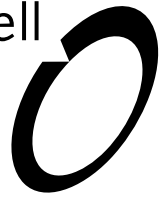


Boffa Miskell



# RFI Response (updated LVEA)

Assessment of Landscape and Visual Effects

Prepared for Te Tūāpapa Kura Kāinga - Ministry of Housing and Urban  
Development



5 October 2023





Boffa Miskell is proudly a  
Toitū carbonzero® consultancy

## Document Quality Assurance

<i>Te Auaunga / Private Plan Change</i>		
Prepared by:	Rachel de Lambert Partner / Landscape Architect Boffa Miskell Limited	
Reviewed by:	Matt Riley Senior Principal Boffa Miskell Limited	
Status: Final	Revision / version: [6]	Issue date: 5 October 2023
<p><b>Use and Reliance</b>          This report has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Boffa Miskell does not accept any liability or responsibility in relation to the use of this report contrary to the above, or to any person other than the Client. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate, without independent verification, unless otherwise indicated. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.</p>		

Template revision: 20210624 0000

File ref: 126700-58 (50001901-6) RFI Response (updated LVEA\_Including\_s23)\_Final\_20231005.docx

Cover photograph: Visual Simulation: Boffa Miskell Nov 2022

# CONTENTS

1.0	Introduction	1
2.0	Methodology	2
3.0	Site and Surrounding Urban Context	3
3.1	The Site	6
4.0	Proposed Precinct Provisions	8
4.1	Open Space Proposal and Analysis	11
5.0	Visual Catchment and Viewing Audiences	12
6.0	Assessment of Landscape and Visual Effects	13
	Landscape Effects	14
	Visual Effects	17
	Visual Effects in Respect of the Mason Clinic	31
	Visual Effects in Respect of the Former Oakley Hospital Building	33
7.0	Conclusion	33

## Appendices

Appendix 1: Boffa Miskell 7 Point Scale of Effects

Appendix 2: Graphic Supplement - Visualisations

Appendix 3: Te Auaunga Precinct Open Space Proposals

Appendix 4: s23 Landscape Responses

## Figures

Figure 1: Site location and context. ....4

Figure 2: Photograph showing the context of the site to the North-Western motorway and Waterview elevated overpass structures.....4

Figure 3: Existing Auckland Unitary Plan zoning, site, and surrounds. ....5

Figure 4: Key building numbers and other site / context features .....7

Figure 5: Height enabled beneath the portion of volcanic viewshaft A13, Mt Albert (origin point on SH18 the North-western Motorway east of Te Atatu interchange) that passes over the south western corner of the site. ....	8
Figure 6: Precinct Plan 3 – Te Auaunga Height .....	9
Figure 7: Precinct Plan 1 .....	10
Figure 8: Diagrams expressing the way in which open space provision has been informed within the precinct.....	11
Figure 9: Excerpt from visual simulation VS1, located on the Northwestern shared path looking south.....	15
Figure 10: Excerpt from visual simulation VS5, located looking toward Building 1 from Pt Chevalier, the context of this part of the site with the Waterview interchange is also evident.....	16



## 1.0 Introduction

Te Tūāpapa Kura Kāinga – the Ministry of Housing and Urban Development (HUD) is advancing a private plan change on behalf of the three Rōpū (iwi collectives) who are the holders of Treaty settlement rights at the site, Marutūāhu, Ngāti Whātua, and Waiohua-Tāmaki.<sup>1</sup>

The plan change is in respect of the land held for housing, the majority of which was formerly part of the Unitec Campus on Carrington Road, Mt Albert. Te Auaunga, a traditional Māori name for the adjacent Oakley Creek waterway, is the name now adopted for the 64.5ha precinct associated with this plan change (replacing the formerly named Wairaka Precinct).

Boffa Miskell urban designers and landscape architects, working with the HUD planning advisors, have assisted HUD and the Rōpū with the development of the Te Auaunga Precinct provisions, which comprise an update to the Wairaka Precinct in the Auckland Unitary Plan (AUP).

We have also worked with HUD and the Rōpū in the development of the open space framework for the precinct, as reflected in the updated plans. The precinct is intended to be developed by the iwi and their partners into a diverse urban community which includes intensive housing in a variety of typologies alongside community, recreational and social facilities; some specific commercial activities; business and innovation activities and the tertiary education facility.

The site is one of Auckland's most significant brownfield urban renewal opportunities, offering locational advantage and access to amenity whilst also enabling the creation of a new, intensive, mixed use community that is well separated from and / or buffered in respect of more suburban residential neighbours. The intent is to create a complete community, providing the opportunity for people to live, work and learn within the precinct, while benefiting from the good (and improving) access to bus and rail public transport and a well-connected walking and cycling network. The precinct will complement the established adjacent town centres of Point Chevalier to the north, and Mt Albert to the south.

This assessment addresses the potential landscape and visual effects of development that will be enabled by the private plan change (PPC), recognising that intensive residential development, including buildings up to 27m in height, is already envisaged and enabled by the site's Business Mixed Use (B-MU) zoning and the existing precinct provisions. This report has been updated to include landscape related RFI responses in respect of Council's s23 requests for information in order to provide a single document incorporating all landscape and visual effects related information. Both the body of this report has been updated to incorporate requests for additional visual simulations and the analysis in respect of landscape and visual effects (RFI L1, L4, L5 & L6) and an appendix, Appendix 4, has been incorporated to include all other landscape related RFI.

A separate Urban Design assessment report has been prepared by Boffa Miskell urban designer, Matt Riley.

A separate Combined s23 Open Space report has been prepared jointly by Tattico and Boffa Miskell.

The structure of this report is set out below:

---

<sup>1</sup> Together representing the iwi Ngāi Tai ki Tāmaki, Ngāti Te Ata, Ngāti Tamaoho, Te Ākitai Waiohua, Te Kawerau ā Maki, Ngāti Maru, Ngāti Tamaterā, Ngāti Pāoa, Ngaati Whanaunga, Te Patukirikiri, Ngāti Whātua Ōrākei, Ngāti Whātua ki Kaipara and Te Rūnanga o Ngāti Whātua.

- Introduction
- Methodology
- Site and Surrounding Urban Context
- Proposed Precinct Provisions
- Visual Catchment and Viewing Audiences
- Assessment of Landscape and Visual Effects
- Conclusions.

## 2.0 Methodology

Tuia Pito Ora / The New Zealand Institute of Landscape Architects has recently published (July 2022) new guidance for the assessment of landscape under the statutory context in Aotearoa / New Zealand.<sup>2</sup> This replaces earlier guidance and landscape architects' reliance on other international best practice / guidance. *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines* has been used to guide the methods adopted in this assessment.

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

The site and wider area are well known to the writer, who assisted in the development of the previous Wairaka Precinct provisions during the Proposed Unitary Plan (PAUP) process, and in various phases of masterplanning for the site. In addition, specifically in support of this proposal, a number of site visits have been undertaken in the process of undertaking this assessment including for the purpose of taking photographs in order to prepare visual simulations and to illustrate the site and its landscape context.

Eleven viewpoint locations for the preparation of visual simulations have been selected to represent the range of visual catchments and potential visibility of future development enabled by the proposed provisions. **Refer Landscape and Visual Effects Graphic Supplement (June 2023)**. Given the plan change nature of the proposal (i.e. in the absence of specific building designs), the heights of potential future development enabled by the provisions have been modelled in 3D as bulk masses.

In this respect the visual simulations illustrate a maximised theoretical bulk and form of resulting development and show an unachievable 'worst case' visibility of development. In reality, all future development will not maximise the height envelope at every single location. Furthermore, the bulk mass modelling does not demonstrate the proportion of individual buildings (other than in respect of the three proposed taller buildings in the northwest corner of the site and an indicative breaking of the bulk form along Carrington Road), or the application of the various building form and/or architectural qualities of future buildings designed to meet the range of assessment criteria incorporated within the provisions.

---

<sup>2</sup> Tuia Pito Ora New Zealand Institute of Landscape Architects. *Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines*. July 2022.

As the visual simulation viewpoints are selected to clearly show the proposal, they also overemphasise the relative visibility of the development. Importantly, there will be many urban contexts for which the future development arising from the precinct provisions will have limited visibility or be unseen. This effect can be expected to increase over time as ongoing urban intensification including a greater number of three storey residential dwellings as well as more intensive, apartment style, development within the walkable catchment of the two proximate stations occurs in line with the NPS-UD and MDRS.

As part of this assessment, the site has been observed from both proximate and more distant locations within the established urban fabric of the locality.

### 3.0 Site and Surrounding Urban Context

The 'brownfield' site comprises the Unitec tertiary campus on Carrington Road, the land held for housing, and the private holdings of Ngāti Whātua Ōrākei (refer Figure 1 Aerial Photograph). Including the 6.8ha adjoining Mason Clinic lands. The precinct is ~ 64.5ha in area.



*Figure 1: Site location and context.*

The site has a long eastern frontage to Carrington Road incorporating all four of the access 'gates' to the former extent of the Unitec campus and campus area; Gate 1 in the north through to Gate 4 in the south, the latter of which will continue to provide access to the Unitec tertiary campus. The site's other long boundary in the west is to the Te Auaunga / Oakley Creek reserve recreational open space corridor, to the west of which lies Great North Road and the northern portal of SH20's Waterview Tunnel. The site tapers to the north, where it is defined by the SH20 / SH18 North-Western Motorway / Great North Road interchange with its series of high overbridges and 'spaghetti' interchange. The North-Western Motorway is cut down into the topography in this location severing the site from Pt Chevalier in the north with the northern section of Carrington Road at Pt Chevalier on a bridge over the motorway. The photograph, Figure 2 below, shows the view toward the site from the footpath adjacent to the substantial cut retaining walls of the North-Western motorway on the Point Chevalier side of the motorway. The Former Oakley Hospital Building can be seen in this view. Historically the hospital was accessed from Point Chevalier via a direct driveway on axis with the building's front door. This access, and the direct relationship between the driveway access and the building's frontage, was severed by the motorway.



*Figure 2: Photograph showing the context of the site to the North-Western motorway and Waterview elevated overpass structures.*

In the south the site adjoins suburban residential housing accessed via Woodward Road (zoned Residential: Mixed Housing Suburban (MH-S) zone) and Springleigh Avenue off Carrington Road. Mark and Renton Roads, Laurel Street and Rhodes Avenue all terminate at the site's southern boundary which also adjoins residential lots accessed by Raetihi Crescent. This area is proposed to be re-zoned through Council's PC78 to Mixed Housing Urban (MH-U), with the application of the medium density residential standards enabling buildings up to 11m in height with immediate legal effect.

Across Carrington Road to the east the suburban residential area of Mt Albert is zoned MH-U, refer Figure 3. Much of this area is proposed to be re-zoned to Terrace Housing and Apartment Buildings zone (THAB) through PC78. Adjacent to these homes, in the north, is an area zoned Special Purpose – Healthcare Facility and Hospital.



The Mason Clinic, a high security psychiatric unit operated by Te Whatu Ora Waitemata (the former Waitemata District Health Board), is surrounded by the site to the north, east and south and also sits within the Te Auaunga Precinct. It comprises land currently zoned Special Purpose – Healthcare Facility and Hospital, and to the north and south, B-MU as shown in Figure 2. The Mason Clinic land is subject to a separate private plan change, PPC75.

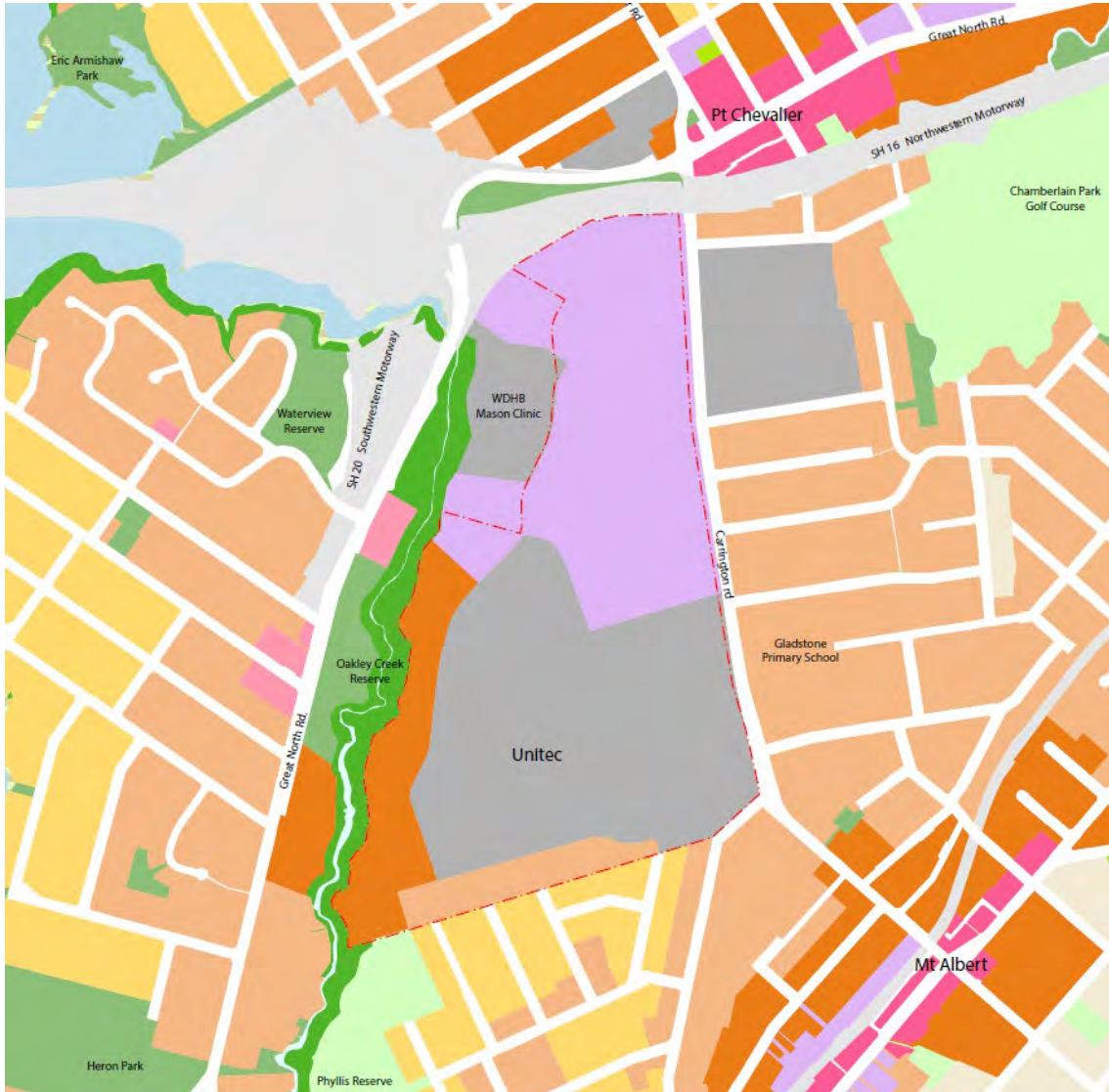


Figure 3: Existing Auckland Unitary Plan zoning, site, and surrounds.

Carrington Road is a strategic arterial and major Public Transport (PT) bus route. In addition to the existing road corridor, the AUP provides for a substantial, approximate 8 metre<sup>3</sup>, widening of the road corridor to facilitate an upgraded PT road corridor provision / bi-directional cycleways and streetscape enhancement along Carrington Road with the full 8m widening to be provided on the western, subject site, side of the existing road corridor.

In addition to the PT bus route which includes stops adjacent to the site on Carrington Road, parts of the site are within an easy 10 to 15 minute walk of two train stations – Baldwin Avenue

<sup>3</sup> Refer I334.6.6(3) of the operative Wairaka precinct provisions, which requires a 28.2m setback from the eastern side of the Carrington Road reserve as at 1 November 2015.

in the east and Mt Albert to the south. The centre-west of the site also has access to the PT bus routes on Great North Road via the overbridge for the Northwestern cycleway.

The Unitec Campus, located towards the south of the site, has consolidated around the core built campus including its more recently constructed Te Puna, 'student services' and Mataaho 'trades' buildings. The campus sits south and west of Farm Road (Gate 3) and includes Unitec's Te Noho Kotahitanga Marae. The primary vehicular access to the Unitec Campus is via Gate 4 from Carrington Road (secondary access is available from Gate 3).

The PPC area, broadly, includes the land from the Former Oakley Hospital Building in the north, through to Gate 3, including a number of buildings previously part of the former psychiatric institution, and the Unitec campus. In the South-east, a created stormwater pond forms part of the PPC area. The south-western corner of the PPC area forms an "L" shape bordering the campus on the south and west and extending north to the Wairaka Stream and the boundary with the Mason Clinic but excludes the private landholdings of Ngāti Whātua Ōrākei.

Te Auaunga, the Oakley Creek reserve which defines the western boundary of the site, is heavily vegetated comprising a mix of mature exotic vegetation including a substantial number of Oak trees associated with the early European history of the waterway, and both older and more recently planted indigenous vegetation. There is a popular public walkway along the stream corridor. There is also cycleway connectivity to the south-west via Underwood and Walmsley Parks to Mt Roskill and the Northwestern cycleway connects both west to Te Atatu and east into the central city. The cycleway crosses Te Auaunga/ Oakley Creek on a shared pedestrian bridge to access the site from the west.

### 3.1 The Site

The site falls generally from the east, Carrington Road, toward the stream corridor of Te Auaunga/ Oakley in the west but also comprises a high point knoll in the central southern portion of the site where Building 48, within the Unitec campus, is situated. Figure 4 identifies key features of the site including key building numbers.

The site incorporates Taylors Laundry and a series of other buildings redundant from the Former Oakley Hospital Building and Unitec Campus. Figure 3 identifies key buildings and site features for reference.

The Former Oakley Hospital Building in the north of the site is the original Former Oakley Hospital Building and is a scheduled heritage building. The distribution of existing buildings across the site is haphazard with no discernible structure or logic other than in respect of being a former broadacre campus adapted from the former psychiatric hospital and farm to a tertiary vocational and trades learning campus.. There is a spine road running north south, broadly parallel to Te Auaunga / Oakley Creek, and a series of roads connecting from the spine road east to Carrington Road. Gate 1 accesses Building 01 in the north, Gate 2 Taylors Laundry and the Mason Clinic, Gate 3 (Farm Road) the central portion of the site including the northern Unitec campus including Building 48 and Gate 4 the core Unitec Campus.



Figure 4: Key building numbers and other site / context features

The Rōpū have advanced resource consents to commence enabling works for the future urban development of the site. These works include upgrades to the backbone street network, underground services, and associated public realm open space enhancements including the daylighting of the piped section of the Wairaka Stream and an associated walkway connecting



to Te Auaunga / Oakley Creek walkway, as well as the removal of the ends of the rear wings of the Former Oakley Hospital Building.

There is a range of vegetation, including individual trees and groups of trees, across the site of variable age, scale and robustness / health. Much of the larger scaled vegetation is located toward the west with a grove of mature specimen trees also grouped on the central knoll close to Building 48. Enabling works associated with the consented infrastructure upgrades of the site are currently proceeding on the site including the removal of some trees.

Overall, the site has the character of a broadacre, ad hoc campus with large areas of unprogrammed open space, buildings and surface car parking located somewhat haphazardly in a largely open landscape. The site is however largely already zoned for intensive, medium density, residential development through its B-MU zone including buildings up to 27m in height.

There is a volcanic viewshaft (A13 Mt Albert) that has its origin point on SH18 the North-western Motorway east of Te Atatu interchange that passes over the south western corner of the site and part of the Unitec Campus, refer Figure 5. The height of the viewshaft above the site means that built development of between 30-31m (most constrained) through to 40m can be accommodated without impinging on the viewshaft / views to Mt Albert. The northern portion of the site is not constrained by any volcanic viewshaft overlays.

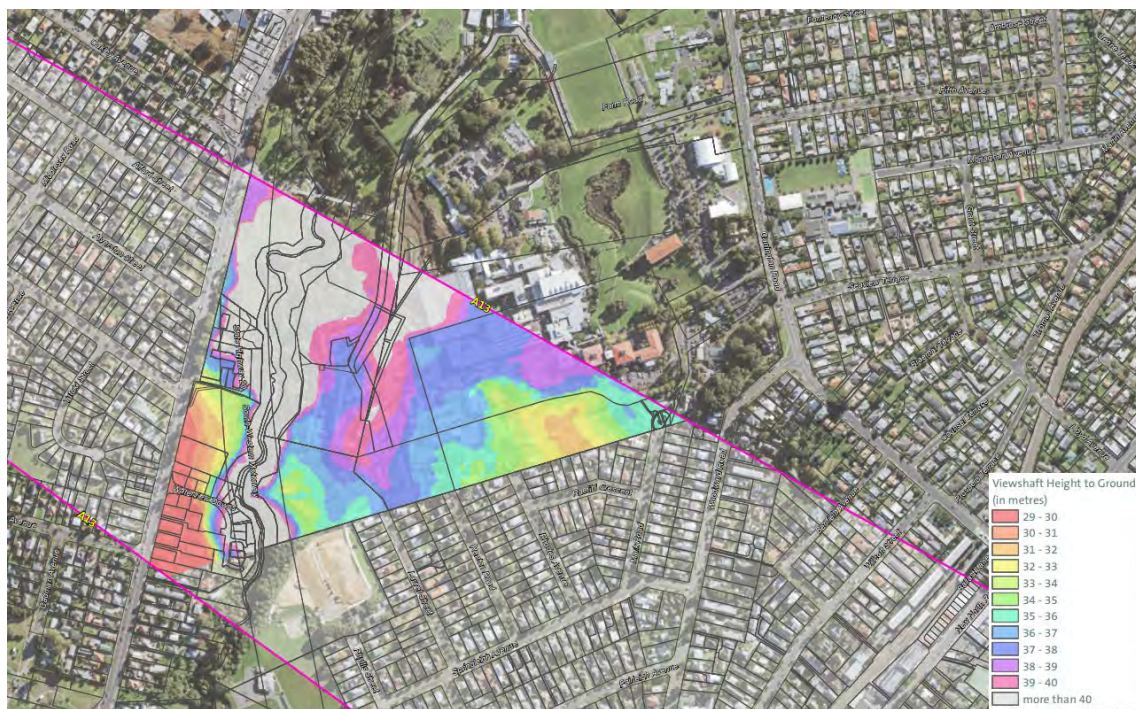


Figure 5: Height enabled beneath the portion of volcanic viewshaft A13, Mt Albert (origin point on SH18 the North-western Motorway east of Te Atatu interchange) that passes over the south western corner of the site.

## 4.0 Proposed Precinct Provisions

The proposed precinct provisions for the Te Auaunga Precinct (including the precinct name change) have been prepared by Tattico. The provisions seek to extend the land zoned B-MU to align with the reduced size of the Special Purpose: Tertiary Education zoned Unitec Campus.



The key further changes to the precinct provisions relevant to this assessment include:

- i. The creation of four height areas as illustrated in Precinct Plan 3, refer Figure 6. The base height for the B-MU zone being 27m as per the existing provisions (Area 4) with two areas of enabled additional height; Area 2 at 35m and Area 1 at 35m but enabling a small cluster of taller residential buildings, with one building of up to 72m height, one up to 54m and one up to 43.5m, along with a range of other standards and controls. Area 3, located along the southern boundary, provides for a maximum 3 storeys, or an 11m height control (unchanged through this proposal from the existing precinct provisions, except where changes are required by PC78, meaning the removal of the 8m height standard applying within 10m of the southern precinct boundary). This area provides the transition to the site's traditional suburban neighbours to the south.
- ii. Assessment criteria for buildings above 27m in height as a restricted discretionary activity, (1334.8.1 Assessment Criteria including matters in respect of building form and character 1334.8.1.(1A)(b)(i) to (iv) and (c) (i) and (ii).
- iii. Requirements in respect of building setback / separation for buildings in Height Area 1 (1334.6.10) and maximum tower dimension / separation for buildings in Height Areas 1 and 2 (1334.6.11).

**1334.10. Precinct plans**

**1334.10.3 Te Auaunga: Precinct Plan 3 - Te Auaunga Height**

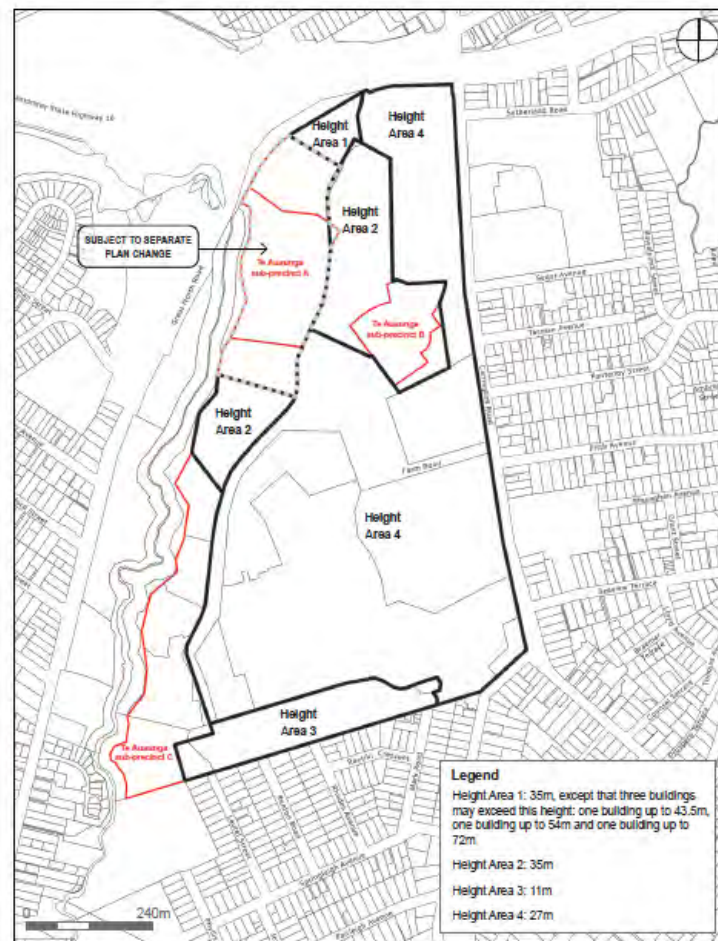


Figure 6: Precinct Plan 3 – Te Auaunga Height

Open space is provided for by way of Precinct Plan 1 which identifies the indicative public realm in respect of streets and indicative public open space. Refer Figure 7.

**I334.10. Precinct plans**

**I334.10.1 Te Auaunga: Precinct Plan 1**

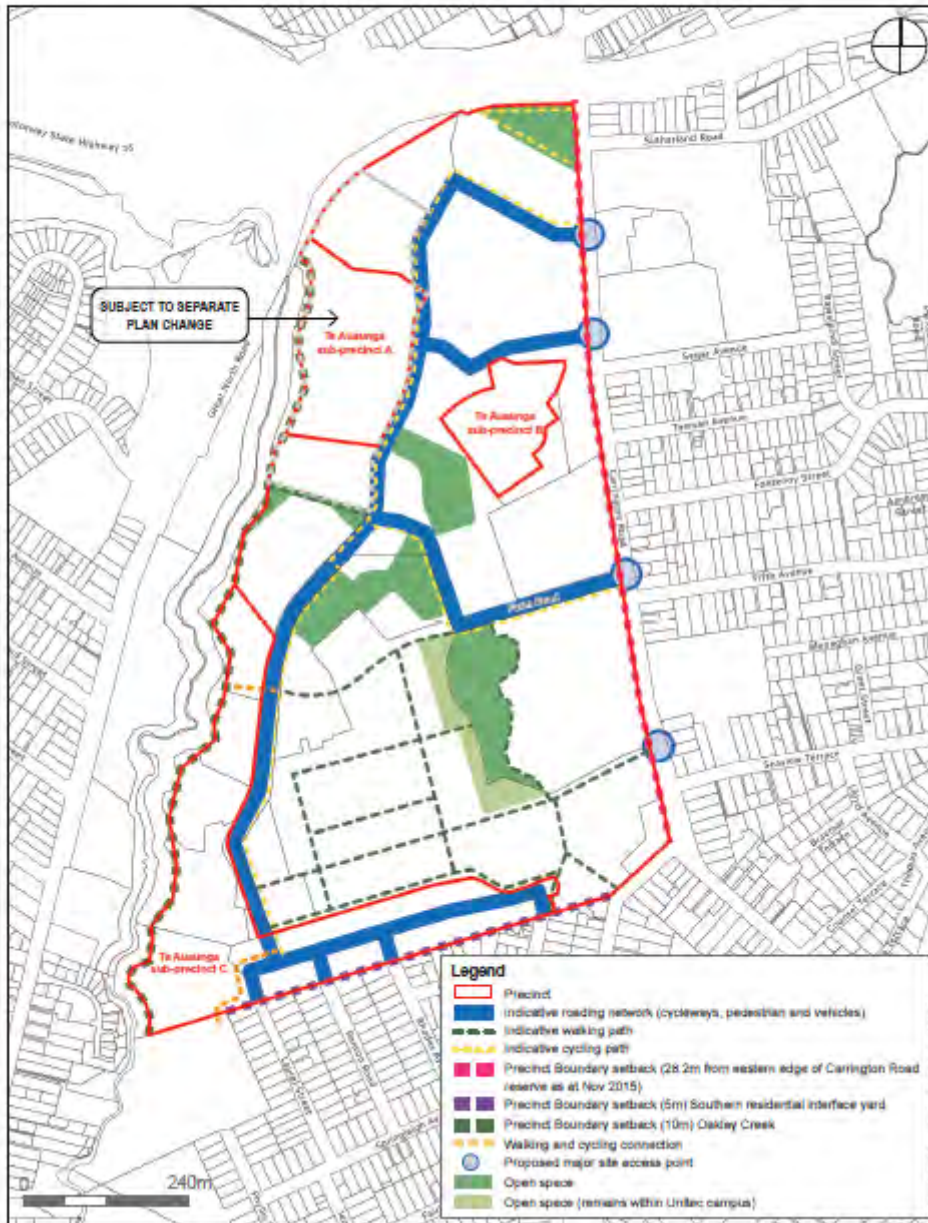


Figure 7: Precinct Plan 1

Relevant to this assessment, the primary change to the established precinct provisions is in respect of enabled height. The 27m height already enabled within large parts of the precinct provides for a marked change to the existing, largely undeveloped portions of the site, with the AUP foreshadowing urban intensification within this large and strategically located brownfield site. At the same time, it is noted that the site includes a range of existing large scale buildings

in the Unitec campus and Taylors portions of the site. The site's topography, adjoining western open space associated with the Te Auaunga / Oakley Creek reserve and proximate components of the NW / S motorway network assist in buffering the site and reducing the potential impact of more intensive urban development within the site.

Other than an increase in height from 18m to 27m along the Carrington Road frontage, the proposed areas of increased height opportunity are located away from existing public street frontages and / or established residential communities. The proposed location of additional height is intentional in this respect including in relation to the site's southern interface with the residential neighbourhood to the south – i.e., Area 3, located along this boundary, provides for a maximum 3 storeys, or an 11m height control (unchanged through this proposal from the existing precinct provisions).

#### 4.1 Open Space Proposal and Analysis

The nature and extent of the open space provision within the precinct has been guided by analysis of the site in the context of its urban, walkable, catchment and the established provision of open space amenity offered in the wider locality. The intention is for the open space within the Te Auaunga Precinct to provide open space amenity to future residents, whilst also providing connectivity that allows residents to use and benefit from the open space available to them in the wider walkable catchment, that will in turn bring a wider catchment of users into the precinct – a reciprocal amenity.

The analysis undertaken, evaluation in respect of Council open space policy, and proposals for the open space to be provided via the precinct provisions is documented in the standalone 'Te Auaunga Precinct Open Space Proposals' document, refer Appendix 3.

In summary, within Te Auaunga Precinct, a series of open spaces that will be connected along the internal roading network are proposed, including the land to the north of the Former Oakley Hospital Building, which incorporates its northerly curtilage and maintains the visual connection of Building 1 to Pt Chevalier and Carrington Road, through to a central public open space connected via walkway to Te Auaunga / Oakley Creek walkway and south via the Wairaka Stream to the open space associated with the central stormwater ponds. The considerations that have informed this provision of open space relative to the features of the site are illustrated in Figure 8 below.

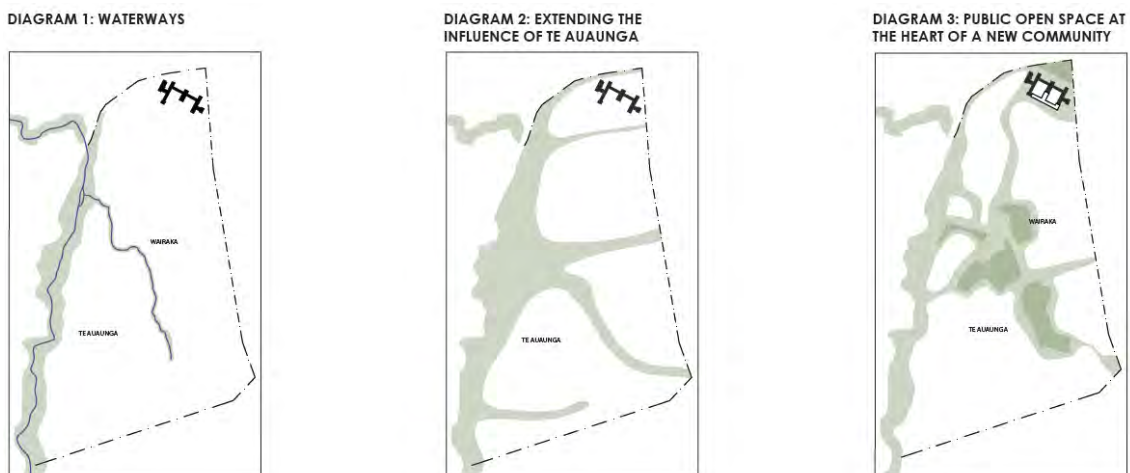


Figure 8: Diagrams expressing the way in which open space provision has been informed within the precinct.

This network of open space will provide considerable walkable amenity, destinational open space and varied recreational opportunities for future residents whilst also leveraging the value and amenity of the immediately adjacent Te Auaunga / Oakley Creek esplanade and walkways. It will be supplemented by 'resident's common' / private open space as and when incorporated into future development.

## 5.0 Visual Catchment and Viewing Audiences

The site is connected and / or adjacent to a network of strategic and arterial transport corridors including SH 16, SH 20, SH 28, Great North Road and Carrington Road as well as the Southwestern and Northwestern cycleways. In this respect, parts of the site have a large but transient viewing audience related to people moving on the adjacent transport networks.

In terms of more static residential catchments the more proximate viewing audiences are to the south and east in suburban Mt Albert and at a greater distance to the west in Waterview and north in Pt Chevalier.

The site's topography and large size however, along with the scale of vegetation within the Te Auaunga / Oakley Creek reserve corridor, which parallels the full western site boundary, limit the extent of off-site visibility.

The primary viewing audiences of the site, and its future urban re-development therefore comprise:

- People travelling on the adjacent motorway network both in more proximate, adjacent to the boundary and more distant – as far away as Te Atatu – viewpoints.
- People travelling on Carrington Road in either direction.
- People using the recreational networks adjacent to the site including Te Auaunga walkway and the cycleway network.
- People living proximate to the site to the south and east, particularly people in those residential properties located across Carrington Road.
- People in a wider residential catchment where, through elevation, there is an opportunity to observe the development at a middle to background distance, such as in the Pt Chevalier catchment to the north.

## 6.0 Assessment of Landscape and Visual Effects

Landscape and visual impacts result from natural or induced change in the components, character or quality of landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, activities or facilities into the landscape. The process of change itself, that is the construction process and/or activities associated with the development, also carry with them their own visual impacts as distinct from those generated by a completed development.

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

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

Effects on landscape are associated with a change to the physical, perceptual and associative values of the landscape.

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

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

Change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways, these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use.

In urban areas, and in particular those areas identified for more dense or intensive future forms of urban residential and mixed use living, change including the introduction of taller and larger scaled buildings with bigger footprints can be expected. The appropriateness of such development will depend on context and avoidance of dominance and / or adverse amenity effects particularly on direct neighbours.

## Landscape Effects

The amended precinct provisions for Te Auaunga Precinct seek additional height of urban, predominantly, residential development. Large parts of the site are already planned to accommodate multi-storey, medium density residential development to an enabled height of 27m, that will create a distinctive more intensive urban node of development in the locality. The PPC seeks additional height, generally to 35m in two areas internal to the site with 27m along the site's eastern frontage to Carrington Road and in the south through to Farm Road (Gate 3) as well as three 'landmark' towers in the north-western corner of the site comprising three residential apartment buildings of 72m, 54m and 43.5m in height.

The diagonal dimension of the three towers (I334.6.11 Maximum tower dimension) is limited with the dimension reducing with height: the 43.5m and 54m towers have a maximum tower dimension of 50m, and the single 72m tower a 42m maximum dimension. These controls seek to ensure the landmark towers create a composition of taller buildings of varied height and width with the tallest of the buildings having a slimmer vertical proportion.

The future built form of the precinct will reflect the brownfield urban intensification opportunity of the site and create a distinctive medium density urban community that will read as a defined place or community within the wider landscape. Examples of such nodes of development already established and emerging in the urban landscape include The Landing and Launch Road in Hobsonville, Takapuna, New Lynn and Sylvia Park. Recent plan changes in respect of Smales Farm (PC23), New North Road, Mt Albert (PC63) and Albany (Albany 10 Precinct PC59) have also achieved increased height in support of the 'quality compact city' aspirations of the Auckland Plan. As Auckland continues to intensify such nodes of development will increasingly become more apparent as part of the urban landscape.

The inclusion of the opportunity for the introduction of three landmark towers into the precinct will give the urban re-development of this key brownfield site greater legibility within the urban landscape and announce the presence of the new residential and mixed-use community. The illustration Figure 9 below, an excerpt from the visual simulation looking toward the site from the Northwestern shared path, shows the potential scale of the three enabled taller buildings and the 35m height provision in Height Area 2.

Whilst prominent in the landscape, the selected location of the taller buildings adjacent to the Waterview SH18 to SH20 interchange avoids them being dominant in respect of any residential neighbours. The height of the buildings also lifts their outlook above the elevated fly-over structures of the motorway interchange. That said, this portion of the site adjoins the northern boundary of the Mason Clinic. The current precinct provisions envisage a medium rise, 27m, interface of residential development to the Mason Clinic facility which occupies a lower lying portion of topography adjacent to Te Auaunga / Oakley Creek. Area 1, in which the three taller buildings are enabled, is elevated above the Mason Clinic. The taller buildings in this location will look out and well over the top of the Mason Clinic with the views southwest over the clinic comprising longer distance views to the Waitākere Ranges. The taller buildings will have a level of additional prominence to that already anticipated but the composition of three varied height



buildings, their elevated outlook and physical separation means that adverse dominance effects can be avoided.



*Figure 9: Excerpt from visual simulation VS1, located on the Northwestern shared path looking south.*

The interface of the three taller buildings with the scheduled heritage building, the Former Oakley Hospital Building is addressed in the assessment of heritage architect David Pearson. In landscape terms the increased urban scale of development in this portion of the site, at 35m as opposed to 27m and incorporating three landmark buildings, will reinforce the disjunct in the nature and scale of historical to contemporary development. The illustration below, Figure 10, an excerpt from the visual simulation (VS 5) located at the corner of Gt North and Pt Chevalier Roads looking west, shows the potential relationship of the western wing of the Former Oakley Hospital Building and the taller buildings behind.

The more detailed design of this interface will be addressed at the time of any future resource consent but there is nothing inherently inappropriate, in urban landscape terms, about the additional height sought above that already enabled. Such relationships are not uncommon in the urban landscape particularly where precincts involve heritage protection, restoration and adaptive re-use alongside the introduction of larger scaled contemporary development. In the Auckland context the Britomart precinct is a useful example of situations where new buildings, such as the EY Building on Takutai Square has interfaces to the north and south across the relatively narrow street corridors of Tyler and Galway Streets with a successful urban outcome.



Figure 10: Excerpt from visual simulation VS5, located looking toward Building 1 from Pt Chevalier, the context of this part of the site with the Waterview interchange is also evident.

Importantly also in respect of the Former Oakley Hospital Building, the northern front lawn / parkland open space, which was previously truncated by the construction of the North-Western motorway, and which sets up the primary symmetrical axis of the building, is indicated as public open space, thereby retaining this important historical relationship of the building to its northern frontage.

The open space amenity of the site will be maintained and enhanced with a well-connected network of varied spaces of different character, service provision, and amenity. Some of these will celebrate the distinctive landform characteristics of the site with open space located to support the amenity of future residents and their outlook as well as continuing to provide access and amenity for the wider community. The open spaces will provide place-based identity and an established amenity as a part of the new residential community. The adjacent presence of Te Auaunga / Oakley Creek will also ensure the new medium density urban area has a proximate association with substantial open space and a vegetated context that will contribute to the identity, urban landscape character and amenity of the community.

By working with the site's topography and providing a well-connected series of open spaces within and beyond the site, the new residential area will retain a sense of its landscape context with higher rise development also giving future residents the opportunity of accessing some views to a much wider landscape context. The open space provision proposed within the plan change area is generous (approx 5ha) in recognition of the potential intensity of residential development and distributed throughout the site to benefit all parts of the future residential community. The medium density, urban character of the development will have the potential to comprise one of Auckland's more intensive communities and the scale of the site, which is one of its unique beneficial attributes, will make it unlike the established, more suburban character of much of urban Auckland. However other such 'new' communities have established over recent times in Auckland, such as, by way of example, Stonefields, Hobsonville, and Three Kings, each of which have, and are developing, a strong identity and amenity much recognised, enjoyed and appreciated by their communities.

Te Auaunga will contribute to the ongoing diversification of choice of living environments within the wider Auckland urban area with the proposed changes to the established precinct provisions enabling greater urban legibility of the community and a diversified form of higher rise development to leverage the potential of the site's scale and urban qualities including its proximity to established town centres and public transport. The form of development will be



intensified in part but the landscape framework and the amenity it will offer the future community and wider locality will provide for a quality urban amenity.

## Visual Effects

As noted above (see Section 5 Visual Catchment and Viewing Audiences), the site's topography limits the extent of its visual catchment with the higher portions of the site in the north, where the North-Western Motorway has severed the site from Pt Chevalier and made the site's elevation more locally prominent, and its frontage to Carrington Road, having the greatest visibility. The falling nature of the site's topography from east to the west, and the heavily vegetated nature of the open space corridor along Te Auaunga in the west, mean there is a more limited proximate visual catchment to the west. To the south the proposed development heights, unchanged in this proposal, are more consistent with the neighbouring suburban area, being at 11m / 3 storeys adjoining that residential boundary, reflecting the provisions in PC78 which apply the medium density residential standards (MDRS) across both areas. Along with the core Unitec Campus, which is also visible from this location, the nature of urban intensification proposed will be the same, and in time with implementation of the MDRS less, than that able to be achieved in adjacent residential properties and the development will have a limited visual catchment.

In order to assist in understanding the nature and scale of potential future development enabled by the provisions, as described in Section 2: Methodology above, a series of eleven bulk massing model visual simulations have been prepared. These capture public viewpoints from locations surrounding the site where parts of the development are expected to be able to be seen. The viewpoint location plan is included in the accompanying Landscape and Visual Effects Graphic Supplement, Appendix 2, containing the visual simulations. These comprise:

- Viewpoints 1 and 2: from the northwest on the Northwestern cycleway and pedestrian boardwalk extending from Eric Armishaw Park on the edge of the Waitemata Harbour at Pt Chevalier;
- Viewpoints 3, 4 and 5: from the west, adjacent to the pedestrian / cycle bridge across Te Auaunga / Oakley Creek to the precinct, on Great North Road (also known as SH16 Twin Coast Discovery Highway) and at the Oakley Creek Overpass, that crosses over Great North Road, close to the Waterview Interchange;
- Viewpoints 6, 7, 8 and 9: from the northeast at the corner of Point Chevalier and Great North Roads on the edge of the Pt Chevalier town centre and from within the western end of the town centre illustrating the relationship of Height Area 1 (in particular) to Building 01 and the northern portion of the precinct; and
- Viewpoint 10 and 11: on Carrington Road looking north-west into and north along the frontage of the site.

All visual simulations are set up to show the proposed development envelopes relative to an existing photograph view (photography dated December 2022 and March 2023) and the modelled visual simulation showing the operative enabled height. This enables the height increases proposed through the plan change to be clearly identified in each simulation.

## Viewpoint 1 (VS1):

### *Existing View:*

This view is from the Northwestern Cycleway heading east toward Point Chevalier and the central City. The view is dominated by the adjacent infrastructure of the North-Western Motorway and in the distance the elevated motorway flyovers associated with the Waterview Interchange. The majority of viewers in this location are moving either in vehicles, on bikes or walking. The tidal reaches of the southern edge of the Waitematā Harbour, impounded by the motorway causeway, with their cover of mangroves and vegetated shoreline comprising mixed native and exotic species, including weed species such as privet, vegetation forms the view to the left with the skyline to the right, beyond the multiple lanes of the motorway, formed by the well vegetated suburban backdrop of Point Chevalier. The view has a predominant horizontal plane emphasised by the lines of the motorway, harbour, and skyline.

PC78 proposes the suburban areas of Waterview and Point Chevalier that frame the view to transition from a mix of MH-S and MH-U to comprise in the future entirely MH-U, with an enabled three storey height. There is also an additional extent of THAB (six storey), adjacent to the Point Chevalier town centre where the height control is set at 18m. The proposed enabled urban intensification under PC78 has the potential to result in the greater presence of buildings in the backdrop, and on the skyline, of this view. It is noted that apartment scaled development, both built, such as on Huia Road, and consented and under construction, such as on the Point Chevalier Road corner, and built along Point Chevalier Road to the north are already apparent on the periphery of the town centre in a range of views when approaching the town centre.

### *Proposed View:*

In the proposed view, development within the Te Auaunga Precinct sits in the background of the view, behind the elevated motorway flyovers establishing a new urban skyline. The enabled 35m height development in Height Area 2 forms a relatively low lying horizontal plane interrupted by more proximate vegetation. Buildings in Height Area 2 will sit comfortably into the established composition of the landscape, reinforcing the presence of the ridgeline albeit with a greater level of built form, as can be anticipated with Auckland's evolving urban intensification.

The enabled 27m height development of the operative plan will also establish a new built skyline to the view.

The three enabled towers of Height Area 1 establish a vertical marker at the northern end of the precinct across the broad carriageway of the motorway from the town centre of Point Chevalier. There are no near suburban residential neighbours, with the adjacent off site-interfaces comprising large scale transport (motorway) infrastructure including multiple lanes in multiple directions and large-scale elevated overbridges. Seen in this context the towers establish a legible identity, introduce a landmark for the northern portion of the new community, and support the urban legibility of the precinct.

Development associated with Height Area 2 is assessed to generate a **low level** of adverse visual effects. The three, varied height, potential towers creating a clear urban landmark seen in the context of the open qualities and scale of the motorway are assessed to generate a **moderate low** adverse visual effect. However, this change also has beneficial urban form / legibility effects signalling the northern extent of one of Auckland's urban regeneration areas and new communities in a way that also brings recognition to the established urban node of the Point Chevalier town centre.

## **Viewpoint 2 (VS2):**

### *Existing View:*

This view is from the shared path on the coastal margin of Point Chevalier looking southeast. Rear lot houses accessed from Maryland Street frame the left of the view forming the suburban coastal fringe. Coastal edge houses in Waterview can be seen across the linear ribbon of the North-Western Motorway which forms part of the backdrop to the view with the tidal reach of the Waitemata, bridged with a shared path boardwalk, in the middle ground. Again the view has a predominant horizontal plane. The signage gantry infrastructure of the motorway along with larger trees and some houses form elements of the skyline.

PC78 will see the MH-S zoned land in Point Chevalier transition to the more intensive MH-U zone, leading to the potential for increased three storey, medium density forms of housing in the context of the coastal shared path and coastline. There is also an extended area of THAB adjacent to the land already zoned THAB, adjoining the town centre which has an emerging character associated with intensification and the presence of five and six storey development.

### *Proposed View:*

In the proposed view development within Te Auaunga Precinct has a very limited presence within the view with a portion of 35m height development in Height Area 2 sitting just above the elevated motorway flyover. The taller 72m and 54m towers extend above the established built form of the foreground housing in Point Chevalier but are not particularly prominent in the view. The operative 27m enabled height sits within and below the established skyline, which is formed by a combination of built and vegetative elements as well as gantry structures and lighting associated with roads.

Visual effects will be **very low / negligible** in respect of Height Area 2 and generate a **low** level of potential adverse visual effects in respect of the elements of the taller towers evident in the view.

## **Viewpoint 3 (VS3) (prepared in response to clause 23 request):**

### *Existing View:*

This view is from the shared path approaching the bridge crossing Te Auaunga from the west / Waterview side of the stream into the precinct. The shared path passes over the revegetated stream corridor which is densely planted and has a predominantly native species vegetation cover. Some old growth pine and other exotic species also remain within the stream corridor.

### *Proposed View:*

In the proposed view, development within the Te Auaunga Precinct directly to the east, in front of the viewer, comprises the THAB and 27m height control BMU potential development already enabled by the operative Wairaka Precinct provisions. Hence the existing environment is very different to that seen in the 'existing view' photograph. Proposed Height Area 2, which enables 35m development, is set behind the THAB to the north with a relatively small observable step in height due to the closer proximity of THAB. Users of the shared path / cycleway will be entering / exiting a new brownfield urban regeneration area comprising long planned for residential / mixed use development. The proposed 35m height development in Height Area 2 offers some limited height variation to the view.

Visual effects will be **very low / negligible** adverse in respect of the greater proposed height of potential development in Height Area 2.

#### **Viewpoint 4 (VS4):**

##### *Existing View:*

This view is from Great North Road looking north-east with Te Auaunga Precinct located to the east. Great North Road is a busy six lane arterial incorporating bus lanes. The BP Service Station sits into a strongly vegetated corridor along Te Auaunga to the east. At the northern end of this section of Great North Road the road passes under the Waterview interchange to access Point Chevalier with the elevated motorway flyovers forming part of the background to the view.

PC78 will introduce little change to this view with the majority of the land in the view zoned to accommodate the roading infrastructure and various forms of open space along Te Auaunga.

##### *Proposed View:*

In the proposed view development within Te Auaunga Precinct sits largely screened behind the vegetated corridor of Te Auaunga. Development within both areas of proposed Height Area 2 can be accommodated with little change to the vegetated corridor of the roadway. The three potential towers in Height Area 1 can be seen in the distance. The lesser height, 43.5m, tower sits close to the treeline with the taller two towers in more prominent view. They mark the approach toward Point Chevalier. The operative enabled height of 27m sits largely screened behind the treeline of Te Auaunga with only a portion at the northern end projecting above the treeline.

Visual effects will be **very low / negligible** adverse in respect of the Height Area 2 areas and generate a **moderate low** level of potential adverse visual effects in respect of the elements of the taller towers evident in the view. Moving along the road in closer views the three towers will be less evident with foreground vegetation in the open space corridor providing substantial screening.

#### **Viewpoint 5 (VS5):**

##### *Existing View:*

This view is from the elevated overpass associated with the Northwestern Cycleway looking east / northeast toward the northern end of the precinct. Transport related / motorway infrastructure and vehicular movement dominate the view. The grade separated nature of the motorway interchange is evident with multiple flyovers in a typical 'spaghetti' formation. There is substantial vegetation associated with the motorway and western edge of the precinct. Trees in this part of the precinct comprise both evergreen native and deciduous exotic (predominantly English Oak) species.

The substantial separation of the precinct from close suburban residential neighbours to the north and west is evident.

#### *Proposed View:*

In the proposed view it is the tall tower elements in Height Area 1 that are evident. In the modelled composition the lesser height 43.5m tower sits in front of the tallest 72m tower with the 54m tower screened behind. These buildings will form a vertical node signalling the presence of the northern extent of the urban regeneration area. A legible node of taller development, establishing a northern landmark for the presence of the new community, in this location within the precinct is considered appropriate and desirable in respect of the urban form of the precinct. This location has the benefit of being well separated from established suburban residential neighbourhoods with the open space corridor of Te Auaunga and the large scale motorway infrastructure providing separation, and an open space context that assists in accommodating the scale of the three proposed towers. This location also reinforces the presence of the established Point Chevalier town centre with this part of the precinct being well connected to this established centre.

The 27m enabled height of the operative plan established buildings that extend more or less to the top of the treeline, being visible but not prominent in the view.

Visual effects associated with the Height Area 1 towers are assessed to be **moderate low** adverse, noting at the same time the beneficial effects associated with the legibility they establish for the new community in this northern location of the precinct.

It is noted that the visual simulations for this viewpoint include three additional simulations using a two row panorama to capture the full height of the Height Area 1 towers.

#### **Viewpoint 6 (VS6):**

##### *Existing View:*

VS6 is one of a cluster of four visual simulation viewpoints located in close proximity to each other on the western margins of the Point Chevalier town centre. Initially two viewpoints were selected in this location, with a further two requested by Council through the engagement prior to lodgement of the plan change.

The VS6 viewpoint is the closest to the northern end of Te Auaunga precinct with the viewpoint located on Great North Road west of Point Chevalier Road. The pedestrian footpath finishes in this location with the primary pedestrian route being on the other side of the wide, six lane Great North Road corridor.

The open space of the road corridor enables a view toward the western end of the Former Oakley Hospital Building with much of the building, including its central 'front door', screened from view behind vegetation associated with the North-Western Motorway / Waterview interchange. Mature, predominantly native species vegetation along the northern frontage of the precinct to the motorway corridor connects visually with the motorway planting creating a strongly vegetated context to the view. The rest of the view, including the fore and middle ground, is dominated by roading infrastructure including the elevated flyovers associated with the Waterview interchange, lighting poles and signage. The open, expansive nature of the roading infrastructure enables distant views west to the Waitakere Ranges above and beyond the motorway.

##### *Proposed View:*

In the proposed view development within the precinct sits behind the foreground road, vegetation, and parts of the Former Oakley Hospital Building with potential 35m buildings in Height Area 2 visible above and behind the Former Oakley Hospital Building. Buildings in this

area are also screened by more proximate vegetation within the motorway road corridor. The three taller residential tower buildings enabled in Height Area 1 sit to the west of, and behind, the western wing of the Former Oakley Hospital Building with the taller 72.5m enabled tower extending above the two lesser height towers. The way in which these buildings will benefit from the open space context created by the adjacent motorway infrastructure is evident in the view. The urban presence of a new medium density, apartment typology, residential community will be evident in the view with the Former Oakley Hospital Building remaining in the foreground of this new development.

The bulk massing associated with 27m height development enabled through the operative provisions sits forward of the positioning of the towers on rising ground, this enabled development sits alongside the Former Oakley Hospital Building at a greater height and positioned to the rear (south) and right (west).

Visual effects associated with potential 35m buildings in Height Area 2 are assessed to be **low** adverse, whilst the Height Area 1 towers are assessed to generate **moderate** adverse visual effects, noting at the same time the beneficial effects associated with the legibility they establish for the new community in this location.

#### **Viewpoint 7 (VS7):**

##### *Existing View:*

This view is from the west side of the signalised intersection between Great North and Point Chevalier Roads as vehicles exit the Waterview motorway interchange.

The foreground of the view is dominated by the six lane intersection with its associated lighting poles, signage, and transient presence of vehicles. Behind the roadway vegetation, including mature pōhutukawa trees, associated with the roading infrastructure, the northern portion of Te Auaunga Precinct and the Special Purpose Healthcare zoned site on the corner of Sutherland and Carrington Roads to the east of the precinct provide a middle ground context of vegetation. Whilst much of the Former Oakley Hospital Building façade sits behind this vegetation, screened from view, the western wing of the building is visible above lower growing, flax dominated, planting.

##### *Proposed View:*

In the proposed view, similar to that in viewpoint VS6, development enabled through the plan change including 35m height buildings in Height Area 2 and taller towers in Height Area 1 sit behind the Former Oakley Hospital Building. The simulation also shows the presence of the already enabled 27m height BMU development (colour toned blue/grey) sitting above and behind the Former Oakley Hospital Building.

The three enabled tower buildings have the potential to create a prominent corner mass within the precinct giving presence to the new urban, medium density community on the land behind which, due to the nature of the precinct's topography, will largely remain out of view.

Under PC78 the sites on the northern corner of Sutherland Road and Carrington Road, immediately south across the North Western motorway corridor, are proposed to be zoned THAB up from their present MH-U zoning. Potential future development at 6 storeys on this land has the potential to be seen to the left of the view.

The bulk massing associated with 27m height development enabled through the operative provisions frames the south (rear) and west of the Former Oakley Hospital Building with the building remaining prominent in the forefront of the view.

Visual effects associated with potential 35m buildings in Height Area 2 are assessed to be **low** adverse, whilst the Height Area 1 towers are assessed to generate **moderate** adverse visual effects, noting at the same time the beneficial effects associated with the legibility they establish for the new community.

#### **Viewpoint 8 (VS8)** (prepared in response to clause 23 request):

##### *Existing View:*

This view is from the east side of the Point Chevalier / Great North Road intersection in the Point Chevalier town centre with the signalised intersection ahead.

Single storey shops define the southwestern corner of Great North Road with Carrington Road. The cycle path on Carrington Road is visible at the intersection. Across the intersection, the site defined by hoardings is a Kāinga Ora owned site on which demolition / construction works have commenced for a consented five and six storey apartment development. Mature vegetation, including a range of trees within the precinct, obscure much of the Former Oakley Hospital Building in this view with parts of the building's brick façade visible in the background. Where vegetation and buildings do not obscure long distance views, the Waitākere Ranges can be seen in the distant, western, background. Views in this location are dominated by the transient activity of the busy intersection of the road corridor.

##### *Proposed View:*

In the proposed view, similar to that of VS6 & 7 above, potential future development within the precinct sits behind the middle ground vegetation and the Former Oakley Hospital Building within the precinct. The proposed neighbourhood park, open space on the northern frontage of the Former Oakley Hospital Building will maintain this established corner frontage of the precinct to the Point Chevalier town centre with future development signalling the new urban, medium rise predominantly residential mixed use community to the south behind.

Already enabled 27m and proposed 35m BMU buildings will sit just above the height of the two and three storey Former Oakley Hospital Building with a low level of prominence. The node of three higher rise tower buildings enabled in Height Area 1 will sit behind the western end wing of the Former Oakley Hospital Building. The more proximate Kāinga Ora five and six storey building on the corner (modelled in bulk in the proposed view) will provide context for the height and scale of the more distant node of tower forms. Other more intensive forms of attached dwelling / apartment buildings at four, five and six storeys in height comprising redevelopment of Kāinga Ora and other privately held sites has occurred along Point Chevalier Road to the north. The taller towers will have greater vertical height and visual prominence but will be experienced within a context of an area of established urban intensification.

Under PC78 enabled height within the Point Chevalier town centre retains its 18m and 21m height control. The extent of THAB surrounding the town centre, changing from both MH-S and MH-U is increased enabling six storey development in a wider immediate catchment of the town centre. THAB zoning already extends north up Point Chevalier Road for a distance that is greater, in terms of walkable catchment, than the length of the precinct, including from Height Area 1, into the town centre.

The bulk massing associated with 27m height development enabled through the operative provisions frames the south (rear) and west of the Former Oakley Hospital Building with the building remaining clearly visible in the forefront of the view with open space occupying the area through to the intersection.

Visual effects associated with potential 35m buildings in Height Area 2 are assessed to be **very low** adverse, whilst the Height Area 1 towers are assessed to generate **moderate low** adverse visual effects, noting at the same time the beneficial effects associated with the legibility they establish for the northern portion of the new community and the precinct's relationship to the established town centre.

#### **Viewpoint 9 (VS9)** (prepared in response to clause 23 request):

##### *Existing View:*

This view is from within the Point Chevalier town centre adjacent to the library (now closed) on the north side footpath.

Town centre buildings across the street are one and two storeys in height. The western wing of the Former Oakley Hospital Building is partially visible at the termination of the street along with vegetation associated with the former hospital site and road network. Distant views to the Waitakere ranges also form part of the visual termination to the street in the west. The five and six storey Kāinga Ora development on the north-western corner of the intersection rises above the single storey frontage of the library building to the street. The view and experience of the town centre is influenced by the busy transient traffic environment of the street and the movement of pedestrians within the town centre.

##### *Proposed View:*

In the proposed view, similar to that of VS6, 7 & 8 above, potential future development within the precinct sits behind the Former Oakley Hospital Building with the western end wing visible, backdropped by proposed development, and with the main portion of the building screened behind established vegetation.

Buildings within the town centre, at only one and two storeys in height, define the skyline and view corridor west to the precinct. Future enabled 35m buildings in Height Area 2 sit at the treeline with little prominence whilst the three taller tower buildings visually terminate part of the view and read in association with the established town centre. Views to the Waitakere Ranges are retained along the axis of the road corridor. At 5 and 6 storeys the consented Kāinga Ora residential apartment building extends above the height of the single storey former Council Library building. The height of this consented development is consistent with the expectations of the NPS-UD, in respect of THAB development within the walkable catchment of town centres / public transport routes. The height of development within the town centre is unchanged under the PC78 provisions, being 18m fronting the street and 21m to the south.

The bulk massing associated with 27m height development enabled through the operative provisions frames the south (rear) and west of the Former Oakley Hospital Building creating a new termination to the street and connecting the new development of the precinct to the established town centre.

Seen in the context of the established Point Chevalier town centre, visual effects associated with potential 35m buildings in Height Area 2 are assessed to be **very low** adverse, whilst the Height Area 1 towers are assessed to generate **moderate low** adverse visual effects, noting at



the same time the beneficial effects associated with the legibility they establish for the northern extent of the new community and the precinct's relationship to the established town centre at Point Chevalier.

### **Viewpoint 10 (VS10):**

#### *Existing View:*

This view is from the eastern footpath on Carrington Road looking north up the road corridor toward the Point Chevalier town centre.

Some recent three storey attached terrace housing can be seen on the eastern side of the street. The former Unitec Campus site, with its low intensity of one and two storey buildings and associated vegetation define the western side of the street in the 'existing' view (noting that in the interim, since the visual simulation photographs were taken in December 2021 early works to enable development within the precinct have seen the removal of these buildings and all associated vegetation). Vertical chimney elements associated with the Taylors Drycleaning facility, located within the precinct, accessed via Gate 2, can be seen in the view.

This existing view has already been modified with re-development works including building demolition, vegetation removal and the upgrading of street access infrastructure underway under the operative provisions. Resource consent for new apartment buildings fronting Carrington road within this part of the precinct have been granted to the Marutūāhu Rōpū.

VS10B, shows the bulk form of development enabled under the operative provisions of the AUP. Along Carrington Road building heights of 18m are enabled within the first 20m back from the existing kerb line of Carrington Road stepping to 27 beyond. As illustrated in VS 10B the stepped height is apparent along the street.

The Carrington Road visual simulations have accounted for the 8m proposed road widening along the precinct's eastern, Carrington Road, boundary. The Crown has funded Auckland Transport to upgrade Carrington Road through the Infrastructure Acceleration Fund, including for dedicated bus and cycle lanes, with works programmed to start in 2025.

These works have not been modelled in the visual simulations but the additional 8m road corridor width is shown along with the correct positioning of the potential future built edge to the precinct. As can be seen in VS 10B, future multi storey built development of five stepping to seven storeys is anticipated by the established provisions of the Wairaka Precinct of the AUP. This enabled development will transform the broadacre former campus nature of the site to one with a predominant built, urban residential / mixed use built character. Development of this nature along arterial routes supporting frequent public transport is anticipated throughout Auckland.

#### *Proposed View:*

In the proposed views development is shown fronting onto Carrington Road with indicative breaks into 50m 'building' lengths and with Gate 2's street connection shown breaking up the block modelling of enabled height. At 27m fronting Carrington Road the road is strongly defined to the west by future development that is of a height already enabled on the Special Purpose Healthcare (SP-H) land fronting the east side of the road in the north. The effect of the road enclosure is similar although slightly more intensive than that already enabled at 18m stepping to 27m after the 20m setback.

Under PC78 land fronting Carrington Road on the east side of the road north of Fifth Avenue retains its MH-U zone (with MH-U zoned land to the south of Fifth Street re-zoned THAB) but with a greater intensity of three storey development enabled under the MRDS provisions.

Consents have been granted via the Covid-19 Recovery Fast Track consenting legislation to Marutūāhu for two mixed use apartment developments fronting Carrington Road. RC2, located in the stretch of frontage between future Gates 1 and 2 on Carrington Road comprises four buildings, two buildings bookending the group at seven storeys, one at nine storeys, and one at 10 storeys as illustrated in the elevation, Figure 11, below.

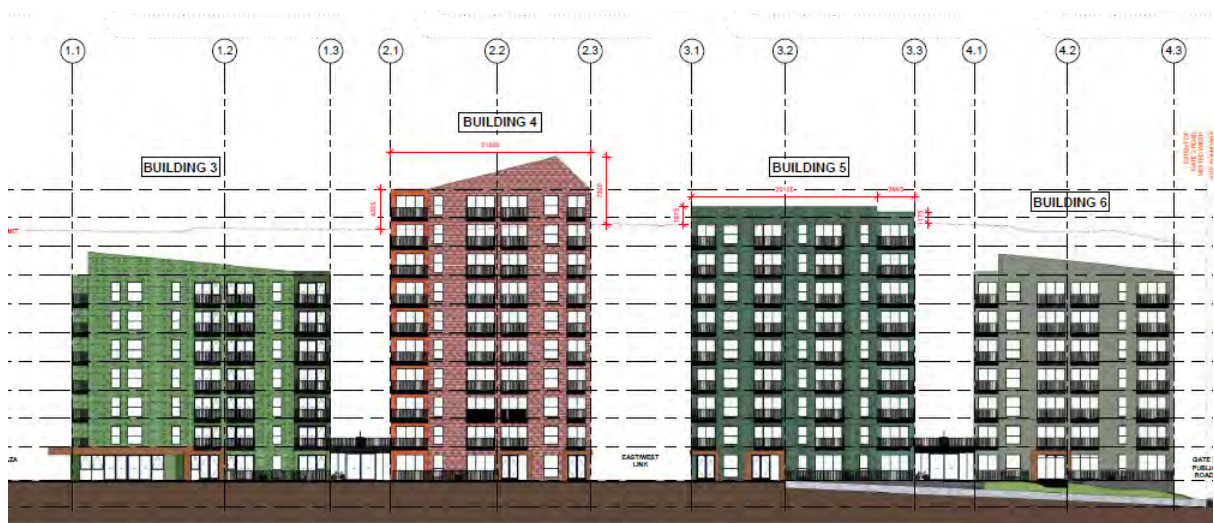


Figure 11: Elevation of consented Marutūāhu RC2 buildings fronting Carrington Road

A visual simulation included in the resource consent package viewing from the north end of the development at the location of Gate 1 is shown, Figure 12 below. This shows one of the seven storey buildings at the northern end adjacent to Gate 1 with the taller buildings behind.



Figure 12: Visual simulation of consented Marutūāhu RC2 buildings viewed from the north.

Given the scale of the widened Carrington Road transport corridor and the context of existing SP-H and PC78 enabled development, as well as the consented Marutūāhu development, the proposed 27m height development enabled fronting Carrington Road is assessed to generate **low** adverse visual effects. Urban scale apartment development is anticipated, as evidenced by the consented Marutūāhu buildings, along this PT bus arterial road corridor which enjoys proximity to both the Mt Albert and Baldwin Ave train stations and the dual town centres of Mt Albert and Point Chevalier. The arterial corridor has the capacity to accommodate urban scaled mixed-use development with relatively low adverse visual effects consistent with the planned urban intensification of the city.

**Viewpoint 11 (VS11)** (prepared in response to clause 23 request):

*Existing View:*

This viewpoint is looking north along Carrington Road at the Seaview Terrace intersection from a viewpoint on the east side footpath. It is similar to that of VP10, and like VP8 & 9 it was requested by Council during the pre-lodgement process.

This part of the former Unitec Campus is more vegetated but also affords some longer distance views to the west with a backdrop of the Waitākere Ranges. 27m height development enabled within the Unitec campus under the operative precinct provisions would, however, block these longer distance views. The long linear corridor of Carrington Road forms the frontage of the Precinct with more traditional suburban housing, zoned MH-U on the east side of the road. Gladstone Primary School sits in the middle of the block between Seaview Terrace and Fifth Avenue to the north.

As noted above, an 8m width of road widening is proposed along Carrington Road with the widening along this extent to be taken from along the precinct's eastern boundary. The widening provides for enhanced cycle, pedestrian, and public transport corridors along the key arterial. The Crown has funded Auckland Transport to upgrade Carrington Road through the Infrastructure Acceleration Fund, including for dedicated bus and cycle lanes, with works programmed to start in 2025. These works have not been modelled in the visual simulations but the additional 8m road corridor width is shown along with the correct positioning of the potential future built edge to the Precinct.

PC78 proposes the re-zoning of existing MH-U land on the east side of Carrington Road in this location to THAB, with a six storey height overlay, due to its position within the walkable catchment of the Baldwin Ave train station. The southeastern corner of the site touches this defined walkable extent of the Baldwin Avenue and Mt Albert train stations. Figures 13 and 14 below illustrate the proposed PC78 re-zoning for land along Carrington Road adjacent to the Precinct.

As can be seen in the VS 11B visual simulation future multi storey built development at enabled 18 and 27m heights is anticipated by the established provisions of the Wairaka Precinct of the AUP. This enabled development will transform the well vegetated, parkland, broadacre campus nature of the site to one with a predominant built, urban residential / mixed use built character. Enabled development within the Unitec Campus, which forms part of the frontage to this part of Carrington Road, has a 27m height within the Business Mixed Use (B-MU) zone. This enabled development under the operative Precinct provisions will enclose the street edge and foreclose existing longer views across the campus to the Waitākere Ranges in the west.



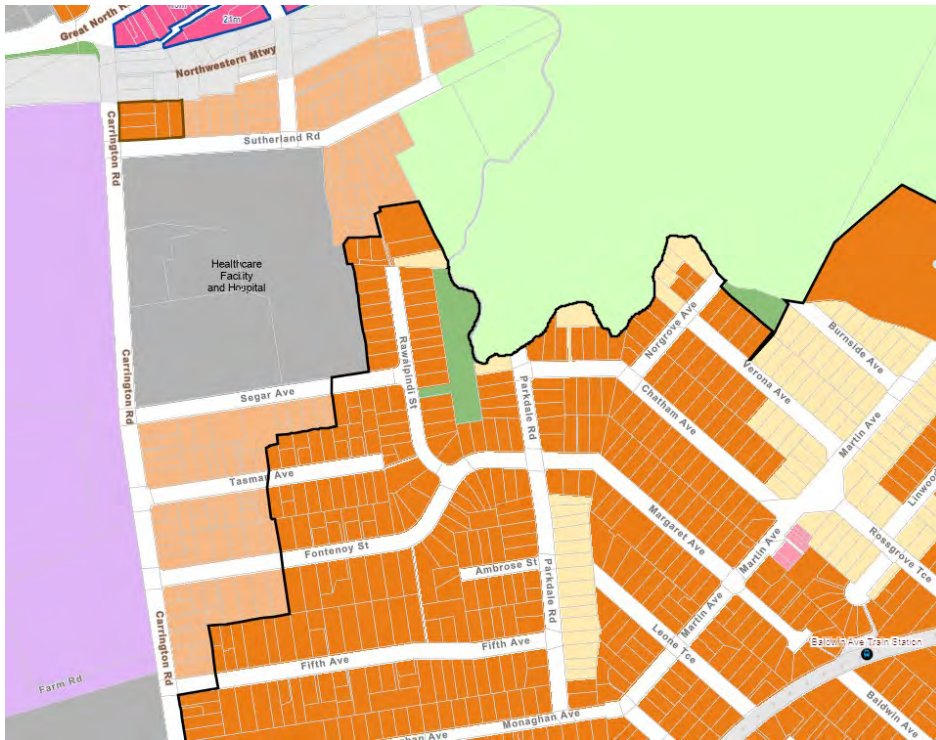


Figure 13: PC78 proposed zoning to the east of Carrington Road opposite the site showing the extent of THAB, MH-U and Special Purpose Healthcare Facility and Hospital zones.

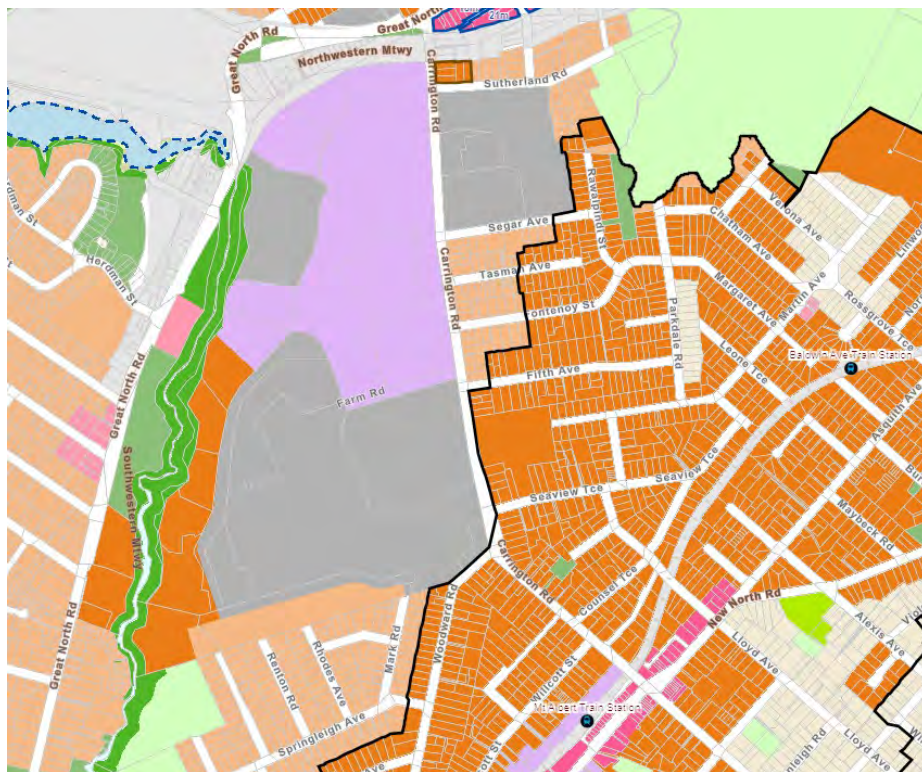


Figure 14: Zoomed out figure of PC78 proposed zoning showing full walkable catchment in vicinity of precinct.

*Proposed View:*

In the proposed view (VS 11A&B) some existing established vegetation along the frontage of the precinct to Carrington Road has been retained with the proposed enabled 27m height development lining the west side street corridor.

Given the scale of the widened Carrington Road transport corridor and its enhancement, including street tree planting, and the context of existing MH-U and PC78 THAB enabled development, the proposed 27m height enabled fronting Carrington Road is assessed to generate **low** adverse visual effects. Urban scaled apartment development is already anticipated along this PT bus arterial road corridor which enjoys proximity to both the Mt Albert and Baldwin Ave train stations and the dual town centres of Mt Albert (south) and Point Chevalier (north). The arterial corridor has the capacity to accommodate urban scaled mixed use development change with relatively low adverse visual effects.

As noted above, VS10 resource consent for two developments fronting Carrington Road has been granted to Marutūāhu. The two elevation drawings below, Figure 14, illustrate the stepped height of this development with five storey buildings stepping to a smaller footprint six storey building fronting Carrington Road and a second building at eight / nine storeys behind.



*Figure 14: Elevations of consented Marutūāhu RC1 mixed use development*



The visual simulation below, Figure 15, included in the resource consent application documentation, illustrates the nature of the consented proposal.



*Figure 15: Visual simulation of consented Marutūāhu RC1 buildings viewed from the south.*

This consented development is located on the north side of the Farm Road intersection with Carrington Road and is a mixed use development including a small supermarket. It would be evident in the VP11 views along Carrington road and illustrates the anticipated nature of development along this strategic arterial.

#### **Surrounding Area Visual Effects Summary:**

In summary in respect of visual effects, as illustrated through the series of eleven visual simulation viewpoints which capture a representative range of publicly accessible viewpoints, potential adverse visual effects resulting from the altered height profile of development enabled through the plan change including defined areas of increased 35m height development (Height Area 2) and three potential taller towers at 72, 54 and 43.5m (Height Area 1) are assessed to generate between **very low** to, in one case, **moderate** adverse visual effects.

The greatest adverse visual effects are associated with proximate views of the three potential residential tower buildings in the north-western corner of the site. This part of the site is within the walkable catchment of the Point Chevalier town centre and sits within the open space context generated by the North Western and Waterview interchange motorway context. This location and context separates this small cluster of taller development from the closest established suburban residential neighbours and affords such buildings open views north and west toward the Waitākere ranges and Upper Waitematā Harbour as well as views east along the motorway corridor to the central city skyline.

The nature of change that will be experienced across the precinct is commensurate with the scale of the former Unitec brownfield site but also consistent with the nature and scale of urban

intensification that can be anticipated citywide as a result of the operative provisions of the AUP and that resulting from PC78.

The Te Auaunga Precinct provisions incorporate a range of assessment criteria for all future buildings, which will be assessed as restricted discretionary activities, to ensure development exhibits good urban design qualities and will contribute to the character and amenity of the existing and new urban neighbourhoods of the locality.

The masterplan scale of the site will enable considered development and the related assessment criteria – specifically in respect of the Carrington Road frontage, set out at I334.8.1(1A)(i) matters of discretion in respect of restricted discretionary activities – that will require individual resource consents to address the potential amenity effects of buildings interfacing with the public realm of the street to achieve good amenity outcomes. In the context of this further planning environment the 27m height enabled by the PPC fronting the wider strategic road corridor of Carrington Road is considered appropriate.

## Visual Effects in Respect of the Mason Clinic

The Mason Clinic occupies low-lying land to the south of Height Area 1 and the proposed cluster of three taller residential tower forms. Height Area 2, seeking provision for up to 35m height development lies to the east and south of the Mason Clinic. The nature of this secure psychiatric facility is of a gated, internally focussed character and amenity. This facility is located within an area already intended for medium rise - 27m - housing development in which the prospect of overlooking is established.

The Mason Clinic currently comprises single storey buildings. The most recent resource consent applications for the expansion of the Mason Clinic comprise two storey development with some patient accommodation along with administrative facilities at the upper level. Greater height will be enabled through Te Whatu Ora's Private Plan Change 75, if approved.

The masterplan for the growth of the Mason Clinic, like that of its already established built environment, proposes internally focussed courtyard forms of development. The inward focussed nature of this neighbouring development will, intentionally, limit its awareness of the surrounding urban environment such that taller forms of adjacent development will have limited impact. This effect is also assisted by topography, with the lower lying nature of the Mason Clinic site enabling adjacent buildings wide views, well over the top of that neighbouring facility, to the Te Auaunga treeline and wider landscape.

The established internal courtyard building form character of the Mason Clinic, its low lying position in the landscape and the ability to view above the facility to the wider landscape is illustrated in the site photograph, Figure 16 (dated 30 March 2023) below.

The proposal for increased height in Height Areas 1 and 2, including in Height Area 1 a single tower up to 72m in height with adjacent towers of 54m and 43.5m, is not considered to generate adverse visual, overlooking or dominance effects greater than those already anticipated as a result of the enabled 27m development adjacent to the Mason Clinic under the Wairaka Precinct provisions. Views from taller development above the 27m height on the elevated land within Height Areas 1 and 2 will be over and above the air space of one storey and consented two storey development within the Mason Clinic with the courtyard form of development within the clinic preventing views out to the potential future development.



Figure 16: View from the southern edge of Height Area 1 from ground level looking south over the Mason Clinic showing the existing internalised courtyard form of single storey development. Earthworks in the foreground relate to a consented proposal for courtyard based development at two storey height.

The cross section, Figure 17, below illustrates the way in which people in apartments in a 35m building adjacent to the Mason Clinic boundary in Height Area 1 will have the potential to overlook the site.

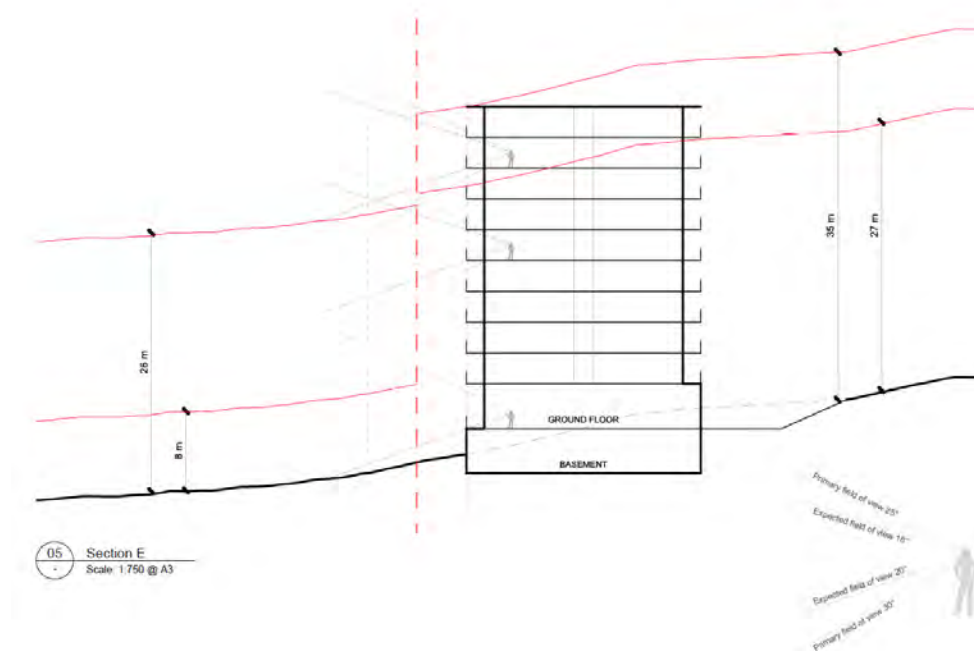


Figure 17: Cross section illustrating human scaled views from apartment units.



Noting that 27m height development is enabled in this location under the operative provisions. Generally speaking views will be out and over / above one and two storey courtyard format buildings in the Mason Clinic with this being increasingly so with additional height.

## Visual Effects in Respect of the Former Oakley Hospital Building

The assessment of effects in respect of the heritage values and amenity of the Former Oakley Hospital Building is provided by heritage specialists Dave Pearson of Dave Pearson Architects and Adam Wild of Archifact.

With respect to visual effects, Height Area 1, the area identified for the three taller residential tower buildings, is set behind the important 'front' northern elevation of the building with the curtilage to the north proposed to be retained as public open space / neighbourhood park.

There are many examples nationally and internationally of the juxtaposition of contemporary, taller urban development with heritage places that maintain and respect the key qualities of the heritage place whilst securing present day aspirations for growth, contemporary living, and urban development, with Auckland's best and most recognised example being that of the Britomart precinct.

In this respect, the proposed maintenance of the northern frontage of the Former Oakley Hospital Building free of development with open space character and amenity, and the positioning of taller buildings to the rear, south and west, as already enabled by the operative provisions, is considered appropriate and also enables the amenity of this elevated location and associated heritage amenity to be utilised for higher density / higher rise residential living.

The proposed cluster of taller residential tower buildings will also create a landmark identity for the northern portion of the site. There is a parallel that can be drawn between this proposal and the original nature and prominence of the scale and stature of the Former Oakley Hospital Building relative to the early settlement of Point Chevalier.

## 7.0 Conclusion

The 64.5ha Te Auaunga Precinct represents a unique brownfield re-development opportunity in the context of urban Auckland. The large site is well connected to open space, walking, and cycling infrastructure in the local area and is served by adjacent (Carrington Road) bus PT as well as proximate rail access via Baldwin Ave and Mount Albert stations. The site enjoys established open space amenity, with ~ 5ha indicatively set aside as publicly accessible open space for the use of future residents and the wider neighbourhoods / community.

The majority of the site is already zoned B-MU with a 27m height control in anticipation of intensive, medium density, predominantly residential, mixed use development. The proposed plan change, and updated precinct provisions seek to increase the development potential of the site, enabling greater development height in some parts of the site, whilst avoiding adverse effects on neighbours. In this respect the site has the benefit of good separation from adjoining residential neighbours, except in the south where the proposed provisions retain the lesser scaled residential interface already established.

Whilst development of greater height will have the potential to be seen as part of the urban environment the viewing distances, the proposed controls and assessment criteria will ensure that quality urban development will contribute to the emerging urban character of this part of inner Auckland.

The redevelopment of the large site will progress over many years such that change will also occur in the surrounding area including intensification in Point Chevalier and Mt Albert as well as under the MDRS provisions across the wider suburban surrounds. In this changing context the masterplanned nature of this large site will enable appropriate off site interfaces and enable a node of urban intensification to assist in delivery of the quality, compact urban form aspirations of the Auckland Plan and the Auckland Unitary Plan.

The precinct provisions include controls and assessment criteria to secure quality outcomes whilst enabling development. Proposed open space will enable connectivity and provide for residents as well as the wider community's use of the area.

The plan change will therefore achieve urban intensification in an appropriate way, making use of the opportunity of the large brownfield site and contributing to the overall character of the inner urban area of Auckland.

## Appendix 1: Boffa Miskell 7 Point Scale of Effects

This table is used to guide an assessment of the level of effects associated with a proposal.

It comprises an adapted seven-point scale derived from Te Tangi a te Manu.

Effect Rating	Use and Definition
<b>Very High:</b>	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
<b>High:</b>	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. <i>Concise Oxford English Dictionary Definition</i> <i>High: adjective- Great in amount, value, size, or intensity.</i>
<b>Moderate- High:</b>	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
<b>Moderate:</b>	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape. <i>Concise Oxford English Dictionary Definition</i> <i>Moderate: adjective- average in amount, intensity, quality or degree</i>
<b>Moderate - Low:</b>	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
<b>Low:</b>	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. <i>Concise Oxford English Dictionary Definition</i> <i>Low: adjective- 1. Below average in amount, extent, or intensity.</i>
<b>Very Low:</b>	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views.

Table: Determining the overall level of landscape and visual effects



# Appendix 2: Graphic Supplement - Visualisations





# TE AUAUNGA PRECINCT PLAN CHANGE

LANDSCAPE AND VISUAL EFFECTS GRAPHIC SUPPLEMENT

JUNE 2023





# Te Auaunga Precinct Plan Change

## Contents

### MAPS

- FIGURE 1: Viewpoint Locations
- FIGURE 2: Massing Perspective looking West
- FIGURE 3: Massing Perspective looking East
- FIGURE 4: Viewpoint Locations with Three Height Area 1 Buildings

### VISUAL SIMULATIONS

- VS 1A: Northwestern Motorway Shared Path looking East - Panorama - AUP Heights (Existing vs Plan Change)
- VS 1B: Northwestern Motorway Shared Path looking East - Panorama - AUP Heights (Operative vs Plan Change)
- VS 2A: Eric Armishaw Park looking South East - Panorama - AUP Heights (Existing vs Plan Change)
- VS 2B: Eric Armishaw Park looking South East - Panorama - AUP Heights (Operative vs Plan Change)
- VS 3A: Great North Road looking East - Panorama - AUP Heights (Existing vs Plan Change)
- VS 3B: Great North Road looking East - Panorama - AUP Heights (Operative vs Plan Change)
- VS 4A: 1429 Great North Road looking North East - Panorama - AUP Heights (Existing vs Plan Change)
- VS 4B: 1429 Great North Road looking North East - Panorama - AUP Heights (Operative vs Plan Change)
- VS 5A: Oakley Creek Shared Overpass looking North East - Panorama - AUP Heights (Existing vs Plan Change)
- VS 5B: Oakley Creek Shared Overpass looking North East - Panorama - AUP Heights (Operative vs Plan Change)
- VS 5C: Oakley Creek Shared Overpass looking North East - Two Row Panorama - AUP Heights (Existing)
- VS 5D: Oakley Creek Shared Overpass looking North East - Two Row Panorama - AUP Heights (Operative)
- VS 5E: Oakley Creek Shared Overpass looking North East - Two Row Panorama - AUP Heights (Plan Change)
- VS 6A: Gt. North Rd and Pt. Chevalier Rd looking West - Panorama - AUP Heights (Existing vs Plan Change)
- VS 6B: Gt. North Rd and Pt. Chevalier Rd looking West - Panorama - AUP Heights (Operative vs Plan Change)
- VS 7A: Gt. North Rd and Pt. Chevalier Rd looking South - Panorama - AUP Heights (Existing vs Plan Change)
- VS 7B: Gt. North Rd and Pt. Chevalier Rd looking South - Panorama - AUP Heights (Operative vs Plan Change)
- VS 8A: Intersection Gt North Road and Pt Chevalier Road looking West - AUP Heights (Existing vs Plan Change)
- VS 8B: Intersection Gt North Road and Pt Chevalier Road looking West - AUP Heights (Operative vs Plan Change)
- VS 9A: Pt Chevalier Town Centre on Great North Road looking West - Panorama - AUP Heights (Existing vs Plan Change)
- VS 9B: Pt Chevalier Town Centre on Great North Road looking West - Panorama - AUP Heights (Operative vs Plan Change)
- VS 10A: 94 Carrington Road looking North West - Panorama - AUP Heights (Existing vs Plan Change)
- VS 10B: 94 Carrington Road looking North West - Panorama - AUP Heights (Operative vs Plan Change)

## Document Quality Assurance

<b>Bibliographic reference for citation:</b> Boffa Miskell, 2023. <i>Te Auaunga Precinct Plan Change</i> Report by Boffa Miskell Limited for Unitec Land Development / Ministry of Housing and Urban Development		
Prepared by:	Robert Gordon Visualisation Specialist Boffa Miskell	
Reviewed by:	Rachel de Lambert Partner Principal Landscape Architect Boffa Miskell Ltd	
Status: FINAL	Revision: 1   Version: 2	Issue date: 16 June 2023

File ref: A18176\_Unitec\_Mt\_Albert\_Masterplan\_Graphic\_LVA\_Supplement\_FINAL20230616

Cover photograph: 94 Carrington Road looking North West



# Te Auaunga Precinct Plan Change

---

## VISUAL SIMULATIONS - Continued

VS 11A: Carrington Road near Woodward Avenue looking North West - Panorama - AUP Heights (Existing vs Plan Change)

VS 11B: Carrington Road near Woodward Avenue looking North West - AUP Heights (Operative vs Plan Change)

## METHODOLOGY

FIGURE 5: Methodology - Visual Simulations





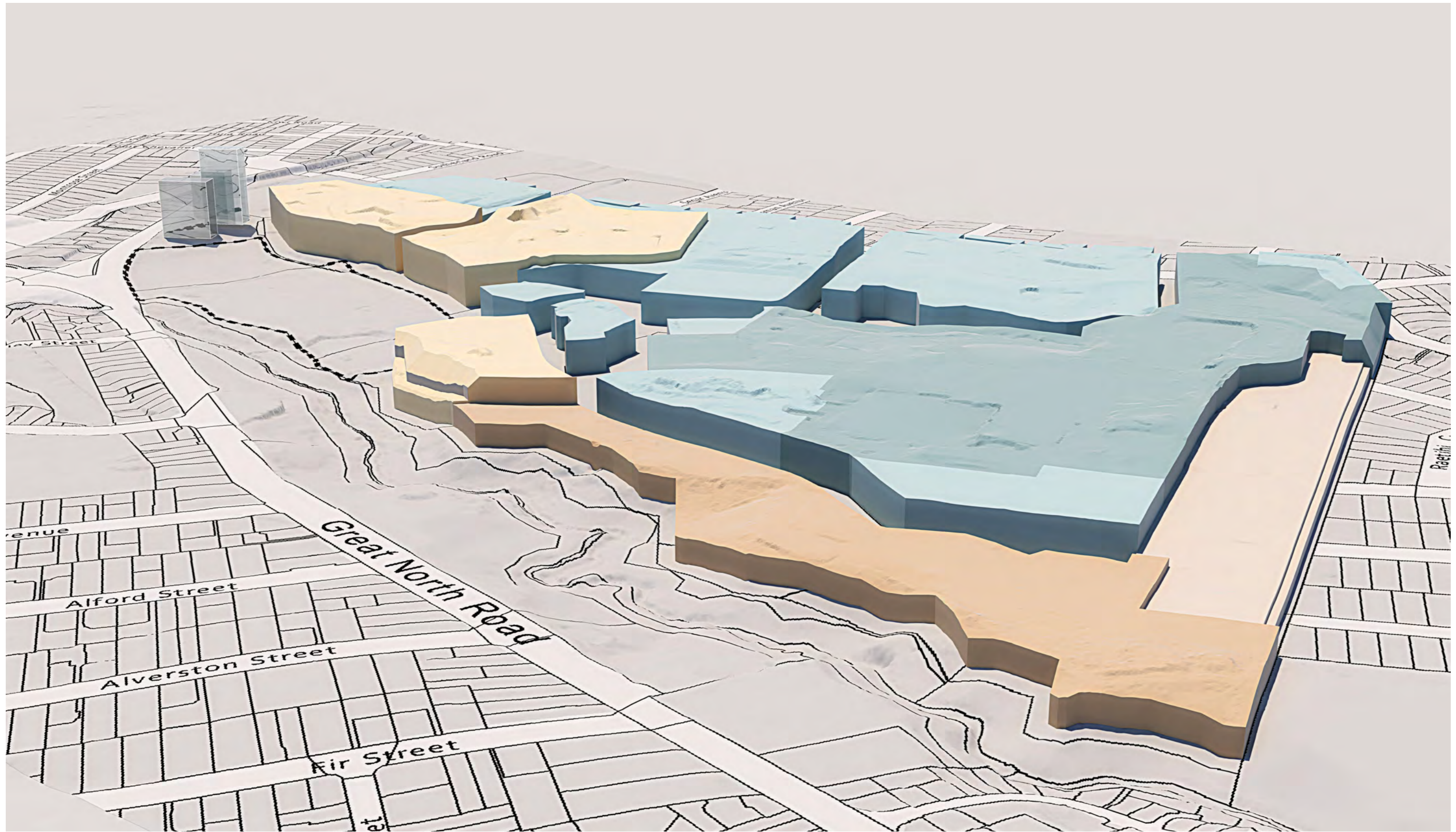




Note: includes Historic Heritage Overlay Extent of Place area in Height Area 4

Massing of Plan Change Building Height Areas and Proposed Height Area 1 Towers





Massing of Plan Change Building Height Areas and Proposed Height Area 1 Towers









Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Operative enabled height and massing



Note: Model for plan change includes the consented the road network

Plan Change enabled height and massing





Existing View



Note: Model for plan change includes the consented the road network

Plan Change enabled height and massing





*Operative enabled height and massing*



*Note: Model for plan change includes the consented the road network*

*Plan Change enabled height and massing*





Existing View



Note: Model for plan change includes the consented the road network

Plan Change enabled height and massing





*Operative enabled height and massing*



*Plan Change enabled height and massing*

*Note: Model for plan change includes the consented the road network*





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Operative enabled height and massing



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





*Operative enabled height and massing*



*Plan Change enabled height and massing*

Note: Model for plan change includes the consented the road network





Note: Two row panorama shifted to accomodate proposed tower height

Existing View





Note: Two row panorama shifted to accomodate proposed tower height

*Operative enabled height and massing*





Note: Two row panorama shifted to accomodate proposed tower height

*Plan Change enabled height and massing*





Existing View



Note: Model for plan change includes the consented the road network

Plan Change enabled height and massing





Operative enabled height and massing



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Operative enabled height and massing



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Operative enabled height and massing



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





Operative enabled height and massing



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network





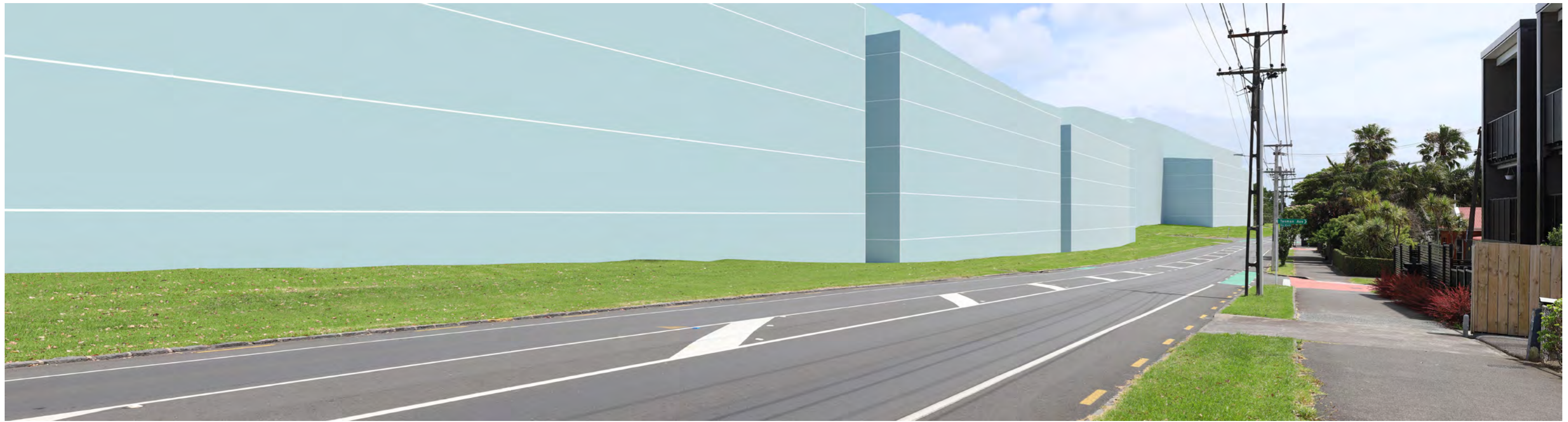
Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network  
 Model shows indicative buildings of generally 50m length with 6m spacing and 3.6m floor to floor heights





*Operative enabled height and massing*



*Plan Change enabled height and massing*

*Note: Model for plan change includes the consented the road network  
Model shows indicative buildings of generally 50m length with 6m spacing and 3.6m floor to floor heights*





Existing View



Plan Change enabled height and massing

Note: Model for plan change includes the consented the road network  
 Model shows indicative buildings of generally 50m length with 6m spacing and 3.6m floor to floor heights





*Operative enabled height and massing*



*Plan Change enabled height and massing*

*Note: Model for plan change includes the consented the road network  
Model shows indicative buildings of generally 50m length with 6m spacing and 3.6m floor to floor heights*



# VISUAL SIMULATIONS - METHODOLOGY

## SITE VISIT & PHOTOGRAPHY

Site photographs were taken with a Canon digital SLR camera fitted with a 50mm focal length lens, mounted on a tripod and panoramic head. A series of photos were taken at predetermined viewpoints, situated on public land. A second row of photos were taken at specific viewpoints with a 10° inclination. This allows for the emulation of a wide-angle tilt-shift lens. Such lenses are used for the purpose of eliminating converging parallels, and where the close proximity to the site would otherwise crop the proposed development. The locations of each viewpoint were fixed by field measurements and LIDAR. Additional viewpoints were fixed by using an EMLID Reach2 GPS Rover unit.

## NZILA GUIDELINES & PANORAMA PREPARATION

The visualisations have been produced in accordance with the NZILA Best Practice Guidelines for Visual Simulations (BPG 10.2) and also adhere to Boffa Miskell's internal Visualisation Guidelines.

Camera lenses of different focal lengths capture images with differing fields of view. To understand how illusions are created by different lens sizes, one must understand depth of field and how "depth of field" and "field of view" are related. As can be seen below (derived from Fig 9 of the NZILA BPG), a photo taken with a 28mm lens will provide a horizontal field of view of 65° - using a 50mm lens will provide a "cropped" (40°) version of the same view. The same image size can also be achieved by taking multiple

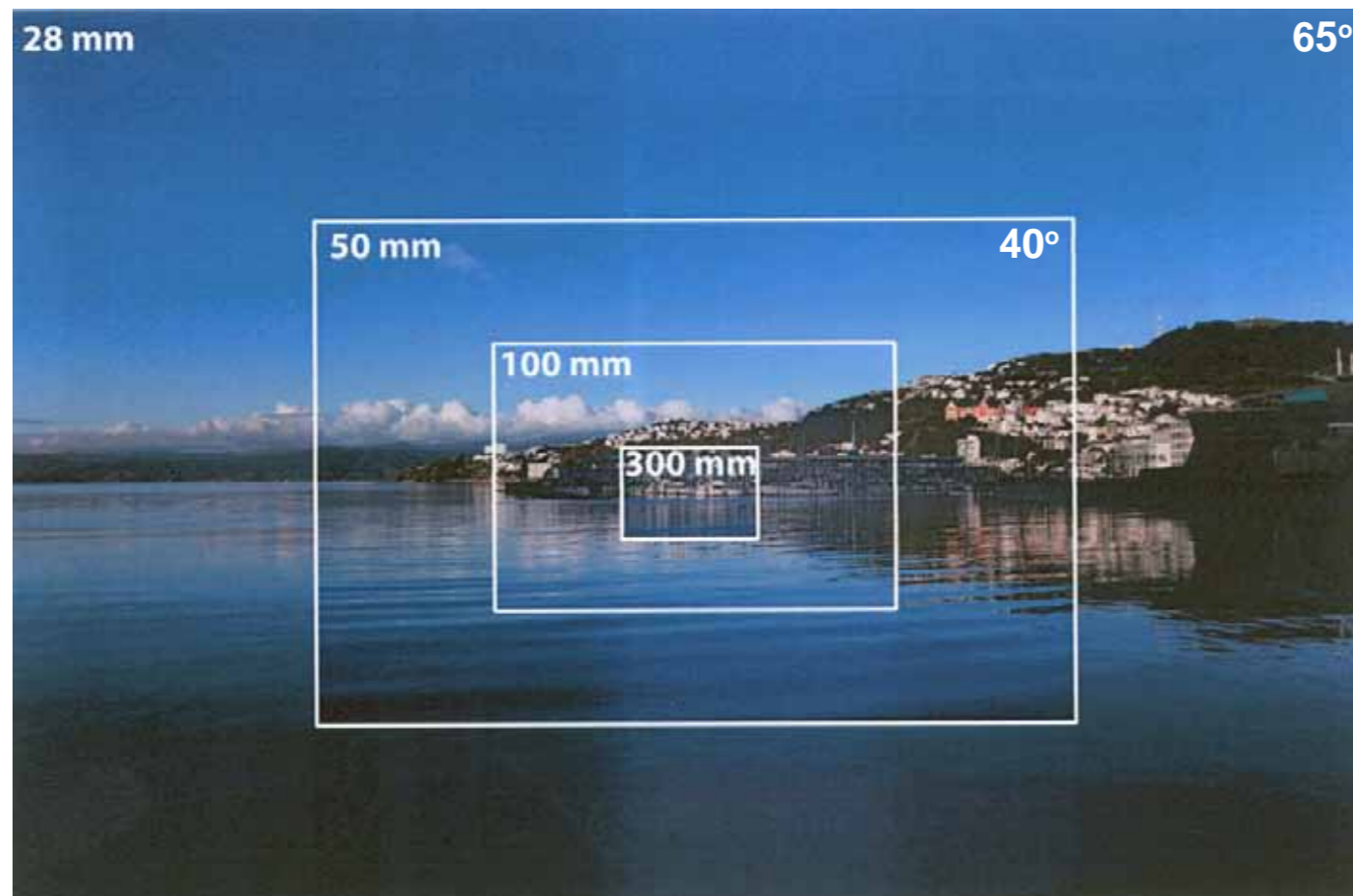
## COMPOSITING

Virtual camera views were then created in 3D modelling software, and a combination of 3D LIDAR (point cloud) data and 3D engineering drawings imported to each of these views. These were then matched to the corresponding photographic panorama, using identifiable features in the landscape and the characteristics of the camera to match the two together. The simulations were then assembled using graphic design software.

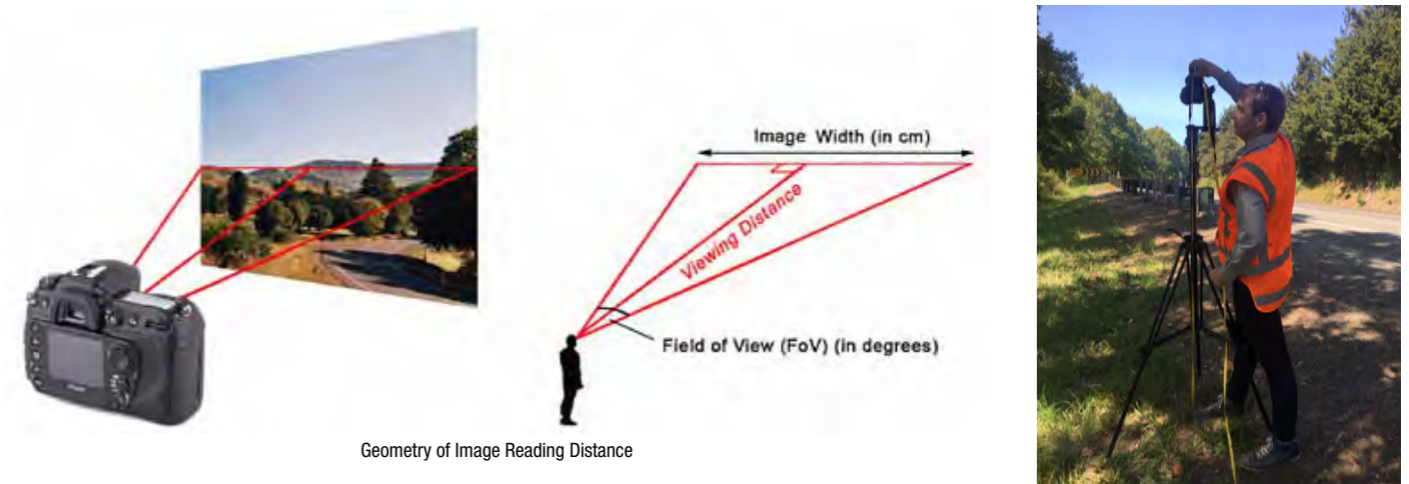
## RECOMMENDED IMAGE READING DISTANCE

According to the NZILA Guidelines, views which have a field of view of 40° should be viewed from a distance of 55 cm when printed at A3. For convenience, Boffa Miskell has adopted an image reading distances of 50cm.

This will ensure that each simulation is viewed as if standing on-site at the actual camera location, and is in accordance with Section 7.11 of the NZILA BPG (reproduced below). Users are encouraged to print these pages on A3 transparency, go to the viewpoint and hold at the specified reading distance in order to verify the methodology.



LENS	HORIZ FoV <sup>1</sup>	PAPER SIZE	ACTUAL IMAGE SIZE <sup>2</sup>	READING DISTANCE <sup>3</sup>
28mm	65°	A4	277mm W x 185mm H	215mm
		A3	400mm W x 267mm H	315mm
		A2	574mm W x 383mm H	450mm
50mm	40°	A4	277mm W x 185mm H	380mm
		A3	400mm W x 267mm H	550mm
		A2	574mm W x 383mm H	790mm





**About Boffa Miskell**

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

---

[www.boffamiskell.co.nz](http://www.boffamiskell.co.nz)

Auckland	Hamilton	Tauranga	Wellington	Christchurch	Queenstown	Dunedin
09 358 2526	07 960 0006	07 571 5511	04 385 9315	03 366 8891	03 441 1670	03 470 0460



# Appendix 3: Te Auaunga Precinct Open Space Proposals



