, reinforces the idea that it is located at the nexus of a multiplicity of activities and different forms of development. Over time, the diversity of this context will further change as implementation of the AUP provisions adds a layer of even greater complexity and (in the short term at least) diversity to the landscape patterns described above.

### 4.3 Identified Values

The AUP Viewer identifies all of Shoal Bay’s harbour / estuarine area as being subject to two Significant Ecological Area overlays: “Marine 1” wrapping around the subject site and extending further inland, and “Marine 2” in marginal areas around the margins of the outer estuary (as shown overleaf). However, neither Shoal Bay nor its margins are subject to other overlays of more direct relevance to this assessment – no Outstanding Natural Landscapes or Features, or areas

within the Coastal Environment (including the CMA) that have High or Outstanding Natural Character Values. The level of existing development and modification around the harbour's shoreline and within its coastal hinterland is simply too great for these ratings to apply to the area around Esmonde Road and suburban Hauraki / Takapuna.



*AUP map showing the Significant Ecological Areas that cover most of Shoal Bay's estuary*

# 5. Relevant Effects

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## 5.1 Effects In General

Assessments addressing changes to the urban environment and the community perceptions of such change often refer to a range of effects on visual, landscape, amenity and even natural character values. This section clarifies the focus of such assessment in this report, which is narrowed by the statutory matters and ‘assessment criteria’ outlined in Section 3, above.

### Visual Effects

‘Visual effects’ reflect changes to the visual composition, configuration and character of a locality and / or landscape, together with the perceived scale of such changes – in terms of their relative prominence and legibility. However, an assessment of visual effects does not address the values associated with such change, which are more appropriately addressed in relation to the landscape, amenity and natural character attributes of an area. Visual change and ‘effects’ are, in effect, devoid of value: they convey a sense of the magnitude of visible change that would be experienced from a viewpoint or viewpoints, but not the impact that this has on the values and identity of the subject site and its surrounds. As such, visual effects are no more than a steppingstone to addressing the more meaningful range of effects on landscape, amenity and natural character values – as appropriate to any given situation.

### Landscape Effects

“Landscape” is an all-encompassing term. The NZ Institute of Landscape Architects’ Charter (2010) describes “*Landscape*”, at page 4, as being, “*the cumulative expression of natural and cultural elements, pattern and processes in a geographical area.*” Moreover, the Charter’s Preamble offers the following, slightly more fulsome, description of landscapes – as follows:

*“Landscapes are the result of unique combinations of biophysical, cultural and social processes, evolving over time and interwoven with memory, perception and tradition. They include land, water systems and marine areas, and play a vital role in human nurture, fulfilment and in shaping individual and collective identity. Landscapes range from the outstanding and the memorable, to the familiar and commonplace ....”*

In addition, the NZILA Best Practice Note on *Landscape Assessment and Sustainable Management 101.1* identifies that landscape values comprise three ‘layers’ of attributes:

- *Biophysical elements, patterns, and processes*
- *Sensory qualities*
- *Spiritual, cultural and social associations, including both activities and meanings.*

In relation to most urban and suburban environs, the latter two layers are typically of greater concern and relevance, whereas in more rural or natural environments, the biophysical state and values of that environment can be more important.

Within Auckland's metropolitan area, landscape effects therefore primarily relate to changes to the sensory (or perceptual) values of an environment – triggered by physical change. Such effects are often interpreted in terms of the legibility, expressiveness, aesthetic value, transient values and other 'associative' matters (with reference to the well known, 'Modified Pigeon Bay / WESI factors'). However, changes to the physical and visual character of a landscape may also affect people's appreciation of its 'shared and recognised values' (appreciated by communities and wider societal groups), cultural dimensions and meanings, its historical importance and its identity.

### Amenity Effects

Effects on amenity values overlap with effects on the 'sensory' and 'associative' qualities of landscape, insofar as the description of Amenity Values in the Resource Management Act describes them as comprising:

*those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.*

This indicates that 'amenity' pertains to areas that are known, understood and appreciated by those who live within them or visit them – often on a reasonably regular basis. Amenity values also relate to such factors as noise, lighting, smells and awareness of activity and movement; in effect, the fuller spectrum of sensory factors that contribute to perception and appreciation of an area's character, pleasantness and aesthetic coherence. Inevitably, this also brings into play perceptions of identity and sense of place (evolved from the Greek concept of the '*genius loci*') that reflect the more particular, even unique, qualities of a locality or environment. Concepts of familiarity, shared ownership (in a figurative sense) and pride of place are also important in this regard. Moreover, Section 7(c) refers to "*cultural and recreational attributes*", which, focusing on Auckland's urban area, often pertain to areas used for walking, cycling, coastal activities and passive recreation.

Amenity effects can also include so called, 'nuisance' effects that degrade the 'pleasantness', 'aesthetic coherence' and other values associated with a particular locale. In urban environments, these often pertain to such matters as:

- Visual dominance or over-dominance;
- Loss open space and perceived spaciousness;
- Encroachment on privacy;
- Over-shadowing; and
- Noise.

### Natural Character Effects

Again, natural character effects overlap with landscape effects, but with more of an emphasis upon effects that impair, or otherwise alter, the naturalness of the coastal environment in terms of its biophysical attributes and characteristics, together with its perceived character. Policy 13 (2) of the NZ Coastal Policy provides further direction in this regard, by identifying some of the elements / features / characteristics associated with natural character values, including:

- (a) natural elements, processes and patterns;*
- (b) biophysical, ecological, geological and geomorphological aspects;*
- (c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;*
- (d) the natural movement of water and sediment;*
- (e) the natural darkness of the night sky;*
- (f) places or areas that are wild or scenic;*
- (g) a range of natural character from pristine to modified; and*
- (h) experiential attributes, including the sounds and smell of the sea; and their context or setting.*

These elements and characteristics are not exclusive, however, and the significance of effects in relation to any one factor (or more) need to be considered with regard to the relative natural character values of any coastal environment / landscape as a whole. Thus, coastal environments and landscapes that are highly natural will be much more sensitive and susceptible to the effects of change than those that are already highly developed and modified – or within those where such change is anticipated by relevant statutory instruments.

### Cumulative Effects

In addition to the direct effects that developments can generate in relation to specific receiving environments and audiences, cumulative effects need to also be considered. These typically relate to viewing or experiencing a development proposal in one of two ways:

- Either in a dynamic fashion from transport corridors and / or multiple viewpoints in which the proposal becomes part of a sequence, or ‘collage’, of accumulative change (successional / sequential effects); and / or

- The development proposal becomes part of a sequence of change in which two or more developments of similar character are visible from one or multiple vantage points (simultaneous effects).

## 5.2 Effects Relevant to 48 Esmonde Road

The scope of effects that are relevant to the KBS proposal is narrowed by the provisions of the AUP (also taking into account Auckland Council’s grant of consent for Kingstone Property’s “*Stages 1 and 2*” proposals for the subject site). For example, even though development under the PPC on the subject site would be likely to affect the natural character values of the coastal environment near Esmonde Road to some degree, a significant level of change and further development / modification is already contemplated for that environment via the site’s THAB zoning. Moreover, it is not identified as having any significant natural character values that might be degraded or disturbed by such development. Similarly, neither the site nor area around Esmonde Road and its estuary, is identified as having any significant Landscape values. As a result, it is considered that the changes associated with the proposed PPC development should be addressed in terms of their:

- 1) Effects in relation to neighbouring residential catchments and their amenity values;
- 2) Effects on the landscape and amenity values of the environment generally around the application site – including those who travel past it and experience it as part of the wider environs of the North Shore; and
- 3) Effects in respect of the identity and sense of place associated with the area around the application site, together with Takapuna and Hauraki.

These effects largely fall under the umbrella of Amenity Effects, although there is also some overlap with Landscape Effects, as described above. Natural Character Effects are not considered to be relevant to this assessment, given the already highly modified state of the application site, its zoning and the identified values (or absence thereof) within and around Shoal Bay.

Cumulative effects associated with the more dynamic experience of using the local transport network are relevant to this assessment, while simultaneous effects are limited by the ‘one off’ nature of the proposed development and the general absence of significant intensification near it at present. Moreover, any such parallel effects would ultimately be tempered by the AUP’s expectation of significant residential intensification near the subject site in the foreseeable future.

# 6. Effects Assessment

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## 6.1 Introduction

This assessment has been undertaken in four stages:

- 1) Identification of those catchments / receiving environments, key viewpoints and related audiences potentially impacted by the proposed development at 48 Esmonde Road;
- 2) Evaluation of the amenity and landscape values currently associated with the landscape around the application site and views towards / of it;
- 3) Analysis of the proposed complex's visual legibility and prominence in relation to the various receiving environments around it;
- 4) Evaluation of the amenity effects that would be generated in relation to the different viewing sectors and audiences exposed to the proposed complex – taking into account Points 2) and 3) above; and
- 5) Examination of the proposal's wider effects and implications on the basis of the viewpoint evaluations.

## 6.2 Receiving Environments & Audiences

As indicated in Section 4, the application site is quite low lying, sitting on an 'island' at the edge of the Shoal Bay estuary. With the crown of the site at approximately 8-10m (asl) and ridges to both the east and west rising well above this level, it sits within a shallow, elongated bowl that reaches towards the margins of Takapuna's metropolitan edge. The receiving environments around the subject site (described in Section 4.2) that would be more directly exposed to it comprise:

- The residential area of western Hauraki;
- The residential area of south-western Takapuna;
- Esmonde Road linked to the Barrys Point Road and Akoranga Drive Interchanges;
- The Northern Motorway / SH1 corridor;
- The bottom of Barrys Point Road and its retail area;
- The golf driving range at the bottom of Fred Thomas Drive;

- The Patuone Reserve Walkway next to the Esmonde Road ‘lagoon’;
- The harbour / estuarine area of Shoal Bay;
- The business park at the harbour end of The Warehouse Way; and
- The harbour end of AUT’s Akoranga Campus.

Unusually, for a location within metropolitan Auckland, the majority of these receiving environments / catchments are located 140m or more from the proposed building platforms, extending away from it. This includes nearby residential areas on the edge of Hauraki and Takapuna, with just Esmonde Road and lower Barrys Point Road engaging more directly with the Stage 1 and 2 site.

Audiences associated with these various receiving environments and vantage points include:

- The local residential community of Hauraki;
- The local residential community of south-western Takapuna;
- Users of the Patuone Reserve Walkway (and future cycleway);
- Windsurfers, kite surfers and boaties within the Shoal Bay inlet / estuary;
- Motorists, cyclists and pedestrians using Esmonde Road east of Barrys Point Road;
- Motorists and passengers using the Barrys Point Road and Akoranga Drive Interchanges, and the Northern Motorway / SH1;
- Visitors to Barrys Point Road;
- Users of The Golf Warehouse Driving Range;
- Workers at, and visitors to The Warehouse headquarters and AUT’s Akoranga Campus.

## 6.3 Assessment Viewpoints & Criteria

### Assessment Viewpoints

This assessment employs a representative sample of viewpoints located within the various catchments around 48 Esmonde Road (**Attachment 17** - Viewpoint Map):

- Viewpoint 1. **Francis Street**
- Viewpoint 2. **Napier Avenue**
- Viewpoint 3. **Esmonde Road East**
- Viewpoint 4. **Bracken Avenue**
- Viewpoint 5. **Tennyson Avenue**

- Viewpoint 6. **Patuone Walkway**
- Viewpoint 7. **Barrys Point Road South**
- Viewpoint 8. **Esmonde Road West**
- Viewpoint 9. **The Northern Motorway**

These provide the basis for comparison of the current situation with that anticipated once development has occurred in accordance with the PPC provisions. This comparison has been undertaken using existing photos that capture views towards the application from each viewpoint, together with accurate photo simulations (prepared by JASMAX) that portray development to the maximum extent accommodated by the PPC provisions. A third set of images show that same development accompanied by the consented *Stages 1 and 2* development, which is now part of the site's 'environment' and context.

It is important to note, however, that while the built forms shown in JASMAX's photo simulations (other than the Stage 1 and 2 buildings) reflect the height, massing and interplay of anticipated development across the subject site, they do not represent 'real' buildings, in which the dialogue between key components (walls, roofs, glazing, balconies, etc) is critical to both their character and that of the complex as a whole.

## Evaluation Criteria

In assessing the extent and nature of such effects for each viewpoint (and surrounding locality, where applicable), the following checklist of assessment factors / criteria has been employed:

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### A. Existing Values:

- 1) *The general nature & qualities of the 'environment' captured by views towards the Esmonde Road site – taking into account the AUP provisions for that area and the Stages 1 & 2 grant of consent for the actual site;*
- 2) *Key views encompassing the subject site;*
- 3) *Key landscape features also captured in views generally in the direction of the subject site.*

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### B. Legibility / Prominence:

- 4) *Viewing distance to the site & its relative elevation;*
  - 5) *The natural orientation of views / outlook for the receiving environment / viewpoint;*
  - 6) *Intervening elements – landforms & development*
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### C. Amenity / Landscape Effects:

- 7) Any adverse impacts on the aesthetic coherence of the landscape around the subject site – related to the built form of development accommodated by the PPC and any visual intrusion or over-dominance;
- 8) Any degradation of the receiving environment’s overall pleasantness;
- 9) Any adverse effects on the perceived spaciousness and open space values of the site’s surrounds;
- 10) Any adverse effects in relation to residential privacy; and
- 11) Any degradation of the receiving environment’s identity and sense of place.

The analysis for each receiving environment / vantage point mainly comprises a summary of key issues and effects relevant to each viewpoint.

### Effects Rating Scale

The effects ratings for each receiving environment or vantage point are ‘scored’ in accordance with the following rating scale (**Table 1**), which is aligned with the 7-point scale of ratings recommended by the NZ Institute of Landscape Architects (*Best Practice Note: Landscape Assessment And Sustainable Management 10.1*):

**Table 1.**

<i>Adverse Effects:</i>		<i>Adverse Effects Rating:</i>	<i>RMA Rating:</i>
<b>1</b>	<i>No appreciable change to landscape character, together with landscape &amp; amenity values: no visual intrusion / ‘nuisance’</i>	<i>Very Low Effect</i>	<i>Less Than Minor Effect</i>
<b>2</b>	<i>Limited change to landscape character; no appreciable change to landscape &amp; amenity values: no visual intrusion / ‘nuisance’</i>	<i>Low Effect</i>	
<b>3</b>	<i>Increasingly evident change to landscape character; limited change to landscape &amp; amenity values &amp; a low level of visual intrusion / ‘nuisance’</i>	<i>Low - Moderate Effect</i>	<i>Minor</i>
<b>4</b>	<i>Appreciable change to parts of the local landscape; more obvious impact on some landscape &amp; amenity values, but still limited visual intrusion / ‘nuisance’</i>	<i>Moderate Effect</i>	<i>More Than Minor</i>
<b>5</b>	<i>Marked change to parts of the local landscape; obvious impact on some landscape &amp; amenity values, including evident visual intrusion / ‘nuisance’</i>	<i>Moderate - High Effect</i>	<i>Significant Effect (or greater)</i>
<b>6</b>	<i>Obvious changes to landscape character with degradation of landscape &amp; amenity values, including obvious visual intrusion / ‘nuisance’</i>	<i>High Effect</i>	
<b>7</b>	<i>Severe degradation of landscape &amp; amenity values accompanied by high levels of visual intrusion / ‘nuisance’</i>	<i>Severe Effect</i>	

The effects identified for each viewpoint are divided between those '**Short Term Effects**' that would arise while most of the application site's surrounds and visual context remain dominated by the current matrix of one and two storey housing, and those '**Long Term Effects**' that are anticipated once development anticipated for the THAB and MHU Zones becomes more pervasive and visually significant as part of that same setting / context.

## 6.4 Visual Effects Evaluation

The following tables summarise the assessment undertaken for each viewpoint and the corresponding receiving environments. They are accompanied both by both the photos and photo simulations / montages found in **Attachments 18-44**.

## Viewpoint 1. Francis Street



**Viewpoint 1:** view from the harbour end of Francis Street above the coastal reserve (Attachments 18-20)

### Existing Values:

The existing outlook from the northern end of Francis Street encompasses part of Shoal Bay's margins, including a wide spread blanket of mangroves that also extends north of Esmonde Road into the lagoon flanked by Patuone Reserve. Water channels weave through this swathe of mangroves, while the 'island' landform of 48 Esmonde Road rises quite gently above it, ringed by its margin of pohutukawas. The largely flat-topped profile of the Pentecostal Church emerges above and beyond this vegetation, although it is much less prominent and stand-alone than the Sentinel Tower and Spencer on Byron to the right – signposting the centre of nearby Takapuna. A 220kV line also cuts across the skyline above Shoal Bay and is quite prominent, with one of its lattice towers particularly obvious on the left shoulder of the application site.

As a result, the views from this quarter convey a somewhat mixed message: on one hand, the estuarine margins of Shoal Bay and the grassed bank at the near edge of Francis Street have significant appeal. At the same time, however, the suburban margins of the bay, culminating in the metropolitan skyline of Takapuna's town centre, send a quite different message, and the transmission corridor passing over Shoal Bay has a distinctly utilitarian quality. This is subtly reinforced by the high volumes of traffic regularly visible on the Esmonde Road causeway, the rather functional profile of the church atop the subject site and even some of the development at the foot of Barrys Point Road.

Values Rating: **Moderate - High**

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### Legibility:

Development within the PPC envelopes would be very apparent. It would dominate the northern skyline and outlook – above and beyond the littoral margins of Shoal Bay and the fringe of pohutukawas around the subject site. The nearest face of the PPC development would be approximately 200m from this viewpoint, sitting at roughly the same elevation around its base, while the rising profile of development on the site would focus strongly on its central tower component. The proposed complex's visual prominence would be accentuated by its elevation above the intervening harbour margins and mangroves, clear of intervening elements that might otherwise help to screen it, other than the aforementioned pohutukawas.

Legibility Rating: **High**

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### Perceived & Associative Changes:

The combined PPC development would read as a collection of buildings that overlap one another and climb rapidly towards the central core of the 16 storey tower. They would contrast starkly with both the suburban qualities of the Single House Zone running down the side of Shoal Bay and the more natural, maritime landscape of the estuary itself. Much of the more central development would rise above that of the more distant, Sentinel Tower and Spencer on Byron, creating a very strong focal point, directly across Shoal Bay.

Most of the more peripheral development around the site's margins would rise 1-2 storeys higher than the AUP anticipates for the THAB Zone, accentuated by slightly sharp edged, verticality of both the visitor accommodation and apartment buildings near the coastal edge. Much of this perimeter development would remain generally aligned with the 'predominantly 5-7 storey' development outcomes anticipated for the THAB Zone. Additionally, the Built Form Policies and RDA Assessment Criteria of the PPC should ensure that the concentric, 'dome' profile of the complex – reflecting its island location – is achieved, with an intermixing of built form stepping up from the edge of the site towards its centre. The intensity of the resulting development would be partially offset by breaks in, and modulation of, its various facades – preventing any individual building from appearing monolithic or 'slab-sided'. This, together with the presence of extensive balconies and glazing, this would help to affirm the development's residential character – as distinct from that of commercial precincts, such as those at nearby Smales Farm and The Warehouse Way. Overall, the proposed complex would appear to be intensive and comprehensive, but also much more urbane and conceivably sophisticated than the current development matrix lining Shoal Bay.

The near 200m viewing distance from the end of Francis Street (and nearby Spencer Terrace) to the edge of the PPC envelopes would provide sufficient physical separation to ensure that the proposed complex is not visually over-dominant, despite its high profile, and avoids generating feelings of intrusion and encroachment on the residential environment around Francis Street. Importantly, the spaciousness and coastal values associated with the embayed water area and mangroves at the foot of Francis Street would remain intact, while the complex's future occupants would be too distant to impinge on the privacy of those already living near the edge of Shoal Bay.

In further exploring the PPC development's potential effects on the 'pleasantness' and 'aesthetic coherence' of the coastal landscape near Francis Street, it is clear that the existing transmission line, the interchange and buildings at the bottom of Barrys Point Road, the motorway interchange further west, and even the current church on the subject site, all affect the current coastal landscape to varying degrees. The proposed buildings wouldn't alleviate this situation, but nor would they significantly compound, or exaggerate, it. The outlook across the near reaches of Shoal Bay would remain, as now, varied in terms of both its character and levels of appeal, even if the proposed developed development provides a much more emphatic and powerful point of focus in views from the end of Francis Street (and other nearby streets).

In this regard, it is acknowledged that the PPC development would enclose the far side of the embayed area just described, making a powerful statement that is visually evocative of the idea of a seaside city that almost – but not quite – dips its 'toes' in the Waitemata Harbour. The interplay and visual juxtaposition of the proposed development with its coastal / harbour setting would be much more emphatic than is presently the case. Metaphorically, the subject site's island foundation would be transformed into an island

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of buildings and (mostly) residential activities and, as such, its aggregate scale, height and intensity would go well beyond both the 'glass ceiling' of current development in its vicinity, and even that of the THAB zone. Inevitably, therefore, it would become both a landmark and focal point in views towards, and across, Shoal Bay. However, it would also encapsulate the site's distinctive island qualities and reinforce them.

On balance, therefore, while development under the PPC would be decidedly different and highly prominent, it would:

- Reflect, and build on, the unusual characteristics of its island site;
- Employ the site's locational characteristics and, in particular its physical separation from Francis Street, to minimise amenity effects on the residential area in the vicinity of Viewpoint 1; and
- Not encroach on the water area, mangroves and pohutukawas that are fundamental to the coastal qualities of Shoal Bay 'in front of' the viewpoint.

Importantly, key policies and the RDA assessment criteria in the PPC are designed to ensure that the proposed development has a strong residential character that complements its surrounds – despite being very different from them. Clearly, the changes identified would also spill over into the identity and sense of place associated the harbour edge near Francis Street. For the most part, it is anticipated that these changes would be positive, although the height, scale and intensity of development under the PPC – and the change that they represent – are unlikely to be universally welcomed. Recognising this, the effects associated with the proposed complex are assessed as being of a moderate order.

Perceived & Associative Change Rating: **Moderate**

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Short Term Effects Rating: **Moderate**

Long Term Effects Rating: **Moderate**

## Viewpoint 2. Napier Avenue



**Viewpoint 2:** View from Napier Avenue, directly west of the intersection with Eldon Avenue (Attachments 21-23)

### Existing Values:

Looking down Napier Avenue towards Shoal Bay, the road axis appears solidly framed and enclosed by an array of housing, garages, fencing and garden vegetation – within lots that are arrayed on a north-south axis, at right angles to the road corridor. The roadway itself is small-scale, falling towards a *cul-de-sac* head that is enclosed by pohutukawas and other coastal vegetation. The waters of Shoal Bay can be glimpsed above, and to the left of, the roadway, while suburban Northcote’s matrix of suburban development (beyond SH1), then the distant Waitakere Ranges, provide a more remote backcloth to views of, and towards, the nearby harbour. Much closer at hand, a sequence of roadside berms, power poles and lines, houses and mature gardens create a quite small scale, even intimate, residential environment. Currently lined by a mixture of one and two storey dwellings, this pattern of development will intensify and gradually increase in height, subject to redevelopment under the AUP’s MHU provisions, although how long this will take remains unclear.

Overall, Napier Avenue is part of a residential enclave that (like much of the rest of Hauraki) benefits from both its historic, villa / bungalow character and its perceived proximity to the Waitemata Harbour – even if views to it are actually quite limited.

Values Rating: **Moderate**

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### Legibility:

The outlook from Napier Avenue, as well as views from Harley and Hart Roads nearby, are important, as they capture the sort of channelised views towards Shoal Bay that are so typical of those enjoyed from much of western Hauraki. At the same time, they confirm the way in which views from most of the local road network are constrained by the north-south alignment of the area’s lots and the multiplicity of both structures and vegetation found within its domestic environment.

In views from Napier Avenue, the proposed PPC development would rise above intervening dwellings and garden vegetation. However, its profile would remain small scale, largely merging with that of housing in the more immediate foreground. The central tower would be more apparent in this regard, but not to the point of being particularly prominent; while future residential development under the MHU provisions could well screen out those components of the proposed apartment complex that would otherwise be visible.

Legibility Rating: **Low**

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### Perceived & Associative Changes:

Just parts of the central PPC tower and some of its 10-storey 'shoulders' would be visible from this location – above and beyond intervening housing and gardens. It is not anticipated that these small scale changes to the western skyline would appreciably affect the amenity and landscape qualities of Napier Avenue. The tower and other apartment building elements that are apparent from this vantage point would have little impact on the amenity values and landscape of Napier Avenue.

Perceived & Associative Change Rating: **Very Low**

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Short Term Effects Rating: **Very Low**

Long Term Effects Rating: **Very Low**

### Viewpoint 3. Esmonde Road East



**Viewpoint 3:** view from Esmonde Road west of the intersection with Burns Avenue & Eldon Street (Attachments 24-26)

#### Existing Values:

The road corridor of Esmonde Road, merging with Barrys Point Road, Fred Thomas Drive, the Northern Busway and the Northern Motorway is a heavily trafficked, arterial road that is dominated by both the swathe of carriageways and footpaths at its core and the near constant movement of vehicles up and down its length. Frequently, it is grid-locked either side of the intersection with Burns Avenue and Eldon Street – to the immediate east of this viewpoint. Although flanked by housing and semi-mature to mature gardens, this traffic artery is largely isolated from most neighbouring properties by the fencing, walling, hedgerows and other protective measures employed by local residents to limit the road’s effects on them. In places, this separation has extended to the occupation of some sites by mall scale, commercial premises, such as North Shore Hifi at the intersection with Lake Road.

Currently, the Harbourside Church sits quite low down within the roadway’s ‘viewshaft’, on the near side of the Shoal Bay bridge and Northern Motorway interchange. It is flanked by the array of fencing, walling and garden vegetation just described, together with footpaths, a bus stop and street lighting. Even so, views down Esmonde Road focus strongly on the church site within that part of the journey through, and west of, the Burns Road intersection. Future residential development under the THAB and MHU Zone provisions would, in all likelihood, increase this channelising of the road axis by increasing the height of its residential ‘frames’. These changes could well increase the sense of focus on the application site.

Yet, as now, the roadway will also remain a physical and visual thoroughfare that is dominated by its road concourse and the often heavy levels of traffic using it. It will therefore remain a ‘viewshaft’ that is decidedly functional and utilitarian in nature.

Values Rating: **Low**

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#### Legibility:

Views down Esmonde Road would reveal the PPC development to the immediate left of the road corridor, climbing well above the current skyline. Its concentric layering of building envelopes would culminate in the central tower at the apex of the site, with both this arrangement and the axial nature of views down Esmonde Road drawing significant attention to the proposed complex. Most of it would still sit at much the same level as present-day residential development down the left-hand (southern) side of Esmonde Road,

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whereas in the future (as indicated above) MHU and THAB redevelopment is likely to significantly elevate this visual and physical framing.

Even so, the height, intensity and contrast of the proposed development with the much smaller dwellings presently flanking the roadway would be very marked. Together with the central location of the complex and its very distinctive profile, this would result in the PPC development having a high level of visual presence. It would become a key feature of the journey up and down Esmonde Road.

Legibility Rating: **High to Very High** (in the course of travelling down Esmonde Road)

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### **Perceived & Associative Changes:**

As indicated above, when progressing down Esmonde Road from near the intersection with Burns Avenue, the PPC development would come rapidly into view and dominate the road axis that opens up at this point. In the future, this would almost certainly be exacerbated by development within the THAB and MHU Zones both sides of the roadway, with the PPC development sitting squarely between these residential ‘shoulders’. The array of proposed building envelopes would create a powerful terminus for views towards Shoal Bay (though, not of it), with both the central tower and its 10-storey ‘companions’ rising well above both the rows of housing – both present and anticipated – either side of Esmonde Road.

As indicated in relation to Viewpoint 1, the combination of multiple buildings and their height / mass would connote an intensity and type of residential development quite unlike that presently found near Esmonde Road and Shoal Bay. In particular, the 4-7 storey development anticipated on the consented ‘Stage 1 and 2’ sites, backed by buildings that rapidly escalate up to 10 then 16 storeys, would represent a major paradigm shift – perhaps more suggestive of development found near Auckland’s CBD and within its Metropolitan Centres (including Takapuna) than the sort of traditional residential enclave that still flanks much of Esmonde Road. To some, the proposed complex might even appear somewhat ‘commercial’ or institutional in nature.

However, the sort of built form variations also described in relation to Viewpoint 1, including the varied alignments of individual buildings, modulation of their facades and roof profiles, and their balconies and large areas of glazing, would help to de-construct the overall development and thus create the ‘village’ or community of (mainly) residential buildings already referred to. Just as important, the architecture of the proposed complex would appear coherent and unified, creating the sort of comprehensive, urbane development also described in relation to Viewpoint 1. Over time, it is anticipated that the complex would become a significant local landmark and point of reference for those who use, and live in, Esmonde Road.

Of note, the nearer ‘Stage 1 and 2’ buildings would remain 130m or more from the nearest neighbouring dwellings on Esmonde Road, so that that even though the entire complex would assume much more visual presence than the current church as the roadway dips down towards Shoal Bay, or even ‘Stages 1 and 2’ alone, it would still remain sufficiently distant that it is not over-dominant. The site’s low visual ‘centre of gravity’ would assist in this regard, so that much as the PPC complex would profoundly change the road corridor’s western skyline, it would not affect key views to Shoal Bay and the harbour or loom sufficiently large that it might be regarded as over dominant or intrusive. The physical separation of the complex from

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nearby residents further means that it would have very little, if any, impact on their privacy or even the open space qualities evident closer to Patuone Reserve. As described above, the majority of residents living next to Esmonde Road have already employed fencing, walling and garden vegetation to screen out both the arterial corridor and heavy traffic volumes using it, and all are aligned north-south, away from the application site. As a result, relatively few have clear views to the current church and its surrounds – mostly over intervening houses and gardens – and even though development under the PPC provisions would undoubtedly change the aesthetic of a prominent part of the road corridor, it would have much less impact on the amenity values and character of the individual properties abutting Esmonde Road. In the future, development under the aegis of the THAB and MHU Zones appears likely to help integrate some of the proposed complex with its closer residential neighbours and screen the complex from others living closer to Burns Road. Consequently, much as the proposed complex may well appear starkly different from this current residential matrix, it is less likely to do so within the fuller lifespan of the AUP.

Viewed from closer up, as vehicles approach and pass the complex, its main vehicle and pedestrian entry would split apart to more fully reveal the sequence of internal circulation areas (both vehicular and pedestrian), including a series of courtyards, plazas and planting beds between the proposed buildings. This major opening would separate the ‘Stage 1 and 2’ buildings close to Esmonde Road from one another and help to break up some of the mass and scale of the complex as a whole. It would also reinforce the complex’s more domestic, residential qualities, aided by the movement of occupants and visitors in and out of, and through, this public realm.

In summary, it is recognised that the proposed complex would very appreciably change the character of the Esmonde Road landscape. Yet, much of the road corridor is already blighted by its broad asphalt concourse, heavy traffic volumes, and even the commercial premises of lower Barrys Point Road. It is therefore considered that the scale of change anticipated would not translate into a high or significant level of effect in terms of the aesthetic appeal, cohesion and overall pleasantness of the road corridor landscape. The PPC’s effects on landscape and amenity values would be much more limited than the scale and mass of the proposed complex might alone suggest – particularly as THAB and MHU development starts to emerge down both sides of Esmonde Road.

Perceived & Associative Change Rating: **Low-Moderate**

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Short Term Effects Rating: **Low-Moderate**

Long Term Effects Rating: **Low**

## Viewpoint 4. Bracken Avenue



**Viewpoint 4:** View from Bracken Avenue over the Northern extension of the Shoal Bay estuary (Attachments 27-29)

### Existing Values:

Looking across the estuary north of Esmonde Road, a broad carpet of mangroves totally dominates the foreground and middle distance of most views. A line of old state houses steps down to the edge of the estuary next to Tennyson Avenue (to the left), while the three-storey profile of the Harbourside Church and the rather more industrial patina of commercial premises on Barrys Point Road are apparent on the far side of the lagoon (even though the latter is partly screened by a line of pohutukawas near the Patuone Walkway). The 220kV line running past the application site and Barrys Point Road is also apparent, without having quite the same degree of visual presence noted in relation to Viewpoint 1. The Esmonde Road causeway, and traffic on it, is similarly apparent, without being overly prominent or dominant.

Again, therefore, this view reveals a mixture of landscape elements and values, from those associated with the estuary to the more urban components around its periphery. For the most part, the more natural, maritime, characteristics of this landscape prevail. However, the commercial development near Barrys Point Road introduces a note of discord to views from this quarter, while the visual primacy of the mangroves – at the expense of any open water areas – somewhat diminishes the lagoon’s aesthetic appeal in its own right.

Values Rating: **Moderate**

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### Legibility:

The Harbourside Church is already central in views across the upper estuary and, as with Viewpoint 1, the subject site sits on a promontory that is elevated above the mangroves and water area that otherwise dominate the outlook from this quarter. Although visually framed by residential development to the left (east) of the Esmonde Road concourse and also flanked by both the commercial development down Barrys Point Road and the transmission corridor past the church, development within the PPC envelopes would still rise well above its coastal surrounds. It would be highly prominent on the far side of Esmonde Road, with virtually all buildings breaching the current skyline. The central ‘tower’ component of the PPC would be particularly apparent – the visual pivot around which the rest of the complex is, in effect, massed.

As with Viewpoint 1, the dip down to the estuary in the foreground and middle distance of views from this quarter, together with the relative absence of screening elements between this vantage point and Esmonde

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Road, would tend to accentuate the visual legibility and presence of such development. Consequently, even with future THAB development emerging down the eastern flanks of the Shoal Bay lagoon (to the left of the current church) the proposed complex would remain a central feature of the outlook from this quarter – above and beyond the massed mangroves of the lagoon.

Legibility Rating: **High**

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### **Perceived & Associative Changes:**

As indicated above, the current Harbourside Church is already a feature of the southern skyline looking towards Shoal Bay and the distant Ponsonby / Jervois Road ridgeline. Unlike those views captured from Viewpoints 1 and 3, the perspective from the bottom of Bracken Avenue would reveal more of the building modulation and variation close to Esmonde Road and the breaks between individual building envelopes. The mature pohutukawas near the western edge of the site would remain as a buffer between the complex and Shoal Bay, while the Esmonde Road concourse and residential development next to it would combine with the estuary's mangroves to help recess the proposed development somewhat.

Even so, it would still become the pre-eminent feature of the southern skyline. As in relation to Viewpoints 1 and 3, the proposed complex also represents a new and quite different form of residential development; one that will remain somewhat solitary and at odds with the existing development pattern near it until more widespread redevelopment starts to emerge within the THAB Zone next to Esmonde Road. Its stepped profile and the concertinaing of building up to the central tower component would be clearly apparent, with the overall scale and height of the proposed complex slightly accentuated by the flat viewing plane across the lagoon and its carpet of mangroves. The resulting 'dome' of apartment buildings would dominate views in the general direction of Shoal Bay and enclose the lagoon to a much greater degree than is presently the case. In effect, the complex would become an artificial 'headland' at the junction between the lagoon and the wider harbour beyond the Esmonde Road causeway.

On the other hand, present-day views across the lagoon are also contextualised by the existing residential development spread around the lagoon margins, the Esmonde Road concourse (including the frequently heavy traffic traversing it), the transmission corridor 'landing' near Barrys Point Road, and the rather utilitarian patchwork next to that road. Consequently, the proposed buildings would, if anything, provide a more solid visual frame for part of the lagoon: one that emphasises the interplay of city and harbour components in a reasonably positive fashion (much as for Viewpoint 1). Furthermore, as in relation to Viewpoints 1 and 3, the PPC complex would remain sufficiently remote, both physically and visually, that it avoids becoming over dominant and / or intrusive or giving rise to any concerns about privacy.

Finally, future THAB development near Tennyson Avenue (especially) would serve to link the proposed 'island' of development with a much larger 'mainland' of such development on the edge of Takapuna. Indeed, once this stage is reached, much of the PPC complex is likely to be screened from view down to near the very end of Bracken Avenue, while most remaining views would focus more directly on the nearby lagoon and its margins. At that time, the proposed complex would simply become the 'tail' of a sequence of THAB type development that stretches down from Lake Road, appearing much more congruent and

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integrated with the wider array of multi-storey, housing around the lagoon's margins. In particular, it is anticipated that THAB development would stretch down the slopes either side of Tennyson Avenue and north of Esmonde Road – conceivably appearing higher than the 4-7 storey development proposed under the PPC. The combination of this development with that on the subject site would more clearly articulate the interplay between part of Auckland's metropolitan area and its natural coastal / harbour margins – in a quite dramatic fashion.

As such, even though development under the PPC provisions would clearly change the character of part of the estuary's surrounds, resulting in some loss of aesthetic coherence and perhaps even pleasantness in the short term, it would do so in a way that accentuates the juxtaposition of Auckland's urban domain with the Waitemata Harbour. While some of the development envelopes proposed for the application site would therefore stretch well beyond those envisaged for the THAB zone, this appears likely to enhance the sense of engagement between Auckland's cultural and natural environments in a quite dramatic fashion. The island nature of the application site would also be accentuated, albeit in a wholly artificial manner. As a result, the effects associated with the proposed complex's non-compliances would be of a lower order than a simple comparison of the PPC development in its current context would otherwise suggest.

Perceived & Associative Change Rating: **Low-Moderate**

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Short Term Effects Rating: **Low-Moderate**

Long Term Effects Rating: **Low-Moderate**

## Viewpoint 5. Tennyson Avenue



**Viewpoint 5:** View from near the bottom of Tennyson Avenue (Attachments 30-32)

### Existing Values:

Views from the very end of Tennyson Avenue are framed to the north by state houses that step up the slopes towards Takapuna, while the nearby estuary and its margins are largely screened by vegetation within the coastal reserve and esplanade strip. Stepping back up the road towards nos 40 and 45 Tennyson Avenue, the situation changes somewhat, as more of the quite heavily vegetated reserve around the estuary becomes visible. The Harbourside Church and part of the Esmonde Road corridor also become more readily apparent. The church building, in particular, is clearly visible, flanked by the greenery around the reserve margins and the more columnar profile of six Norfolk Island Pines either side of it. The 220kV transmission corridor previously mentioned, sits just beyond the church site, while the commercial / industrial matrix of development next to Barrys Point Road sits above and beyond the end of Tennyson Avenue. Parts of the Esmonde Road Motorway Interchange and The Warehouse headquarters, perched above the Northern Motorway, complete the 'picture' from this quarter.

It is one in which much of the foreground is dominated by greenery and 'soft' landscape elements, but also in which more utilitarian, components – including the buildings next to Barrys Point Road and traffic traversing the Esmonde Road causeway – are also apparent. Unfortunately, the shrubland closer to the roadway also limits views towards the estuary and harbour, so that there is a limited feeling of contact with either, while the rather traditional 'state house' vernacular of relatively bare gardens and isolated buildings adds little to the appeal of Tennyson Avenue near its cul-de-sac head.

Values Rating: **Low-Moderate**

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### Legibility:

Many of the factors described in relation to Viewpoint 4 would also affect the level of exposure that the proposed PPC development has in relation to the bottom of Tennyson Avenue. While the greater profusion of vegetation on the near edge of the Shoal Bay estuary has the potential to partly screen the lower storeys of Stages 1 and 2 near Esmonde Road, the main body of proposed complex climbing upwards from 6 and 7 storeys to 10 storeys, then the central tower at 16 storeys, would remain clearly apparent. It would command attention on the south-western skyline, and be a highly prominent to dominant feature of views over the Shoal Bay lagoon. The closer proximity of this viewpoint to the subject site – compared, for example, with those from Bracken Ave – would exacerbate this level of engagement, while future THAB development

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within Tennyson Avenue and near Esmonde Road would remain slightly more peripheral to such views.

Legibility Rating: **High**

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### Perceived & Associative Changes:

Most of the changes described in relation to Viewpoint 4 would also be applicable to this vantage point. Although Tennyson Avenue is slightly closer to the subject site, the outlook from this quarter is more constrained, without the same expansive overview of the lagoon as is experienced from Bracken Ave. Yet, as for Viewpoint 4, future THAB development between Tennyson Avenue and the site would partly screen and (perhaps more importantly) contextualise the proposed PPC complex. Other factors that would affect perception of the proposed development include the following:

- It would appear closer than in views from Bracken Avenue, resulting in a complex that (overall) appears more visually dominant, isolated and stand-alone, than when viewed from Viewpoint 4;
- The proposed complex would still not be close enough to generate any feeling of visual over-dominance, or to impact on local residents' privacy;
- It would not affect the perceived spaciousness or open space qualities of the lagoon and Patuone Reserve, or the more immediate, roadside margins;
- It would have less impact on the perceived integrity and intactness of the Shoal Bay lagoon, only parts of which are visible from the general vicinity of this viewpoint; and
- Over time, THAB development is likely to spread down the sides of both Tennyson Avenue and Esmonde Road, with the lower to mid-level development proposed (from 4-7 storeys) being largely reflective of a pattern of residential development anticipated for the local THAB Zone.

On balance, even though the proposed development would contrast very markedly with its existing surrounds, it would still remain compatible with the pattern of development, built form outcomes and overall aesthetic anticipated in the AUP for Tennyson Avenue and other parts of the local THAB Zone. As such, any effects in relation to the aesthetic coherence, pleasantness and identity of the locale around Viewpoint 5 would again be more limited than simple comparison of the proposed complex with its existing surrounds suggests.

Perceived & Associative Change Rating: **Low-Moderate**

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Short Term Effects Rating: **Low-Moderate**

Long Term Effects Rating: **Low**

## Viewpoint 6. Patuone Walkway



**Viewpoint 6:** view from the Patuone Walkway (Attachments 33-35)

### Existing Values:

Much of the discussion in relation to Bracken Avenue (Viewpoint 4) is also relevant to views from this vantage point – as well as other views from the Patuone Walkway. Within such views, the current Harbourside Church site and Esmonde Road causeway remain central, whereas development near Barrys Point Road is much more peripheral – screened by the adjoining line of pohutukawas. An intervening promontory and stand of pohutukawas running down from Barrys Point Road, together with roadside planting in front of Esmonde Road help to screen much of the arterial road corridor, but not the application site – which is clearly visible on the far side of the lagoon. Existing residential development in the general vicinity of Tennyson and Bracken Avenues, is also very prominent. Cascading down the slopes across the lagoon and its broad ‘carpet’ of mangroves, redevelopment of this area under the THAB provisions will become obvious over time, perhaps even quite visually imposing in its own right, providing even more contrast with the natural coastal values of the estuarine area in the foreground. Despite this, that estuarine area is likely to remain visually pre-eminent, with its broad swathe of mangroves dominating the general outlook from the walkway. As a result, views across the lagoon are imbued with an appreciable degree of both naturalness, cohesion and visual appeal.

Values Rating: **Moderate - High**

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### Legibility:

These factors related to the outlook from Viewpoint 4 would also have a significant bearing on the relative prominence of the PPC development when viewed from this vantage point (and other parts of the Patuone Walkway). The combined development would sit centrally within views towards the harbour, climbing well above both the mangroves that carpet the current lagoon and its skyline – again pivoting around the 16 storeys of the central ‘tower’ component.

Although future development within the THAB Zone running next to Esmonde Road and around the estuary, together with Mixed Use development near Barrys Point Road, will frame views towards the subject site in the longer term, the proposed PPC complex would remain very visually prominent to dominant. This would be accentuated by its location at the centre of the low-slung saddle following the Esmonde Road causeway and the contrast between its massed, blocky forms and the broad, low-lying swathe of mangroves that dominate the lagoon / estuary and views across it.

Legibility Rating: **High**

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### Perceived & Associative Changes:

The range of changes described in relation to Viewpoint 4 are also relevant to this vantage point. In particular, the proposed complex again represents a new and completely different form of development from that otherwise found around the margins of the lagoon. The PPC complex would penetrate the existing skyline in a highly obvious, even dramatic, fashion and sit centrally within views towards both Esmonde Road and Shoal Bay. The complete 'dome' of proposed development – split into a series of building components – would rise up on the far side of the Shoal Bay lagoon, creating an artificial terminus and 'island' or 'headland' that both encloses it and creates a strong backdrop to it. Views from this quarter would also reveal the modulation proposed around the periphery of the development site, stepping up to the taller 10 and 16 storey components of the proposal at its core. More specifically, the complex's individual wings, walls, glazing, balconies and varied roof profiles would all be apparent, helping to down-scale the individual buildings. Even so, the PPC envelopes' composite built form would be starkly etched on the far skyline: it would dominate views across the lagoon and become the centrepiece of the general outlook from the Patuone Walkway to the south. Significantly, however, it would not impact on any specific views towards the Waitemata Harbour, or elsewhere. Rather, as described in relation to Viewpoints 1, 4 and 5, the PPC complex would express the contrast between part of Auckland's increasingly intensive, urban / residential environs and the harbour margins which define so much of the city.

Future THAB development around Esmonde Road and Tennyson – and from there northwards – would link the emerging 'island' / 'headland' of apartment development to that emerging more generally down the eastern side of the Shoal Bay lagoon – generally parallel with the application site and PPC development or slightly 'behind' it. As a result, the buildings on the KBS site would appear slightly more isolated from other anticipated residential redevelopment than when looking from the vicinity of Tennyson Avenue and Bracken Avenue. This prominence and visual distinction would be accentuated by the additional height of the 10 and 16 storey building envelopes (in particular) and the overall intensity of the complex as a whole. As a result, the proposed buildings would reduce some of the pleasantness and aesthetic coherence of this estuarine landscape to an appreciable degree. In turn, this could well diminish some of the Patuone Walkway's inherent appeal, together with the feeling of 'getting away from' nearby urban areas – albeit marginally.

Despite this, views from the walkway would still retain much of their focus on the lagoon in the foreground and their intrinsic value. Indeed, the lagoon's contrast and juxtaposition with its urban surrounds would, if anything, be accentuated by the PPC development, creating the sort of positive interplay and tension between cultural and natural environments already discussed in relation to Viewpoints 1, 4 and 5.

Overall, however, the proposed PPC complex would still reduce some of the lagoon's intrinsic naturalness, together with the aesthetic coherence and pleasantness of the landscape enclosing it, but this transformation would be contextualised by both the existing interplay with urban areas around the estuary and that anticipated to arise under the auspices of the AUP.

Perceived & Associative Change Rating: **Moderate**

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Short Term Effects Rating: **Moderate**

Long Term Effects Rating: **Moderate**

## Viewpoint 7. Barrys Point Road Interchange



**Viewpoint 7:** View from the intersection of Barrys Point Road with Esmonde Road (Attachments 36-38)

### Existing Values:

When leaving Esmonde Road and entering the lower end of Barrys Point Road, two contrasting landscapes are starkly juxtaposed: the softer, pohutukawa lined, margins of Shoal Bay and its lagoon extension north of Esmonde Road, and the much harder, commercial-industrial confines of Barrys Point Road itself. Although the Esmonde Road corridor remains a powerful visual axis – carrying motorists’ eyes towards the pohutukawas and church roof atop the application site – attention is also drawn to the retail premises, advertising, hard standing and parked vehicles both sides of the road that mark the much more commercial environs of Barrys Point Road. In fact, the sheet-clad buildings and hard standing lining that roadway, together with its power poles, 220kV transmission line, and even the signage gantries and lighting hovering above Esmonde Road, all exacerbate some of the more utilitarian, hard edged, qualities of this environment. It is further accentuated by the heavy traffic volumes on Esmonde Road and the queuing of vehicles at the Barrys Point Road interchange.

Consequently, much as Shoal Bay retains significant appeal across the traffic dominated confines of Esmonde Road, it is a landscape of contrast and discord, in which its more functional, utilitarian, elements are both self-evident and pervasive. Although visible, the current church plays a relatively minor role in this landscape and the clash of its quite disparate components.

Values Rating: **Low**

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### Legibility:

The ‘split personality’ of views from this viewpoint and others near it, results in motorists’ attention being divided between the commercial environs of Barrys Point Road and the larger axis of Esmonde Road flanked by its estuarine margins. Even so, development within the PPC envelopes would rise well above the band of pohutukawas facing back towards Barrys Point Road and the intervening signage gantry elevated above Esmonde Road. The skyline east of this vantage point would be fundamentally changed, with the profile of the proposed complex rising quite emphatically above its surrounds. This change would become even more apparent when travelling east of Barrys Point Road towards the subject site and the Shoal Bay lagoon. As a result, it would climb well above The Sentinel and other towers associated with central Takapuna, and would become a highly prominent, to dominant, feature of the landscape exposed to this vantage point.

Legibility Rating: **Very high** (traversing the intersection and travelling towards the subject site)

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### Perceived & Associative Changes:

Even with the introduction of the PPC complex to this landscape, the Barrys Point Road / Esmonde Road intersection would remain heavily influenced by both the convergence of those road corridors and the heavy volumes of traffic that use both roads on a daily basis. In addition, views from this quarter are (as indicated above) significantly affected by a range of utilitarian structures / elements, so that despite the presence of pohutukawas and other coastal vegetation near Shoal Bay, this remains a 'working environment', substantially dominated by both transport infrastructure and an array of commercial premises and activities.

The proposed residential complex would rise well above the pohutukawas around the near edge of the subject site, and although flanked by lower rise, housing both sides of Esmonde Road, would introduce a dramatically new form and intensity of development to the local landscape. The full extent of buildings stepping up from 5 and 6 storeys to 10 and 16 would be revealed to motorists passing through the Barrys Point Road intersection, with the complete 'dome' of apartment buildings becoming even more starkly etched on the local skyline. The layering and increasingly marked 'steps' in the complex – anchored by its central tower – would become even more visually prominent to dominant as vehicles progress across the lagoon bridge towards Lake Road. This very intensive array of building 'blocks' would contrast very markedly with both the one and two storey housing matrix currently visible either side of Esmonde Road and the commercial premises at the bottom of Barrys Point Road.

In the future, THAB development beyond the application site would slightly soften this feeling of transition into neighbouring areas of development and visual contrast – through not to the same degree as in relation to the other (more distant) viewpoints already discussed. More positively, however, the proposed development would visually absorb some of Esmonde Road's overhead structures – most notably the signage gantry at the eastern end of the intersection – and would add a degree of containment and definition to an intersection environment that presently lacks any real sense of distinction or positive features, apart from the partly visible, margins of Shoal Bay and glimpses of central Takapuna's towers. It would also leave a much stronger, indeed quite emphatic, residential imprint on the locality around Viewpoint 7, and in so doing, the PPC complex would shift some of the emphasis away from the array of commercial buildings and infrastructure that presently blights the intersection landscape. At the same time, the complex would leave both Shoal Bay and its lagoon reserve area physically untouched, and – as with other viewpoints – it has the potential to augment the feeling of interplay between the local coastline's urban environment and its harbour margins.

Consequently, even though it's very obvious height, mass and intensity would dramatically change the character and identity of its surrounds, the proposed development would have much less effect on the landscape and amenity values associated with this viewpoint. Instead, the PPC complex has the potential to become a local landmark and negate some of the more utilitarian qualities currently associated with both Esmonde Road and Barrys Point Road. In light of this, it represents a largely positive, 'step change' for the local receiving environment.

Perceived & Associative Change Rating: **Low**

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Short Term Effects Rating: **Low**

Long Term Effects Rating: **Low**

## Viewpoint 8. Esmonde Road West



**Viewpoint 8:** View from Esmonde Road west (Attachments 39-41)

### Existing Values:

The view down Esmonde Road as one leaves the Northern Motorway and heads towards Lake Road, then Takapuna or Devonport is (much like views from around Viewpoint 3) dominated by a multi-lane road concourse and the frequently heavy, traffic volumes on it. Although flanked by the increasingly open waters of Shoal Bay, the mangroves and other vegetation around its periphery, the ‘wall’ of casuarinas screening the adjoining golf driving range, and even a glimpse of Rangitoto above Hauraki’s residential climes, the road axis is typically dominated by its broad asphalt concourse, successive interchanges and traffic lights, overhead pole lights, and signage gantries. Both the frequently heavy, traffic volumes using Esmonde Road and its sequence of interchanges through to Barrys Point Road demand drivers’ attention, and much as passengers have more flexibility in this regard, the elements just described remain divided between those of a very utilitarian, ‘hard’, central roadway and its much softer, margins both to the north and south.

Within this broad ‘viewshaft’ the waters of Shoal Bay, the iconic profile of Rangitoto and the skyline of Takapuna’s town centre – capped by the spire-like form of the Sentinel Tower – are all key features. By contrast, the current Pentecostal Church on the subject site, remains quite low lying and recessive, merging with the broader matrix of residential development that spreads out south of Esmonde Road on the far side of Shoal Bay.

Values Rating: **Low-Moderate**

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### Legibility:

Looking towards Takapuna and Hauraki from the overbridge that forms part of the Esmonde Road / SH1 interchange, a long flat ridgeline dotted with residential development dominates the slopes on the far side of Shoal Bay. The Harbourside Church merges with that broad matrix of development, peeking above the line of pohutukawas and other coastal vegetation to the immediate right of the Esmonde Road corridor, so that just the towers of central Takapuna and the glimpsed profile of Rangitoto break the gently undulating skyline above Lake Road.

In the future, however, the proposed PPC development would also breach this horizon line – between Esmonde Road’s axis and the iconic profile of Rangitoto above and beyond suburban Hauraki. Although

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softened to a limited degree by the ring of pohutukawas around the 'front' of the application site, this change would be very obvious, with the PPC's central tower element anchoring the 'dome' of development rising across the subject site. It would also compete, visually, with the towers that help to locate central Takapuna. Even though this viewpoint is located some 600m from the subject site, the emphatic 'uplift' just described would be readily apparent, and its level of visual presence would increase as motorists travel eastwards, towards Barrys Point Road. Within such sequential views, the proposed complex would come sharply into focus, dominating the southern side of Esmonde Road's corridor and its interface with Shoal Bay. As a whole, the complex would be very prominent.

Legibility Rating: **High to Very High** (in the course of travel down Esmonde Road)

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### Perceived & Associative Changes:

As vehicles leave the Northern Motorway or travel down Akoranga Drive onto the motorway interchange bridge, the PPC development would rise up quite emphatically on the southern side of this key gateway to Takapuna and Devonport – creating a feeling of rapid transition into a form of development otherwise more commonly associated with, and anticipated for, the AUP's Metropolitan Centres. The composite grouping of proposed building envelopes would etch sharply on Esmonde Road's skyline, rising to levels currently associated with The Sentinel and Spencer on Byron; in effect, bringing part of metropolitan Takapuna to the edge of both Esmonde Road and Shoal Bay. It would also rise above the sinking, but still prominent, crest of Rangitoto.

Again, some of the road corridor's gantries and other structures would be partly absorbed (visually) by the proposed buildings, while the actual road corridor and the heavy volumes of traffic often on it, would still dominate the foreground to middle distance. Despite this, the collage of views experienced in the course of journeying down Esmonde Road would reveal the layering and stepping of proposed built forms, culminating in the central tower component, while the modulated forms of various architectural elements and details – from balconies and glazing to stepped rooflines – together with angled building facades and shadow lines, would help to 'deconstruct' and down-scale the complex to a certain extent. There would be no curtain walls or the slickness of most commercial, and even many institutional, buildings. In the future, other THAB development could be expected to climb up the slopes around Esmonde Road towards the Lake Road ridgeline. This would subtly reduce the sense of contrast and visual prominence associated with the proposed complex in general.

Nevertheless, it would remain highly distinctive and (as indicated above) very prominent to dominant, visually – even allowing for the initially lower elevation of the subject site. Inevitably, therefore, it would eventually become the sort of landmark described in relation to most preceding viewpoints. In particular, it would help to frame this key point of entry to the North Shore, even if comparisons with an 'island' or 'headland' would not be as clear-cut as in relation to other viewpoints due to the backdrop of land rising towards Lake Road. It would also introduce a significant residential component and focal-point to this gateway landscape, expressing comprehensiveness and urbanity at the expense of some of the more utilitarian qualities that are currently so evident within and around both Esmonde Road and the motorway interchange.

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Furthermore, even though the proposed PPC complex would have a very high degree of visual presence, it would not be so close, or loom so large, that it might be considered over-dominant. Again, it would have no appreciable impact on the water area and more natural, margins of Shoal Bay, or the profile of Rangitoto. Instead, it would help to create a dynamic interface between land and sea – between Auckland’s cultural and natural environs. As a result, it is considered that the proposed development would have a low level of adverse effect on the pleasantness and identity of this key gateway landscape and could ultimately enhance its character and aesthetic appeal by (as with Viewpoint 7) becoming a landmark and gateway entity in its own right.

Perceived & Associative Change Rating: **Low**

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Short Term Effects Rating: **Low**

Long Term Effects Rating: **Low**

## Viewpoint 9. Northern Motorway Pedestrian Overbridge



**Viewpoint 9:** View from the Northern Motorway pedestrian overbridge (Attachments 42-44)

### Existing Values:

Many of the visual contradictions identified in relation to Viewpoint 8 are also apparent from this viewpoint. In particular, an array of functional structures and typically heavy to very heavy, traffic volumes dominate the Northern Motorway corridor both physically and visually. These components of the motorway landscape contrast with the much more natural, if also more visually peripheral, qualities of Shoal Bay and its inlet connection with the Onepoto Basin. Again, these margins are lined by mangroves and coastal shrubland stepping up towards The Warehouse Way, while a series of shell banks emerge on the seaward edge of the motorway. Rangitoto is also prominent in more oblique views to the east, rising above Shoal Bay's water area and its backdrop of low-slung suburban development within Bayswater and Hauraki. Much more on-axis with the motorway corridor are the multiple towers that signpost the location of central Takapuna, while the horizontally striated, office buildings of The Warehouse Way sit on an elevated terrace to their left. The current Harbourside Church is barely visible above the layering of pohutukawas at the northern edge of Shoal Bay, just to the right of Takapuna's towers and commercial fringe.

At times, the more transient qualities of the landscape exposed to the motorway also become apparent: the rise and ebb of Shoal Bay's waters, especially during king and queen tides, the periodic use of the shell banks by sea birds for roosting, and the sight of both windsurfers and kite surfers 'flying' across Shoal Bay. Although, as a result, this outlook retains elements and activities that have significant appeal, the divisions identified in relation to Viewpoint 8 are still apparent in views from this quarter. Again, there is a marked juxtaposition between the more functional, traffic dominated, qualities of a major transport corridor and the more natural sequence of coastal / estuarine landscapes that it also passes by and through. This creates a landscape of contradictions and reduced coherence, even if some of this juxtaposition generates a degree of appeal in its own right.

Values Rating: **Moderate**

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### Legibility:

As north-bound traffic approaches the Esmonde Road interchange, the low-lying patina of development generally enclosing the outer reaches of Shoal Bay and its lagoon extension past Esmonde Road is dominated by a 'patchwork quilt' of urban and suburban development. The only features that stand clearly apart from this sequence are the towers within Takapuna, most prominently The Sentinel building. As indicated above,

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these are on-axis with the motorway concourse and thus draw significant attention towards part of the motorway that is also the focus for most drivers' attention. The Harbourside Church is located to the right of the three main towers hovering over Takapuna and is all but impossible to differentiate from its distant, suburban surrounds.

The proposed PPC development, however, would be much more apparent, climbing into the skyline and air space above the far coastline of Shoal Bay. Its stepped profile would very loosely compete with that of Rangitoto, well to the right, but would not rise as high as The Sentinel or the Spencer on Byron hovering above central Takapuna. The 1.5km viewing distance from Viewpoint 9 to the subject site would also help to meld the proposed development into both the band of vegetation around the bay margins and the broader patina of development above and beyond them. Furthermore, as the motorway draws closer to Esmonde Road, it swings slightly away from the application site, drawing even more attention to the Takapuna towers, together with the office complex perched high up on The Warehouse Way. Within this panoramic and dynamic setting (as traffic moves towards the Esmonde Road interchange), the PPC development would be visible on the north-eastern skyline, but much less prominent and noteworthy than in relation to Viewpoints 1-8.

Legibility Rating: **Low**

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#### **Perceived & Associative Changes:**

Although the proposed PPC buildings would penetrate the current Takapuna skyline, they would largely meld into a skyline already defined by The Sentinel, Spencer on Byron, and other high rise buildings within central Takapuna. In addition, as more THAB development emerges north to north-east of the subject site, the line of development and horizon spread around the application site will gradually rise up to both meet the lower levels of the PPC complex and further modify the general landscape in its vicinity.

Until that time is reached, the proposed PPC development would rise up on the near side of central Takapuna, as a legible but not particularly distinct component of the Takapuna skyline. Although an outlier to that Metropolitan Centre, it would be visually linked to it. The complex would not be overly prominent or exceptional, visually. As such, it would have little appreciable impact on the character and aesthetic appeal or coherence of Shoal Bay's margins – becoming part of the visual backcloth to its open water area – and the wider urban landscape that wraps around it.

Nuisance effects related to over-dominance, privacy and spaciousness are not relevant to this viewpoint, while any effects in relation to the identity of Takapuna and its coastal margins would be of a very low order.

Perceived & Associative Change Rating: **Very Low**

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Short Term Effects Rating: **Very Low**

Long Term Effects Rating: **Very Low**

## 6.5 Key Findings

Table 2, below, summarises the effects ratings for Viewpoints 1-11 and their related receiving environments:

**Table 2.**

	VIEWPOINT:	EXISTING VALUES:	LEGIBILITY / PROMINENCE:	PERCEIVED & ASSOCIATIVE CHANGE:	SHORT TERM EFFECTS RATING:	LONG TERM EFFECTS RATING:
1.	FRANCIS ST	Moderate-High	High	Moderate	Moderate	Moderate
2.	NAPIER AVENUE	Moderate	Low	Very Low	Very Low	Very Low
3.	ESMONDE ROAD EAST	Low	High to Very High	Low-Moderate	Low-Moderate	Low
4.	BRACKEN AVENUE	Moderate	High	Low-Moderate	Low- Moderate	Low- Moderate
5.	TENNYSON AVENUE	Low-Moderate	High	Low-Moderate	Low- Moderate	Low
6.	PATUONE WALKWAY	Moderate - High	High	Moderate	Moderate	Moderate
7.	BARRYS POINT ROAD	Low	Very High	Low	Low	Low
8.	ESMONDE ROAD WEST	Low-Moderate	High to Very High	Low	Low	Low
9.	NORTHERN MOTORWAY	Moderate	Low	Very Low	Very Low	Very Low

These findings reflect a number of key factors:

1. The subject site's low elevation and 'centre of gravity' relative to viewpoints to the east – around Esmonde Road and Burns Avenue. This helps to offset some of the effects of the low to mid (4-7 storey) building envelopes proposed and limit the level of visual presence and dominance associated with the more elevated 10 and 16 storey blocks proposed.
2. The site's physical separation from residential and recreational receiving environments nearby – notably around Francis Street, Tennyson and Bracken Avenues, and the Patuone Walkway. This would help to reduce the proposal's visual prominence to dominance, its visual presence and any effects in relation to privacy. It would also limit, though not entirely obviate, such effects in relation to those living down Esmonde Road, west of the Burns Avenue intersection (and Viewpoint 3).
3. Viewing distance also plays a significant role in diminishing the effects of the proposal on the Northern Motorway and its Esmonde Road Interchange.

4. The avoidance of any encroachment on Shoal Bay and its margins near Francis Street and Spencer Terrace, as well as on the lagoon immediately north of Esmonde Road. Both would act as physical / spatial buffers between the subject site and development on it, and key receiving environments in its more immediate vicinity. Retention of the integrity of both Shoal Bay and its lagoon is also fundamental to maintaining and enhancing the dramatic interplay between Takapuna's urban environs and the more natural qualities of the Waitemata Harbour – a factor that is discussed in relation to Viewpoints 1 and 4-6.
5. The receiving environments around the subject site have a highly variable nature. Thus, the residential areas at the end of Francis Street and Bracken Avenue, together with the Patuone Walkway and even the lower end of Tennyson Avenue, are more sensitive to change and susceptible to the effects of the proposed PPC development than most other receiving environments. By contrast, both ends of Esmonde Road are already heavily impacted by that arterial road corridor, its interface with the Northern Motorway and the high volumes of traffic using both. The Northern Motorway corridor is similarly 'blighted', while Barrys Point Road is additionally impacted by its matrix of commercial premises. These receiving environments are inherently much less sensitive to modification and could well benefit from the sort of signature development proposed by KBS.
6. The proposed development would not affect any significant views towards Shoal Bay and the Waitemata Harbour, or even towards Rangitoto from the Northern Motorway and its Esmonde Road interchange.
7. Although the proposed buildings would be large and of both an intensity and scale that is more akin to central Takapuna than the margins of Hauraki – at least as it now stands – the proposed modulation of their facades and rooflines, combined with the architectural detailing foreshadowed by the PPC, would help to emphasise their residential character and role. In turn, this would translate the blocky images shown in the photomontages for each viewpoint (**Attachments 18-35**) into more realistic apartment buildings that – for the most part – reflect the greater degrees of sophistication and urbanity anticipated in respect of the proposed complex. These factors would help to offset some of the effects derived from the scale and mass of the proposed blocks, both individually and cumulatively. As implied above (Point 4, above), the resulting collection of apartment buildings would also generate a frisson of positive tension and counterpoint between Shoal Bay and the emerging urban (as opposed to suburban) environs emerging around its lagoon / estuary, in particular.

In looking to the future profile of the proposed stages and their 'fit' within suburban Takapuna and Hauraki, the other key factor that perhaps most affects the likely integration of the proposed development with its surrounds is the site's THAB zoning – in conjunction with the THAB and MHU

Zones found elsewhere down both sides of Esmonde Road. Even with the progressive implementation of this zoning within surrounding areas, there can be little doubt that the PPC complex would continue to contrast very markedly with its residential surrounds – including those one and two storey dwellings that remain for the foreseeable future. Even so, the emergence of ‘5-7 storey’ THAB development down the northern side of Esmonde Road and around the shoreline of the Shoal Bay lagoon would help to forge links between that quite intensive, matrix and the 4-7 storey components of the subject site. Under such a regime, the more elevated 10 and 16 storey components would still generate a degree of incongruity that is very marked, but this incongruity would be less stark than is depicted in JASMAX’s photo simulations – which emphasise the low level, suburban qualities of that current setting.

In the context of just those images, the very idea of maintaining a ‘pleasant’ and (more particularly) an ‘aesthetically coherent’ residential environment at Hauraki and Takapuna is clearly challenged by the proposed PPC.

Yet, the AUP is clear in setting a new course for residential development within the THAB Zone, especially. It anticipates redevelopment to “*predominantly five, six or seven storey buildings in identified areas, in a variety of forms*” within the zone, and such outcomes deviate very substantially from the ‘existing environment’ found near Esmonde Road. Stages 1 and 2, already consented, will reach as high as 7 storeys, and much as the entire PPC complex would stand largely alone at present, this is less likely to be the case in the foreseeable future when visually associated with other THAB development. In turn, this transition would progressively erode the sense of difference and isolation currently associated with proposed PPC development. Given the magnitude of change foreshadowed by the AUP, and the absence of such redevelopment near the subject site to date, it has not been easy to assess the proposed buildings in such a context; nevertheless, it has been crucial to evaluation of the proposed development’s longer term effects.

All of these considerations have contributed meaningfully to the low to moderate scale of effects identified for the proposed complex; however, the situation foreshadowed by the THAB and MHU provisions has been particularly important in assessing the proposed development’s effects on those residential environs that more closely ring the application site including those of the fringe of Shoal Bay and its lagoon.

Looking at KBS’s proposal as whole, it is also important to recognise that Viewpoints 1, 2, 4 and 5 capture true ‘worst case’ views from their respective streets towards the application site. These vantage points capture views that maximise the views towards, and level of exposure to, 48 Esmonde Road. Moving back up Francis Street, Bracken Avenue and Tennyson soon changes this situation, reducing both the extent of views towards the application site and the level of interaction with other key landscape features, such as Shoal Bay and its coastal edge. Indeed,

most public views from further along these road corridors towards the Esmonde Road site are quite restricted, much as described for Viewpoint 2 in Napier Avenue.

Although Patuone Walkway would be affected to a slightly greater degree than most of the other viewpoints employed (the exception being Viewpoint 1), it is currently subject to quite limited use, and the proposed PPC complex would ultimately be viewed in conjunction with development within the large THAB Zone that flanks the lagoon, as well as – more sporadically – existing development at the rear of Barrys Point Road. Consequently, while the view chosen for Viewpoint 6 focuses very strongly on the application site, and the proposed development’s effects are addressed accordingly, this does not tell the ‘whole story’ in relation to the variety of experiences that the walkway exposes its users to.

Taking all of the above factors into account, it is considered that the proposed buildings’ amenity and landscape effects would be of a Low to Moderate order, overall, with most ratings equating to a ‘Less Than Minor’ to ‘Minor’ level of effect, with reference to **Table 1**. Just those ratings for Viewpoint 1 (Francis Street) and Viewpoint 6 (the Patuone Walkway) would remain slightly more elevated, with a moderate (‘greater than minor’) level of effect identified for them in both the short and long terms.

Other vantage points, away from the 9 employed in this assessment, would either be affected to much the same degree as outlined above or – more typically – to a lesser degree.

## 7. Statutory Review

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At Section 3, I have outlined key 'higher order' matters raised in the Resource Management Act, the NZ Coastal Policy Statement and the National Policy on Urban Development of relevance to KBS's application. The following comments address the proposed PPC in relation to those matters:

### **The Maintenance And Enhancement Of Amenity Values And The Quality Of The Environment**

Commentary: The maintenance and enhancement of both amenity values and the quality of the environment is addressed robustly in the provisions of the AUP, while the effects of the PPC complex on them are addressed in Sections 6.4 and 6.5 of this report. It is concluded that the amenity and (by extension) environmental effects of the proposal would be limited – typically of a low order, but rising to moderate for two locations. Overall, those effects are considered to be consistent with sections 7 (c) and (f) of the RMA.

### **The Avoidance Of Significant Adverse Effects on The Natural Character Of 'Other' (Less Than Outstanding) Areas of the Coastal Environment**

Commentary: The coastline around Esmonde Road is already highly modified. It is particularly affected by Esmonde Road itself, and its causeway, the Northern Motorway and interchange, development lining Barrys Point Road and the swathe of residential development that follows Shoal Bay's eastern shoreline before wrapping around much of its lagoon. The THAB and MHU zoning of areas adjoining the coastline will compound this modification over time. The proposed PPC complex adheres to the maxim of concentrating new coastal development where current natural character values are already diminished or compromised, and would have – at most – an incremental effect on such values within Shoal Bay. Retention of the existing pohutukawas within the subject site's esplanade strip would help to mitigate these low level effects so that, as a whole, the proposed PPC complex has very low level of effect on the Bay's natural character values.

### **The Accommodation off Intensive Development Notwithstanding The Fact That It Promotion Of Development That It May Result In Significant Changes To An Area & Diminish Existing Amenity Values But Improve Amenity Values Appreciated By Other People, Communities, And Future Generations**

Commentary: It is clear that the proposed PPC complex represents a paradigm shift in terms of the type, intensity and scale of development found at Hauraki. However, the subject site has locational characteristics (described above) that would help to minimise its impact on existing residents and road users, while offering a high level of amenity for future residents of the proposed complex. The nature and intensity of development proposed would also provide a ‘stepping stone’ into the even more intensive, ‘high rise’ development anticipated for Takapuna’s Metropolitan Centre in years to come. In many respects, the PPC proposal therefore appears to be the very type of complex that the new National Policy Statement on Urban Development sets out to promote.

At a more fine-grained level, the relevant Auckland Unitary Plan and THAB provisions, together with the proposed assessment criteria for Restricted Discretionary Applications, focus on:

- The *“effects of any special or unusual characteristic of the site which is relevant to the standard”*;
- The *“characteristics of the development”*;
- Achieving built form outcomes consistent with the THAB Zone expectations and related *“effects on the urban built character of the zone”*, which is identified as comprising *“planned urban built character of predominantly five, six or seven storey buildings in identified areas, in a variety of forms”* – potentially *“including terrace housing and apartments and integrated residential development such as retirement villages”*;
- Minimising the adverse effects generated by the *“height and bulk of [THAB] development to maintain daylight access and a reasonable standard of privacy, and to minimise visual dominance effects to adjoining sites and developments”*.
- Having regard to the effects of proposals on *“neighbourhood character”* and *“residential amenity”*; and
- *“Where more than one standard will be infringed, the effects of all infringements”* – ie. the proposals’ cumulative effects.

The following are summary evaluations of the application relative to these matters:

### **Special Or Unusual Characteristics Of The Site**

Commentary: The site’s ‘island’ location is important because it physically isolates the proposed PPC development from surrounding residential properties and minimises the potential for visual over-dominance and any impacts on privacy. In addition, the site’s low elevation – relative to residential properties further ‘up’ Esmonde Road (to the east)

– contributes to its low ‘centre of gravity’, which helps to further limit effects on that receiving environment.

### **The Characteristics Of The Development**

Commentary: The development would step upwards in accordance with the concentric ‘height rings’ shown in Section 2 of this report. The buildings would be further modulated and varied by their architectural detailing, shadow lines and the employment of materials and colours that help to break up the complex into layers of smaller scale built elements and forms. Both stages would also be set back behind a band of grassed open space and proposed tree planting near Esmonde Road, helping to create a feeling of separation from that corridor, while the existing pohutukawas around the rest of the site would screen the bottom half storey to one-and-a-half storeys of the proposed complex in views across Shoal Bay.

### **Built Form Outcomes Consistent With The THAB Zone Expectations**

Commentary: The objectives and policies for the THAB Zone describe its planned urban built character as comprising or incorporating *“predominantly five, six or seven storey buildings in identified areas, in a variety of forms”*. This is expected to include *“terrace housing and apartments and integrated residential development such as retirement villages”*. The outer periphery of the proposed PPC complex would conform with the 5-7 storey building model and integrated residential scenario promoted for the THAB Zone. The 10 and 16 storey components of the complex would step up well beyond these built form guidelines but would do so because of the unique characteristics of the site – primarily its ‘island’ landform, its relative isolation from ‘neighbouring’ residential properties, its avoidance of effects in relation to harbour views and outlook, and its association with an arterial road that generated a range of adverse effects in its own right. Although starkly different from the existing array of one and two storey, detached, dwellings that currently dominate the coastal hinterland of Hauraki and Takapuna, the proposed complex would ultimately be much less ‘at odds’ with nearby THAB and MHU development in the foreseeable future.

### **Minimising Adverse Amenity Effects**

Commentary: The proposed buildings’ separation from neighbouring residential development – some 130-150m or more from the subject site – would minimise any effects related to the maintenance of *“daylight access”* and *“a reasonable standard of privacy”*, while also minimising any *“visual dominance effects”* in relation to *“adjoining sites and developments”*. The physical separation of the site and development on it from nearby residential properties, together with its low (relative) elevation and limited

infringement of the THAB height controls, would prevent the proposed development from generating any adverse nuisance' effects – of the kind outlined in relevant provisions and assessment criteria.

### **The Effects Of The Proposal On Neighbourhood Character**

Commentary: As indicated above, the neighbourhood character found within parts of Takapuna and Hauraki near the application site will not be the same in the future as it is now, even if that transition occurs over several decades. The AUP clearly foreshadows the transition from an environment largely dominated by traditional, detached housing development into one that is largely defined by comprehensive, multi-level, multi-unit development up to six or seven storeys high – effectively a direct 'stepping stone' into Takapuna's Metropolitan Centre. This would not be the case south of Esmonde Road, with most redevelopment limited to three storeys, then two nearer Shoal Bay. However, the retention of the THAB Zone on the majority of the subject site reinforces the idea of it being an exception and different to that norm. Given this situation, and the other mitigating factors described above, it is clear that the character of the proposed PPC development would be different from that of neighbouring areas, but not so jarring or close that it would undermine the integrity of the THAB zone. Again the 'island' nature and location of the application site would help – over time – to diminish the PPC complex's visual contrast with those less intensive neighbouring areas.

### **Cumulative Effects**

Commentary: As also indicated above, the unique nature of the subject site means that it would not be easy to replicate or spread development of much the same scale throughout the THAB Zone – around or near the periphery of central Takapuna. Although intensive multi-storey development will eventually occur across the zone through the amalgamation of properties, the size and physical nature of the application site still sets it apart from virtually all other properties within the local THAB Zone. As such, it is highly unlikely that the proposed development would set the scene for other developments of much the same scale and intensity. At the same time, it is clear that the current proposal effectively 'stands alone': it is not part of a cumulative pattern or sequence of THAB like-for-like, development that might be regarded as threatening the integrity of the AUP.

In a completely different vein, those cumulative effects associated with the more dynamic experience of approaching, then travelling past, the proposed complex have been assessed as part of the evaluations undertaken for Viewpoints 3, 8 and 9. That assessment has resulted in effects that are identified as being of a Low-Moderate, Low and Very Low order, respectively.

On the basis of this assessment, it is considered that the proposed PPC is generally (though not entirely) consistent with the AUP's relevant, higher order, provisions.

## 8. Conclusions

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Based on this assessment, it is my opinion that proposed PPC would give rise to development:

- That is not contrary to the Urban built character and neighbourhood character anticipated in the AUP for the coastal and residential areas around the subject site, even if it contrasts quite markedly with the current character of that landscape / environment. In my opinion the proposal will not be contrary to the NZ Coastal Policy Statement.
- That would have a moderate-high level of effect on the 'aesthetic coherence' and 'pleasantness' of the mainly residential, environments presently found near the application site, but this would frequently reduce to a Low or Low-Moderate level as THAB development emerges across the Shoal Bay lagoon margins and near Esmonde Road as is anticipated by the AUP.
- That has no impact in relation to other amenity values, including those associated with visual over-dominance, privacy and the spatial qualities of both neighbouring properties and Shoal Bay's coastal margins.
- That has little impact on the landscape and natural character values of Shoal Bay and its lagoon.

The proposed development would clearly become a recognisable landmark at a key point of entry to Takapuna and the string of suburbs reaching down to Devonport. Currently, the area around the motorway interchange, Barrys Point Road and much of Esmonde Road is dominated by the infrastructure and use of both the Northern Motorway and a major arterial route. The area is further blighted by commercial development at the foot of Barrys Point Road, together with the adjoining 220kV transmission corridor. The proposed buildings would help to counterbalance this by introducing a form of development to the road corridor margins that has a residential character and that strongly articulates the interplay between a burgeoning city and its harbour waters. The stepped form of the proposed apartment complex, together with its architectural modulation and detailing, would create a positive feature at this key juncture, helping to express the qualities of a more compact and intensive, coastal / harbour city.

These factors, together with the 'island' characteristics of the subject site, would help to counterbalance many of the effects associated with the apparent intensity, 'blocky' mass and height of the proposed apartment complex – as shown in JASMAX's photo simulations.

The proposal would be consistent with the Outcomes sought by the NPS Urban Development.

The Proposed Precinct Plan and THAB Zone provisions will provide an appropriate framework in which to direct and assess future development on the site.

As a result, the PPC provisions are considered to be appropriate in terms of their landscape and amenity effects, overall, notwithstanding the greater levels of effects that would be generated by the proposed apartment complex in the short term.

**Stephen Brown**

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