

Devonport Mixed Use Development



Referral Application Fast Track Approvals Act

Devonport Property Management Limited

May 2026

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1 INTRODUCTION

This planning report has been prepared in support of a Referral Application under the Fast Track Approvals Act 2024 (**FTAA**) for the Devonport Mixed Use Development (**the proposal**) by Devonport Property Management Limited (**DPML** or **the applicant**). DPML is the owner of the sites subject to this application or is the owner of any subsidiary companies listed on the records of title. One of the sites is owned by Barfoot and Thompson (37-39 Victoria Road), who has provided their approval for DPML to lodge the application on land they own and they have also provided their written approval to the application.

The proposal is for a comprehensive mixed-use urban town centre development located in Devonport, Auckland, within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. The site comprises 14 existing titles and approximately 6,126m² of brownfield land and includes five Auckland Unitary Plan Category B listed heritage buildings and one Category A listed heritage building. From a benefit perspective (non-economic) the adaptive reuse of this large number of heritage items and of the opportunity for comprehensive brownfields redevelopment of a sensitive centre offered by this project (owing to the collection of titles by the applicant) is rare, and is therefore a significant benefit of this project.

The development comprises five buildings arranged across three site areas, with building heights ranging from four to eight storeys, and includes up to two basement levels. Buildings 1–3 are located between Victoria Road and Wynyard Street and include a hotel and mixed-use buildings with a two-level basement accessed from Wynyard Street. Building 4 is a mixed-use building located at the corner of Victoria Road and Clarence Street and includes one basement level. Building 5 is a mixed-use building located to the south-west of the site on Wynyard Street with on-grade carparking access. The development will include approximately 80-90 residential apartments and a hotel with approximately up to 50 rooms

The proposal includes a commercially activated ground plane comprising a network of laneways and a central courtyard, providing pedestrian connections between Victoria Road and Wynyard Street and supporting active ground-floor uses. The development includes the adaptive reuse and adaptive reuse of the Victoria Road heritage buildings, which are integrated into the commercial ground plane.

The proposal provides for up to approximately 12,516m² of residential floor area, 2,382m² of commercial floor area, 2,095m² of visitor accommodation, and 2,319m² of adaptively reused heritage commercial space.

Associated works include carparking and loading facilities potentially ranging between 80 and 200 carparks and loading spaces; earthworks and excavation potentially ranging between 2,000m² and 6,735 m² and 9,380 m³ and 25,000 m³; and all required associated infrastructure including water supply, stormwater (including any required flood mitigation measures), and wastewater services.

The site is located immediately north of the Devonport Ferry Terminal and associated public transport services.

The FTAA stated purpose ‘is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.’ The FTAA has been specifically created for the purpose of fast tracking the delivery of large-scale projects. It is considered that the Devonport Mixed Use Development, with an independently assessed total economic benefit to the Auckland region as follows:

- \$398 million during construction;
- 1,198 construction workers working for one year;
- Wider employment outcomes of 3,688 workers for one year across a range of sectors including professional services, manufacturing, recreational and personal services – including construction;
- An increase in Auckland’s Regional GDP by \$355m and New Zealand Overall by \$402m;
- Annual domestic tourism benefits of between \$6.5m to \$13.1m in Devonport
- Annual international tourism benefits of between \$8.3m to \$16.6m in Devonport; and
- Annual hotel guest expenditure on accommodation and retail of between \$7.5m and \$8.6m annually.

The following sections of this report assess the relevant sections of the FTAA in relation to the proposal.

The Applicant has undertaken pre-application consultation with the Auckland Council, Devonport Local Board, Heritage New Zealand Pouhere Taonga, Ngati Whatua o Orakei, Ngati Paoa, Ngati te Ata, Ngati Whanuanga, Te Akitai Waiohau, Te Patukirikiri, Ngati Whatua o Kaipara, Ngati Maru, Ngati Tamatera and Te Kawerau a Maki.

This consultation has informed the design of the development, servicing strategy, and the scope of supporting technical assessments.

The proposal requires approvals under the Resource Management Act 1991 (RMA) under the Auckland Unitary Plan (AUP) and the National Environmental Standard for Contaminated Soils. In addition, an archaeological authority will be required under the Heritage New Zealand Pouhere Taonga Act 2014.

This referral application and this accompanying planning report have been prepared in accordance with sections 13 and 22 of the FTAA and Schedule 5 and any other relevant provisions relating to referral applications under the FTAA.

2 APPLICANT, APPLICATION SITE, PLANNING INFORMATION, LOCALITY DESCRIPTION

2.1 Applicant

The applicant for this referral application is Devonport Property Management Limited (DPML).

2.2 Application Site Details

The application site (**Site**) comprises approximately 6,147m² in total as set out in the records of title and associated information provided in the table below. A survey plan that sets out the application site area and the relevant interests is included as an attachment to this referral application.

APPLICANT AND PROPERTY DETAILS			
Applicant	Devonport Property Management Limited		
Property Addresses	Legal Description	Title	Area (m2)
(a) 3 Victoria Road, Devonport	Pt DP 737	NA743/206	468
(b) 5-15 Victoria Road, Devonport	Lot 2 DP 30140	NA815/26	556
	Lot 1 DP 30140	NA1073/120	1,234
(c) 17-19 Victoria Road, Devonport	Lot 26 DP 677	NA52/53	395
(d) 21 Victoria Road, Devonport	Lot 1 DP 31079	NA793/256	395
(e) 25 Victoria Road, Devonport	Lot 2 DP 87483	NA45B/623	400
(f) 14 Wynyard Street, Devonport	Lot 12 Sec 3 of the Township of Northfleet subdivision of Allotments 22 and 22A of Section 2 of the Parish of Takapuna	NA421/261	347
(g) 12 Wynyard Street, Devonport	Pt Lot 11 Sec 3 Deeds Plan T37	NA568/77	298
(h) 33 Victoria Road, Devonport	Lot 2 DP 61110, Lot 2 DP 150786	NA129A/236	336
(i) 37-39 Victoria Road (Barfoot and Thompson)	Lot 1 DP 61110	NA17D/327	359
(j) 41 Victoria Road, Devonport	Pt Allot 22 Sec 2 Parish of TAKAPUNA	NA1063/209	153

(k) 43 Victoria Road, Devonport	Pt Allot 22 Sec 2 Parish of TAKAPUNA, Lot 2 DP 56269	NA9B/691	162
(l) 45 Victoria Road, Devonport	Lot 1 DP 56269	NA9C/302	352
(m) 1-3 Wynyard Street	Lot 2 DP 116745	NA66B/779	671
TOTAL			6,126

Note: All the above properties comprise the Site and are owned by the applicant with the exception of the Barfoot and Thompson site.

2.3 Planning information

The relevant planning information for the application site is set out below.

Auckland Unitary Plan: Operative in Part	
Zone	Business - Town Centre
Precinct	Not Within a Precinct
Overlays	▪ Height Sensitive Area – Devonport – 9m and 13m building heights ▪ Historic Heritage Places and Extent of Place for five Category B buildings and one Category A building – details specified in attached Heritage Assessment ▪ Special Character Area – Business: Devonport ▪
Controls	▪ Building Frontage Control - General Commercial Frontage on Wynyard Street ▪ Building Frontage Control - Key Retail Frontage on Victoria Road and Clarence Street ▪ Height Variation Control - Devonport, 13m ▪ Height Variation Control - Devonport, 9m ▪ Coastal Inundation 1 per cent AEP Plus 1m Control - 1m sea level rise ▪ Macroinvertebrate Community Index – Urban
Road Classification	No Arterial Road classification applying to roads adjoining or providing access to the Site
Designations	No Applicable Designations

2.4 Site and Locality Description

The Urban Design and Landscape/Visual assessments submitted with this application provide detailed descriptions of the Site and locality. These assessments should be referred to for a full analysis of the Site and locality. A high-level overview of the Site and locality features is provided below.

The Site is located within the Devonport Town Centre zone and has road frontages to Victoria Road, Clarence Street and Wynyard Street. The Site is situated to the north of the Devonport Ferry Terminal and the Esplanade Hotel. Windsor Reserve is located to the east of the Site on the opposite side of Victoria Road. The Devonport Library is located within the open space land on the eastern side of Victoria Road. The Devonport beach front and coastal marine area are located further to the east and to the south of the Site. The urban area of Devonport is located to the west and north of the Site and includes a mixture of commercial (including retail, food and beverage, office, commercial services, light industry) and residential activities.



Figure 1 – Site Locality Plan

The Site currently comprises low-rise buildings occupied by commercial and light industry activities and some residential units. A key feature of the existing Site and the Devonport Town Centre locality is the presence of the historic heritage places.

The topography of the Site and adjacent locality as indicated on Auckland Council's Geomaps contours indicate that the site is generally flat and low-lying, gently sloping towards the coast to the south. The key natural landscape features of the Devonport area are the maunga to the north and east (Takarunga, and

Maungauika) as well as the surrounding coastal waters of the Waitemata and the volcanic landscape of the Auckland isthmus further to the south.

2.5 Statutory Acknowledgement

There are no Statutory Acknowledgements that apply.

3 PROPOSAL AND PROJECT DESCRIPTION (S13(4)(A))

The project description is “Devonport Mixed Use Development”.

The proposal is for a comprehensive mixed-use urban town centre development located in Devonport, Auckland, within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. The site comprises 14 existing titles and approximately 6,126m² of brownfield land and includes five Auckland Unitary Plan Category B listed heritage buildings and one Category A listed heritage building.



Figure 2 – Site Location Plan

The development comprises five buildings arranged across three site areas, with building heights ranging from four to eight storeys, and includes up to two basement levels. Buildings 1–3 are located between

Victoria Road and Wynyard Street and include a hotel and mixed-use buildings with a two-level basement accessed from Wynyard Street. Building 4 is a mixed-use building located at the corner of Victoria Road and Clarence Street and includes one basement level. Building 5 is a mixed-use building located to the south-west of the site on Wynyard Street with on-grade carparking access.

The proposal includes a commercially activated ground plane comprising a network of laneways and a central courtyard, providing pedestrian connections between Victoria Road and Wynyard Street and supporting active ground-floor uses.

The development includes the adaptive reuse and adaptive reuse of the Victoria Road heritage buildings, which are integrated into the commercial ground plane.

The proposal provides for up to approximately 12,516m² of residential floor area, 2,382m² of commercial floor area, 2,095m² of visitor accommodation, and 2,319m² of adaptively reused heritage commercial space.

Associated works include carparking and loading facilities potentially ranging between 80 and 200 carparks and loading spaces; earthworks and excavation potentially ranging between 2,000m² and 6,735 m² and 9,380 m³ and 25,000 m³; and all required associated infrastructure including water supply, stormwater (including any required flood mitigation measures), and wastewater services.

Further details of the proposal are set out in the following sections.

3.1 Proposed Built Form Outcomes

It is proposed to adaptively re-use the six scheduled historic heritage places within the application site on the Victoria Road, Clarence Street and Wynyard Street frontages by retaining and adaptive reuse the original parts of these heritage buildings and removing the later unsympathetic additions and alterations. This will enable the rear elevations and the internal heritage qualities of these buildings to be improved and architecturally reimagined so that the wider public will be able to appreciate the features that each historic heritage place is recognised for. The activities proposed for each building include retail, food and beverage, commercial activities, including offices and potentially residential units.

In conjunction with the adaptive re-use of the heritage buildings, it is proposed to develop five contemporary buildings as set out in the plan below.



Figure 3– Building and Laneways/Courtyard Plan

The details of these buildings are set out below:

Building 1

Building 1 is approximately up to seven levels in height and will be occupied by either a hotel or residential unit development, with a ground floor lobby and commercial tenancy. The building entrance is proposed to open to the laneway connection via the existing arcade through-site-link to Victoria Road. A basement potentially up to 2 levels below ground level is proposed below Building 1.

Building 2

Building 2 is approximately up to eight levels in height and will be occupied by residential apartments above a ground floor with active commercial uses. The ground floor tenancies will front the proposed central courtyard and internal laneways. These connections lead to Victoria Road through the two-storey new

building space created at 17-19 Victoria Road (Building 2A). A basement potentially up to 2 levels below ground level is proposed below Building 2.

Building 3

Building 3 is approximately up to seven levels in height and will be occupied by residential apartments and will front Wynyard Street. The entries and proposed ground floor commercial tenancies will activate Wynyard Street as well as the northern laneway and central courtyard. A basement potentially up to 2 levels below ground level is proposed below Building 3.

Building 4

Building 4 is a stepped-height mixed use building (comprising residential and commercial activities) of up to approximately seven storeys in height and is set back from the adaptive reuse Victoria Road heritage buildings. The building steps down to four storeys along Clarence Street and the wraparound corner element is designed to function as a new contemporary “bookend” to the northern extent of the block’s main street frontage. A basement level is proposed below this building for carparking.

Building 5

Building 5 is a mixed-use building (comprising residential and commercial activities) up to approximately 5 levels in height located to the south-west of the application site on western side of Wynyard Street with on-grade carparking to the rear.

3.2 Proposed Landscaping Outcomes

A key element of the proposed development is the creation of a publicly accessible central courtyard space which is open to the sky and defined and activated by the ground level activities for the new buildings to the east and west.

In addition to this, it is proposed to create a network of east-west laneways for pedestrians and cyclists between old and new buildings to and from Victoria Road.

These lanes will also enable the rear of the scheduled heritage buildings to be exposed and enjoyed by the general public for the first time in many years. The courtyard and lanes will be activated by tables and chairs associated with retail and food and beverage activities.

3.3 Economic

In terms of regional significance and benefits, in the case of Devonport and more meaningful measure is if the development is able to generate impacts that are large in themselves, are noteworthy at the citywide scale and may be highly significant at the local level. In this instance, the development is targeted at the tourism sector, therefore in its operational phase, a more realistic geography might be the central Auckland/Devonport/Waiheke area, as this is the core Auckland tourism catchment. The proposed development has been analysed from this economic perspective in order to determine the aspects or outcomes of the project that have economic implications. This includes the following:

- Construction effects
- Employment effects both during construction and post construction
- Tourism effects

In consideration of these matters, there is an assessed total economic benefit to the Auckland region of \$398m during construction, additional annual international tourism benefits of between \$8.3m to \$16.6m, additional annual domestic tourism benefits of between \$6.5m and \$13.1m and once direct, indirect and induced impacts are included approximately 3,688 full time equivalent employees will be sustained across the economy (1,198 construction workers). Additionally, hotel guest expenditure on accommodation and retail is estimated at between \$7.5m and \$8.6m annually. The development activity results in an increase in Auckland's Regional GDP by \$355m and New Zealand overall by \$402m.

3.4 Heritage and Special Character

The heritage and special character aspects of the project are as follows.

The Site is within the Devonport – Business Special Character Area. This area applies to the Devonport Town Centre Area. The proposal will include demolition, addition, alteration and new buildings within the Devonport – Business Special Character Area.

In addition to this, the following historic heritage sites are part of the application site.

3 Victoria Road: Scheduled Historic Heritage Building – 01121 – Category B

The former Devonport post office and Borough Council building has had additions and alterations that are not historically sympathetic to the original building. The proposed changes include, but not limited to:

- Removal of modern paint finishes from the Victoria Road elevation and refinish.
- Remove modern canopy and ramp.
- Removal of rear section and out-buildings and development on associated open ground extent of place.
- Integration with proposed hotel building.

5-15 & 17-19 Victoria Road: Scheduled Historic Heritage Building – 01122 – Category A

The Mays Buildings are a collection of three buildings. The most historically significant building regarding this proposal has had numerous additions and alterations that are unsympathetic to its original design. The proposed changes include but not limited to:

- Removal of modern paint finishes from the Victoria Road elevation.
- Reinstate original veranda and veranda post condition and reinstate shopfronts.
- Removal of lean-to structures to the rear (west).
- Reveal original surviving pressed metal ceilings at 5 Victoria Road.
- Disengagement of Brick Oven building to celebrate it as a building in the round.

25 Victoria Road: Scheduled Historic Heritage Building – 01126 – Category B

25 Victoria Road is a commercial building. It stands alone next to two non-scheduled buildings. Its front façade is commensurate with the Mays Buildings however the flow between these buildings is obstructed by 21 Victoria Road. The proposed changes include but not limited to:

- Removal of modern paint finishes from the Victoria Road elevation.
- Reinstate original veranda and veranda post condition and reinstate shopfronts.
- Removal of lean-to structures to the rear (west).

33 & 37-39 Victoria Road: Scheduled Historic Heritage Building – 01127 – Category B

33 and 37-39 Victoria Road are commercial buildings that have had numerous unsympathetic additions to the rear of the sites. The proposal includes but not limited to:

- Removal of modern paint finishes from the Victoria Road elevation.
- Reinstate original veranda and veranda post condition and reinstate shopfronts.
- Removal of lean-to structures to the rear (west).

41 & 43 Victoria Road: Scheduled Historic Heritage Building – 01129 – Category B

41 and 43 Victoria Road are known as Buchanan's Building. The proposal includes:

- Removal of modern paint finishes from the Victoria Road elevation.
- Reinstate original veranda and veranda post condition and reinstate shopfronts.
- Removal of lean-to structures to the rear (west).

The below two figures identify the special character area and heritage sites in the vicinity of the Site.



Figure 4 – Special Character Area Overlay

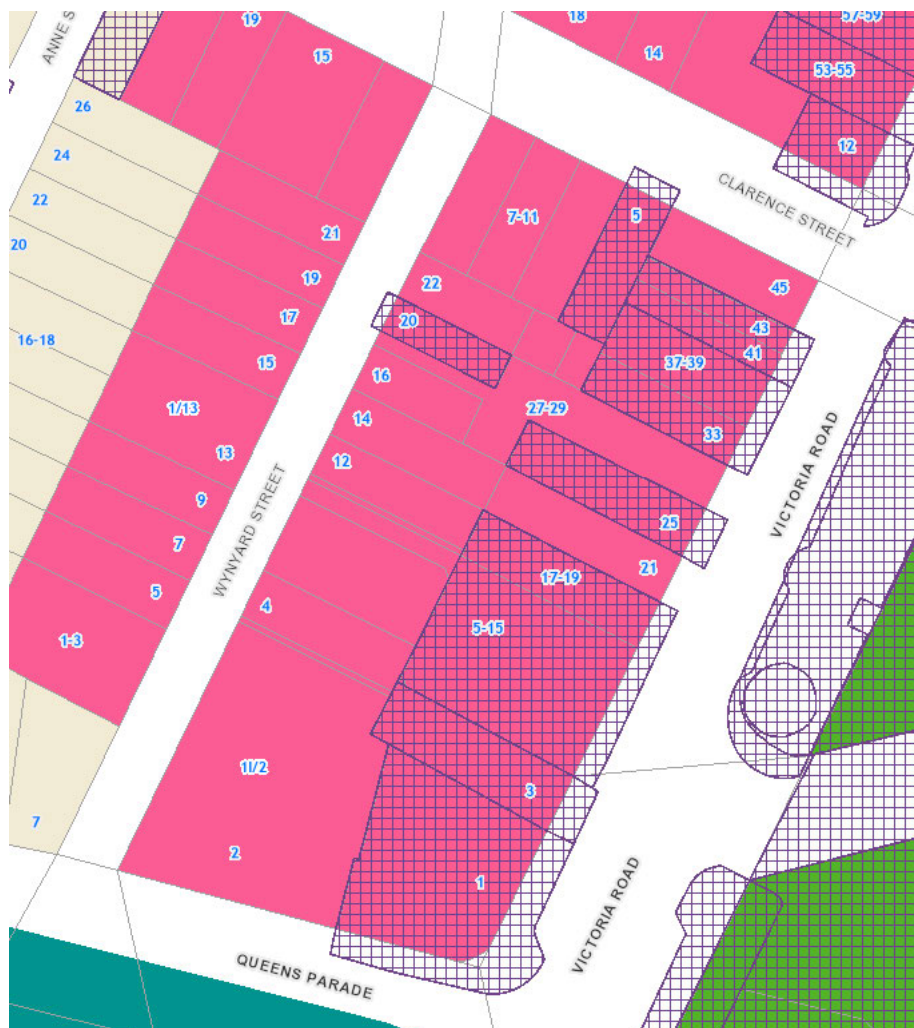


Figure 5 – Scheduled Historic Heritage Items

3.5 Archaeology

A Pre-contact Historical Background prepared by Archaeology Solutions Limited summarises the complex history of Devonport.

The region has ancestral ties to a multitude of iwi. Remains of an early settlement were found at Torpedo Bay. The area was plentiful in natural resources. Fertile lands for growing food and the Waitematā Harbour for catching seafood. Settlements spread out across the landscape. Te Kuraeatura (the headland of Tura) is recorded as the pre-colonial place name.

Following contact by Europeans, the Europeans traded iron tools, food, and military equipment with Māori. An arms race ensued culminating in the battle at Makoia Pā in 1821. Many Māori fled the area after this battle only returning in the 1830s.

In 1841 the Crown acquired 100,000 acres with the purchase of the Mahurangi Block from Ngāti Maru, Ngāti Paoa, Ngāti Whanaunga and Ngāti Tamatera. The change in ownership did not remove the presence of Māori living in settlements on this land. While the land was bought from these iwi, the occupation of the land throughout its history was claimed by many iwi.

As a result, there are several recorded archaeological sites around the development area. It is proposed to seek an authorisation from Heritage New Zealand to undertake earthworks for the development. An accidental discovery protocol is also proposed to set out protocols and procedures that determine how any archaeological items identified during the works are managed. It is also proposed that any archaeological items that are found are recorded on the register for future reference.



Figure 6 – Extent of Known Archaeological Sites in the Vicinity

3.6 Landscape and Visual

The Landscape Effects Assessment (**LEA**) prepared by Boffa Miskell assesses the proposed development from 13 viewpoints. Views, particularly those from on water, roads and walkways are typically transient, changing in nature as the viewer's position varies relative to the objects viewed. Key viewing audiences are considered to be as follows:

- People within the town centre of Devonport including adjacent Windsor Reserve.
- People in properties overlooking the town centre of Devonport, particularly those located in the elevated triangle between Calliope Road and Clarence Street West.
- People on the southern side and tihi of Takarunga

- People at a greater distance from the Site on the elevated southwestern slopes of Maungauika.
- People on the Waitematā Harbour in areas adjacent to Devonport including on the Devonport and Waiheke ferry routes.
- People with northern views across the Harbour to Devonport from the Isthmus including along Tamaki Drive.

The proposal acknowledges the many different viewing perspectives from around the development site, both near and far. The built form outcomes proposed include a range of building heights and locations along with restored lower scale heritage buildings and interconnected pathways and courtyards. Taking these into account and the transient nature of views which change as people move around, the proposal is considered acceptable within the height sensitive area context and the backdrop of the maunga.

The LEA concludes:

Proposal has been carefully designed to respect and maintain the relationship of Takarunga with the moana, with the wider natural and built environment and with the established urban town centre of Devonport. Buildings of the scale proposed placed differently within the subject block or elsewhere within the commercial area of the Devonport town centre could disrupt these relationships in a way that has been avoided by the careful positioning and design of the Proposal.

The Proposal is logical in terms of its location. It secures, enhances and reinvigorates the distinctive historic heritage qualities, and character of the Victoria Road retail frontage whilst diversifying and adding interest to the experience of the block and its publicly accessible spaces.

The important values of the landscape will be upheld and enhanced whilst diversifying the urban environment of the town centre and contributing to the vibrancy and future character of the urban seaside village.

3.7 Urban Design

An Urban Design Assessment (**UDA**) has been prepared by Boffa Miskell. Figure 7 below shows the overall site and built form layout of the development. Figure 8 further below shows the site layout combined with the internal pedestrian/cyclist connections and courtyard.



Figure 7 – Building Identification Plan

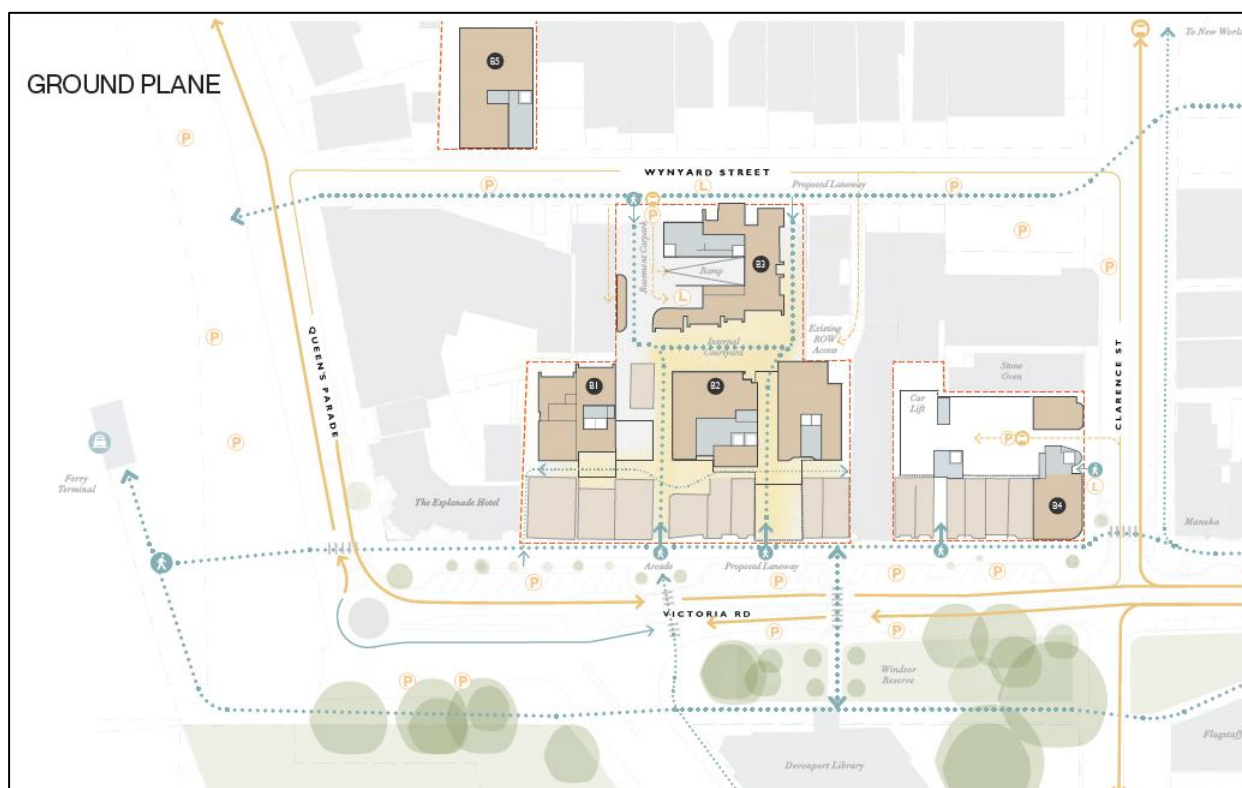


Figure 8 - Ground plane plan showing pedestrian through connections and vehicular entry points

Pedestrian amenity is a key focus to this proposal including:

- Adaptive reuse of the existing historic shop spaces lining the Victoria Road main street
- Adaptive reuse of The Arcade, and its incorporation into a new through-site-link anchored by the hotel of Building 1 and integrating with the retained and repair of the brick oven building, to be repurposed for an active use (likely hospitality).
- Building 2A and new publicly accessible through site link off Victoria Road providing access into the northern part of the site, leading to central courtyard and northern laneway through to Wynyard Street, and complementing the existing arcade route to the south.
- The central courtyard, the creation of a new publicly accessible open space within the centre of the block, activated by ground floor uses along its eastern and western sides and linking through to Wynyard Street to either side of Building 3.
- The fine network of east-west laneways between old and new buildings back from Victoria Road, supporting further fine grain pedestrian permeability and activation within the interior of the block back from the Victoria Road main street.

- *The corner tenancy, building lobby and standalone separate tenancy beside the neighbouring Stone Oven building, activating Clarence Street and supporting the important east-west pedestrian movement function of Clarence Street at the heart of the town centre.*
- *The enhanced town centre pedestrian environment along the eastern side of Wynyard Street created through the development of Building 3, that removes existing driveways and surface carparking and results in a new built form definition and activation direct to the footpath, including a street-facing tenancy space and lobby as well as through tenancy space to the northern laneway.*
- *A generously scaled active frontage to Building 5 to the western side of Wynyard Street, incorporating a ground floor tenancy as well as street-facing lobby.*

In terms of vehicle access, servicing and carparking, this proposal includes:

- *Closure of the existing two-way vehicular access across the main street footpath through the historical stables entrance at 33 Victoria Road, which currently creates a conflict between vehicle movements and pedestrian movement, seating activity and street trading on the footpath. This historical entrance will continue to function as a pedestrian entrance into the site.*
- *Location of the predominant vehicular access and basement carparking to a single access point on the site's southern boundary on Wynyard Street, away from the main street pedestrian environments of Victoria Road and Clarence Street. Provision is in the form of an attractively designed service lane with two-way basement access as well as the adjoining loading dock.*
- *Provision for a centralised model of building servicing and operations for the project through dedicated loading dock and associated storage / Back of House space accessed directly off the service lane from Wynyard Street to the south of Building 3, as well as provision for some servicing and operations within the basement below.*
- *Building 4 in the northeast part of the site is proposed to be accessed by a separate vehicular crossing of Clarence Street, carefully located and designed to be as far from the Victoria Road intersection as possible, narrow in width and sleeved with active ground floor tenancy and lobby entry uses to minimise its intrusion on the streetscape. The ground level carparking this access serves is set well back from the streetfront sleeved by active uses and will not be visually prominent.*
- *Building 5 to the other side of Wynyard Street will have a single two-way driveway access to the south side of the building, appropriate to a development of this scale and form and efficiently serving the carparking to the rear of the building with minimal intrusion of access or carparking into the public realm of the streetscape.*

- *In connection with the consolidated vehicular access and servicing at these two crossing points (one each on Clarence and Wynyard Streets), the closure of existing driveway crossings and surface carparking along the street front on Wynyard Street (at 14 Wynyard, driveway access and front yard carparking at 12 Wynyard (Lily cafe) and the double in and out crossing and surface carparking to the rear of The Arcade building. This consolidation to a single crossing to the site's Wynyard Street frontage in particular will support a reconstructed footpath to the site's frontage to this side of Wynyard Street with much improved walkability from reduced movement conflicts and improved street activation from building edges coming to the street.*

In terms of CEPTED considerations, this proposal includes:

- *Ensuring publicly-accessible through site links are direct, legible, of appropriate width and well-activated by ground floor uses and building lobbies, as well as overlooked by upper levels, to ensure they present safe and inviting pedestrian connections to all users with a high level of passive surveillance.*
- *Extensive provision for a wide range of active uses across the ground floor plans of adaptively reused buildings and all new buildings, including night time hospitality uses, as well as the hotel, that will support active uses and vitality through a long period of the day and night.*
- *Associated wayfinding, lighting and signage aspects to ensure a legible, safe and inviting pedestrian environment linking to building entries, ground floor tenancies and the network of publicly accessible linkages and spaces across the site.*
- *Provision for gates that will manage access into the site overnight.*

3.8 Traffic

A traffic memo has been prepared by Commute Transportation Consultants which sets out the traffic elements of the proposal. This has also included an assessment of the existing traffic environment including road widths, traffic volumes and on-street parking and loading.

The proposal includes between approximately 80-200 carparks in up to 2 basement levels. On site loading space is also proposed. Vehicle access is proposed from Clarence Street and Wynyard Street with the existing vehicle access from Victoria Road to be closed. The ground level layout incorporates a network of laneways and a central courtyard that enhances pedestrian permeability and provides direct connections between Victoria Road and Wynyard Street.

The site is located immediately north of the Devonport Ferry Terminal and associated public transport services, offering strong accessibility and supporting travel by modes other than private vehicles.

3.9 Stormwater and Flooding

It is proposed that all stormwater will be collected by an internal pipe network and discharged to the existing council reticulated network that surrounds the site. It is noted that:

- The development will replace existing, older roofs and locate communal waste storage and carparking under cover. There are no further water quality requirements associated with a receiving environment that is not degraded or sensitive.
- There is no stream receiving environment downstream. Therefore, extended detention and/or retention for hydrology mitigation purposes is not required.
- There is no expected change in impervious surfaces and no plans to divert or change runoff between piped network catchments. Therefore, no attenuation for flooding is required.

A Stormwater Assessment Report (**SAR**) prepared by T+T notes that this proposal falls under a 'Brownfields – small' development under the Network Discharge Consent: Schedule 4 (**NDC**) or it can be considered under the AUP rules. Under the NDC a stormwater management plan is not required as the project is less than 20 lots and redevelops less than 5000m² of impervious surfaces.

The summary below provides an assessment of the NDC provisions.

Under the Auckland Unitary Plan provisions, given that no additional impervious area is being proposed and the existing site is already impermeable and discharges into an existing network, the proposal is a permitted activity under the Auckland Unitary Plan.

With regard to flooding, T&T have prepared a flood assessment that demonstrates that only a small portion of Building 3 is subject to flood risk and has exposure to a low hazard floodplain and flood prone area. A risk assessment framework has been undertaken and has considered the presence of a 'spillway' on Wynyard Street. The proposal includes minimum floor levels that should be achieved to address flood issues and design recommendations such as developing ground level RL's to mitigate against future flood risk. The assessment proposes ground level RL's of between 3.25 (less sensitive activities), 3.4-3.6 for

potentially sensitive activities and 3.6 for sensitive activities. A freeboard level in addition to this is required to achieve acceptable floor levels for the proposed development. This results in finished floor levels for habitable (residential) areas should be RL 3.9 and for non-habitable (commercial) areas a RL of 3.7 (these align with the coastal inundation recommended floor levels below).

Issue	NDC Schedule 4 Requirement	Development context	Mitigation
Water quality 'Other receiving environment'	Gross pollutant traps for commercial and industrial waste storage, handling or loading/unloading areas treatment and communal waste storage areas for apartments and multi-unit developments.	Communal waste storage areas for commercial and apartments are proposed to be housed undercover / in the basement. No groundwater draw down is proposed.	Water quality benefits are achieved due to the replacement of existing, older roofs and re-housing communal waste storage. Further stormwater management to respond
		Low contaminant roofing materials are proposed.	to water quality is not required due to the avoidance of contaminated runoff generating activities ¹ .
Stream hydrology	Stream hydrology requirements are required for discharges with to a stream receiving environment.	No stream receiving environment downstream.	Extended detention and/or retention for hydrology mitigation purposes is not required due to the coastal nature of receiving environment ¹
Flooding: Property/pipe: capacity 10% AEP	Ensure that there is sufficient pipe capacity within the pipe network to the first manhole downstream of the connection point to cater for the additional stormwater runoff associated with the development in a 10% AEP event.	No additional runoff will be generated due to the development. No plans to divert or change runoff between piped network catchments.	No attenuation for flooding is required. However, if runoff between piped network catchments is diverted this would likely require detention or retention.
Flooding: Buildings 1% AEP	No additional requirement to Maximum Impervious Area controls in AUP. Impervious areas existing at the date of notification of the Unitary Plan fall under Permitted Activity status, provided the method of treatment, diversion and location of the discharge does not change.	No increase in impervious area is proposed.	No attenuation for flooding is required. However, if runoff between piped network catchments is diverted this would likely require detention or retention.
Assets	All new assets that are intended to become part of the public stormwater network are to be designed and constructed to be durable and perform to the required level of service for the life of the asset, subject to reasonable asset maintenance.	No public stormwater assets are proposed as part of this development.	Not applicable

3.10 Coastal Inundation

A Coastal Inundation Report (**CIR**) prepared by T+T concluded the following:

- Present day:
 - *“Water level of 2.04 mRL. Developed areas of the Devonport town centre are not exposed to coastal inundation from storm surge today, but some wave overtopping may occur at the immediate coastal edge. Some low-lying reserve areas and road space are below the 1% AEP storm tide level at present day, but the coastal edge is higher so flooding would only occur if seawater flows up through the storm water network.”*
- 2050 (30 years):
 - *“Sea water inundation to 2.26 mRL is connected Windsor Reserve but not across Victoria Road on Queens Parade (Figure 3.2).”*
- 2080 (50 years):
 - *“Water level of 2.60 mRL allows flow path from Windsor Reserve to cross Victoria Road and the ferry carpark, potentially flooding property on the corner of Queens Parade and Victoria Road (Figure 3.2).”*
- 2100 (70 years):
 - *“Sea level of 2.88 mRL exceeds the coastal edge level on south facing waterfront causing additional flooding around lower Victoria Road and Queens Parade (Figure 3.2).”*
- 2130 (100 years):
 - *“Coastal inundation of 3.34 mRL exposes a larger area between Clarence Street, Victoria Road and Anne Street (Figure 3.2).”*

The T&T assessment concludes that the finished floor levels for habitable (residential) areas should be RL 3.9 and for non-habitable (commercial) areas a RL of 3.7. The proposal achieves these levels.



Figure 9 - Coastal inundation extents connected to the sea (not showing disconnected bath-tub) for different decades based on SSP5-p50+VLM. Not including wave setup.

3.11 Contamination

A Contaminated Land Report (**CLR**) prepared by T+T concludes that there are Asbestos Contaminated Materials (ACM) across several buildings within the subject site. The extent of ACM varies in size. The buildings ACMs have been identified in are:

- 41 Victoria Road
- 1-3 Wynyard Street
- 23 Victoria Road
- 5-15 Victoria Road
- 17-19 Victoria Road

The report also addresses the historical land uses associated with the Site and the previous activities undertaken there. There are also other activities that may have resulted in land contamination, including coal or coke yards, motor vehicle workshops, vehicle refuelling, servicing and repair. These are potentially HAIL activities that would require consent under the national environmental standard and Auckland Unitary Plan for any disturbance of soil in the vicinity of these sites.

Given the Site is occupied by buildings or hardstand, it is proposed that a Preliminary Site Investigation (PSI) and a Contaminated Soil Management Plan (CSMP) be prepared for a substantive application in the future. This would involve limited sampling in the future. Potential management measures for future construction activities include:

- Removal of asbestos from buildings will likely need to occur under the supervision of an appropriately licensed removalist in accordance with the Asbestos Regulations;
- Excavated soil that is disposed of off-site will need to be disposed to a facility licensed to receive the level of contamination;
- Groundwater from excavation dewatering may need to be disposed of to trade waste, depending on the contaminant condition; and
- Implementation of environmental controls for earthworks that can be set out in the future CSMP.

3.12 Geotechnical & Groundwater

The Geotechnical Assessment Report (**GAR**) has been prepared by Tonkin & Taylor Ltd. It concluded that there are suitable foundation solutions. These solutions comprise of shallow foundations founded on:

- competent basalt where present.
- piled foundations extending into basalt or ECBF materials.

Basement excavation is likely to require rock breaking and basement retaining. Basalt is expected as between 3m to 5m below ground. The proposal has considered liquefaction, and this has been considered in basement wall design, pile design and settlement implications. As design progresses, conventional geotechnical approaches will be used to mitigate any potential geotechnical considerations. Liquefaction is therefore considered a design matter rather than a constraint to development.

The proposal also includes excavation for the foundations and basement levels where groundwater is expected at shallow depths (approximately 1.5–2 m below ground level). This will require temporary dewatering until the basement is sealed ('tanked') to manage groundwater inflow. During construction, groundwater controls can be enacted to manage dewatering effects such as:

- Perimeter cut-off walls through means of a secant pile wall or grout curtains
- Pressure grouting within fractured basalt
- Groundwater recharge measures to limit off-site drawdown.

The proposal includes supporting neighbouring structures during the construction of the basement so as to manage ground movements. This will involve condition surveys and monitoring during construction.

3.13 Infrastructure and Earthworks

The Infrastructure Assessment Report (**IAR**) prepared by T+T concluded that *“the existing infrastructure is considered capable of servicing the proposed development, pending confirmation and feedback from Auckland Council and Watercare.”* The various elements of infrastructure required for this development include:

- Water Supply – utilisation of the existing reticulation network is proposed.
 - *“The water supply network appears to have capacity to supply water for both potable water and firefighting supply. There may be some limitations regarding the age of the network, more investigation is required to understand these constraints.”*
- Wastewater – utilisation of the existing reticulation network is proposed.
 - *“The local wastewater network connections are considered to possess sufficient capacity to support the proposed development. There may be some limitations regarding the age and capacity of the network and engagement with Watercare is ongoing to understand these potential constraints.”*

- Stormwater– utilisation of the existing reticulation network is proposed.
 - *“There is no expected change in impervious surfaces, therefore the effects of this development on the stormwater are negligible. However, Healthy Waters have noted the network does have some capacity constraints at present. Engagement with Healthy Waters is ongoing to understand any constraints.”*
- Dry Services
 - *“An upgrade to the local electricity supply to 2.5 MVA is required to service the development. Consultation with Vector has been undertaken by Mesh consulting to outline the requirements, potential for development, and scope the required upgrade.*
 - *The communications and gas networks are expected to have sufficient capacity to service the proposed development. Engagement with service providers will be undertaken at subsequent design stages.”*

3.14 Subdivision Summary

It is proposed to subdivide/amalgamate the site into lots around the proposed development. This will include fee simple lots with rights of way as required for access and services. It is also proposed to further subdivide the buildings into strata or unit titles to enable ownership of the residential units and several of the building tenancies.

It is also proposed to remove several of the interests over the various titles and the building line restriction as they are now outdated.

3.15 Lapse Date

Given that the proposal includes the careful renovation and adaptive re-use of several heritage buildings, the construction of a large basement, the construction of 5 new buildings and associated infrastructure and laneways/courtyards as well as subdivision, a **ten-year** consent lapse period is sought.

4 PROPOSED APPROVALS REQUIRED

4.1 Introduction

This section outlines the approvals required to give effect to the proposal. It is considered that approvals are required under the RMA and the Heritage New Zealand Pouhere Taonga Act 2014.

4.2 Resource Management Act

4.2.1 Auckland Unitary Plan – Operative in Part (“AUP”)

The following tables outline the reasons for consent when assessed against the relevant AUP provisions, including those of the Business – Town Centre zone, the Historic Heritage and Special Character overlays, the Height Sensitive Area overlay and the Auckland-wide provisions including, stormwater discharge, noise and vibration, natural hazards and flooding, signage, subdivision, land disturbance, contamination and remediation, and transportation.



Figure 10 : AUP Zoning Plan



Figure 11 : AUP Historic Heritage Places Plan



Figure 12: AUP Business Special Character Area Plan

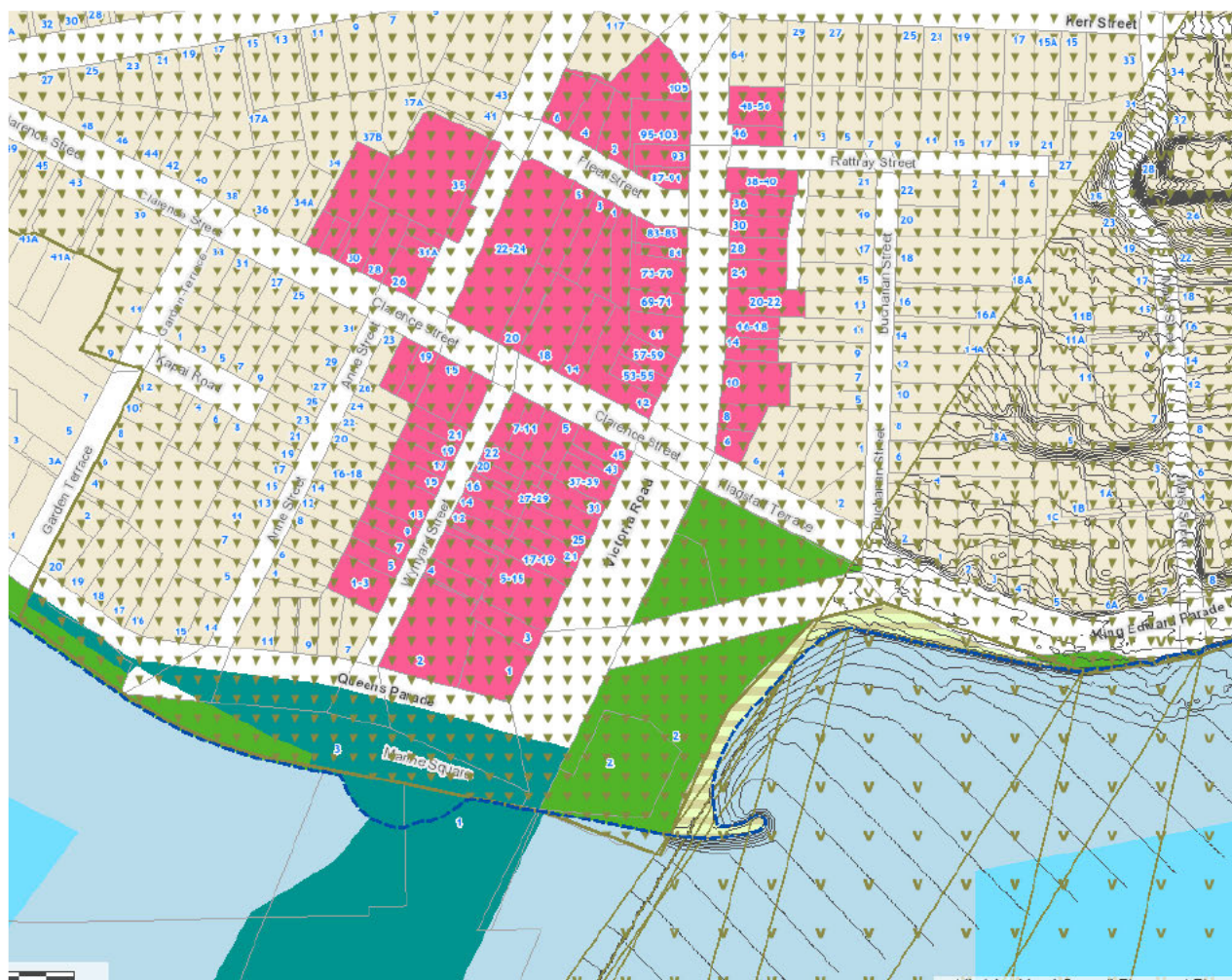


Figure 13 AUP Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay Plan

The proposed development is considered to be a **non-complying** activity overall.

CHAPTER H10– Town Centre Zone	
Activity Table H10.4.1	Activity Status
H10.4.1(A2) Dwellings	Dwellings are provided for as a permitted activity .
H10.4.1(A3) Conversion of building or part of a building to dwellings	The proposal potentially includes conversion of existing building to residential requiring a resource consent for a restricted discretionary activity .
H10.4.1(A6) Visitor Accommodation	Visitor accommodation is provided for as a permitted activity .
H10.4.1(A7) Commercial services	Commercial services are provided for as a permitted activity .
H10.4.1(A10) Entertainment facilities	Entertainment facilities are provided for as a permitted activity .
H10.4.1(A13) Offices	Offices are provided for as a permitted activity .

H10.4.1(A14) Retail	Retail are provided for as a permitted activity .
H10.4.1(A16) Artwork	Artworks are provided for as a permitted activity .
H10.4.1(A35) New buildings	The proposal requires new buildings requiring a resource consent for a restricted discretionary activity .
H10.4.1(A36) Demolition	Demolition is provided for as a permitted activity .
H10.4.1(A39) Internal Alterations to buildings	Internal alterations are provided for as a permitted activity .
H10.4.1(A40) Additions and alterations to buildings not otherwise provided for	The proposal requires additions and alterations to buildings not otherwise provided for requiring a resource consent for a restricted discretionary activity .
Standards H10.6	Activity Status
H10.6.1 Building Height The applicable building height is 13m (11m occupiable building height + 2m height for roof form)	The proposal involves five new buildings ranging in height between four to eight levels which infringe the height standard and will require consent as a restricted discretionary activity .
H10.6.2 Height in Relation to Boundary 2m + 45 degrees where adjacent to Residential – Single House Zone	The proposal involves an infringement to this standard in relation to Building 5 (southern and western boundaries) and will require consent as a restricted discretionary activity .
H10.6.5 Residential at Ground Floor Dwellings must not locate on ground floor where fronting a public open space or street	The proposal may involve a residential unit at ground floor fronting a public open space or street and may therefore require consent as a restricted discretionary activity .
H10.6.10 Outlook Space 6m x 4m required for principal living room or main living or dining area 3m x 3m required for all other habitable rooms Overlapping permitted from same wall plane and from different rooms in the same building	Infringes the secondary outlook space of (3m x 3m) on the northern boundary of Building 5, 1m x 1m proposed and will require consent as a restricted discretionary activity .

CHAPTER D17– Historic Heritage Overlay	
Activity Table D17.4.1	Activity Status
D17.4.1 (A1) Demolition of over 70% of activities within the scheduled extent of a Category A or A* place	The proposal requires consent under this rule as a non-complying activity .
D17.4.1 (A1) Demolition of over 70% of activities within the scheduled extent of a Category B place	The proposal requires consent under this rule as a non-complying activity .
D17.4.1 (A6) Maintenance and repair of features including buildings and structures	The proposal involves these activities which are a permitted activity .
D17.4.1 (A9) Modifications to, or restoration of, buildings, structures, fabric or features of a scheduled historic heritage place, except where provided for as a permitted, controlled or	The proposal requires consent under this rule as a restricted discretionary activity .

restricted discretionary activity in another rule in this section is a Restricted Discretionary Activity.

D17.4.1 (A10) New buildings or structures	The proposal requires consent under this rule as a discretionary activity.
D17.4.1 (12) Seismic strengthening	The proposal requires consent under this rule as a restricted discretionary activity.
D17.4.1 (A15) Signs not otherwise provided for as a Permitted Activity are a Restricted Discretionary Activity.	The proposal requires consent under this rule as a restricted discretionary activity.
D17.4.1 (A17) Subdivision of land within the scheduled extent of place	The proposal requires consent under this rule as a discretionary activity.

CHAPTER D18– Special Character Business Overlay

Activity Table D18.4.2	Activity Status
D18.4.2 (A6) External redecoration and repair to a character defining building	This is a permitted activity.
D18.4.2 (A7) Alterations to the rear of a character defining building	This is a permitted activity.
D18.4.2 (A8) Additions to a character defining building	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A9) Total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building	The proposal requires consent under this rule as a discretionary activity.
D18.4.2 (A10) Any demolition of the front façade of a character defining building	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A11) Alterations to a character defining building not otherwise provided for above	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A12) New Buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A13) Alterations and additions to buildings, not identified as character defining buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A16) Additions to a character supporting building	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A17) Total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character supporting building	The proposal requires consent under this rule as a discretionary activity.
D18.4.2 (A18) Any demolition of the front façade of a character supporting building	The proposal requires consent under this rule as a restricted discretionary activity.

D18.4.2 (A19) Alterations to a character supporting building not otherwise provided for above	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A20) New Buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A21) Alterations and additions to buildings, not identified as character supporting buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A24) Additions to a building in the Special Character Areas Overlay – Business with no identified character defining or character supporting buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A25) Alterations to a building in the Special Character Areas Overlay – Business with no identified character defining or character supporting buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A26) Total or substantial demolition of a building (exceeding 30 percent or more, by area, of wall elevations and roof area) in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	The proposal requires consent under this rule as a restricted discretionary activity.
D18.4.2 (A27) New buildings in the Special Character Areas Overlay – Business with no identified character defining or character supporting buildings	The proposal requires consent under this rule as a restricted discretionary activity.

CHAPTER D14– Maunga Viewshafts and Height Sensitive Areas Overlay

Activity Table D14.4.1	Activity Status
D14.4.1 (A11) Buildings not otherwise provided for or that do not comply with the standards	The proposal infringes the 13m height sensitive area standard a set out on Figure D14.10.1 and buildings exceeding 9m require consent under this rule as a non-complying activity.

CHAPTER E39– Subdivision

Table E39.4.3	Activity Status
E39.4.3 (A33) Subdivision in accordance with and approved land use resource consent complying with Standard E38.9.2.1	The proposal requires resource consent for a restricted discretionary activity.
E39.4.3 (A34) Subdivision around existing buildings and development complying with Standard E38.9.2.2	The proposal requires resource consent for a restricted discretionary activity.
E39.4.1(A11) Subdivision of land within a natural hazard area	The proposal requires resource consent for a restricted discretionary activity.

E39.4.1(A4) Unit title subdivision	The proposal requires resource consent for a controlled activity .
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CHAPTER E8– Stormwater Discharge/Diversion	
Table E8.4.1 Activity Table	Activity Status
E38.4.1(A1) Diversion of stormwater runoff from lawfully established impervious areas directed into an authorised stormwater network or a combined sewer network that complies with Standard E8.6.2.1.	This is a permitted activity.

CHAPTER E12 – Land Disturbance – District	
E12.4.1 Activity Table – All Zones and Roads	Activity Status
(A6) Earthworks greater than 2,500m ² are to be assessed as a restricted discretionary activity	Earthworks across an area of up to 6,735m ² are proposed and accordingly, resource consent for a restricted discretionary activity is required.
(A10) Earthworks greater than 2,500m ³ are to be considered as a restricted discretionary activity	Earthworks of up to 25,000m ³ are proposed, and accordingly, resource consent for a restricted discretionary activity is required.

CHAPTER C– General Rules	
Rule C1.7 – Activities Not Provided For	Activity Status
(C1.7(1)) Activity not otherwise provided for which includes any activity not otherwise provided for as part of the proposal.	Any aspects not as yet detailed in terms of the proposal and which are not otherwise provided for in the AUP are applied for and will require resource consent for a discretionary activity

AUCKLAND-WIDE: CHAPTER E27 – TRANSPORTATION	
E27.4.1 Activity table	Comment
E27.4.1 (A3) Any activity or subdivision which exceeds the trip generation standards set out in Standard E27.6.1 is a restricted discretionary activity	Accordingly, resource consent for a restricted discretionary activity is required.
E27.6 Development standards	Performance
1. Trip generation Where a proposal exceeds 100 dwellings, resource consent for a restricted discretionary activity is required.	Restricted discretionary activity resource consent required.
E27.6.4.2.1 Vehicle Crossings	

	The proposal will require consent for the number of vehicle crossings as a restricted discretionary activity
Technical traffic matters	The proposal may also require consent for carpark dimensions, manoeuvring dimensions, ramp gradients and transitions. This will require restricted discretionary activity consents.

CHAPTER E30 – CONTAMINATED LAND

Table E30.4.1 Activity Table	Activity Status
E30.4.1 (A7) Discharges of contaminants not meeting the controlled activity standard	The proposed works will require a discretionary activity resource consent under the Auckland Unitary Plan.

E36 NATURAL HAZARDS AND FLOODING

4.1 Activity table	Performance
E36.4.1(A37) Flood prone areas – 1% AEP All structures and buildings within the 1% AEP floodplain	This is proposed as part of the proposal. Accordingly, resource consent is required for a restricted discretionary activity .

E7 GROUNDWATER DIVERSION

E7.4.1 Activity table	Performance
E7.4.1 (A28) The diversion of groundwater is proposed as part of this application.	This requires a restricted discretionary activity .

E23 SIGNAGE

E23.4.2 Activity table	Performance
E23.4.2 (A53) Comprehensive Development Signage	Signage is proposed to be incorporated as part of this development and this requires a restricted discretionary activity .

4.3 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)

A contamination assessment has been provided which provides an over-arching summary of the potentially contaminated land issues associated with the proposed development. Given the presence of HAIL activities a resource consent for a discretionary activity will be required as the completion of a DSI would be difficult given the site is occupied by existing buildings and hardstand. Due to these

circumstances the contamination assessment recommends a PSI at the substantive application stage only and a DSI and CSMP as a condition of consent. Therefore, a discretionary activity consent is required under the NESCS.

No consents are required under any other national environmental standards.

4.4 Reasons for Consent – Summary

Overall, the Proposal is to be assessed as a **non-complying activity** under the AUP.

4.5 Other Consent Related Issues

4.5.1 *Network Discharge Consent*

A Network Discharge Consent (NDC) was granted for Auckland Council's public stormwater network in April 2019. This NDC applies to:

- existing diversions and discharges of stormwater from the public network
- new or modified diversions and discharges resulting from stormwater network upgrades
- future diversions and discharges resulting from extending the public network to service intensification and growth.

Stormwater discharge could be authorised under the NDC or be assessed as a permitted activity under the AUP. Either pathway can be utilised and therefore stormwater discharge from the proposal is able to be consented without difficulty.

4.5.2 *Wildlife Act 1953*

There are no lizards or other wildlife that will be affected by the proposal, which is located in a dense urban area.

4.5.3 *Heritage New Zealand Pouhere Taonga Act 2014*

The archaeology assessment has identified that the proposed works will require an authorisation under the Heritage New Zealand Pouhere Taonga Act 2014 due to the presence of pre-1900 sites/places and nearby registered archaeological sites. Engagement with Heritage NZ has taken place on several occasions as well as a site visit with Heritage NZ officers.

As a result this application includes an application for approval under this Act.

4.5.4 *Lapse Date*

Section 26 of the FTAA states that a decision document for a resource consent may specify the date on which the approval lapses unless it is given effect to by the specified date. The FTAA further specifies that there is no maximum date and that any specified lapse date must be no less than 2 years.

Given that the proposal includes the careful renovation and adaptive re-use of several heritage buildings, the construction of a large basement, the construction of 5 new buildings and associated infrastructure and laneways/courtyards as well as subdivision, a **ten-year** consent lapse period is sought.

This will be particularly important because subdivision consents are not considered to have commenced until a s223 scheme plan has been submitted to Council. Therefore a 10-year lapse period is sought. This is considered to be appropriate given the scale and complexity of the proposed development.

5 DEVELOPMENT PROJECT WITH SIGNIFICANT REGIONAL OR NATIONAL BENEFITS

This section addresses section 22 of the FTAA.

5.1 Referral application lodgement requirements

In accordance with section 22(1)(a) of the FFTAA, this section outlines how the Devonport Mixed Use Development will contribute to significant regional or national benefits.

With reference to the matters identified at section 22(2) FTAA, the proposal is a development project that will have significant regional and national benefits for the following reasons.

Significant Regional or National Benefits (s 22(1)(a))

The following aspects of the project are considered to be of significant regional or national benefit.

- The adaptive re-use of 6 scheduled historic heritage sites which involve 9 buildings for future use is a significant benefit of the project. From a benefit perspective (non-economic) the adaptive reuse of this large number of heritage items and of the opportunity for comprehensive brownfields redevelopment of a sensitive centre offered by this project (owing to the collection of titles by the applicant) is rare, and is therefore a significant benefit of this project. Given the historic heritage significance of the Devonport area and the recognition of the protection of historic heritage from inappropriate subdivision or use as a matter of national importance under section 6(f) of the RMA, this aspect of the project is considered to be **significant national and regional benefit**. The only comparable example of historic heritage adaptive reuse in New Zealand of this scale is the Britomart Precinct, thereby further supporting the significant national benefit of this project.
- The proposed development has been designed to manage significant risks from natural hazards by undertaking detailed storm and sea level rise modelling predictions and undertaking an assessment of the stability of the Project land. This has resulted in design parameters that will avoid flooding, coastal inundation of land instability natural hazards from occurring. The

management of significant risks from natural hazards is a matter of national importance under section 6(f) of the RMA. Therefore, this aspect of the project is considered to be contributing to a **significant national and regional benefit**.

- The economic benefit of the project is addressed further below and is considered to be a **significant regional benefit**.

Overall, it is considered this development project will have **significant national and regional** benefits.

Timeliness and Cost Effectiveness (s 22(1)(b))

Referring the project to the fast track approval process would facilitate the project by enabling it in a more timely and cost-effective way than under the normal resource consent application process under the RMA and the Heritage New Zealand Pouhere Taonga Act 2014. Under the RMA, this application would be publicly notified and subject to a local authority hearing. It is also likely that the local authority decision on such an application would be appealed to the Environment Court. Such a process would take between 3-4 years whereas the FTAA process would take between 1-1.5 years approximately.

The FTAA process is also considered to be more cost effective as publicly notified hearings and Environment Court process are more expensive than fast track approval costs.

Government Policy Statement (s 22(1A))

There are no relevant Government Policy Statements in effect at present.

Priority Project (s 22(2)(a)(i))

The project is not identified as a priority project.

Regionally or Nationally Significant Infrastructure (s 22(2)(a)(ii))

The Project does not involve regionally or nationally significant infrastructure.

Increase Housing Supply or Contribute to a Well-Functioning Urban Environment (s 22(2)(a)(iii))

The proposal will increase the supply of residential apartments and visitor accommodation within Devonport's Town Centre. The addition of in the order of approximately 80-90 residential apartments and a hotel with approximately up to 50 rooms is a significant addition of residential accommodation within the context of the Devonport Town Centre area.

With regard to a well-functioning urban environment as defined by Policy 1 of the NPS UD, the following assessment from the Urban Design Assessment is noted.

"Policy 1 of the NPS-UD provides a definition of a well-functioning urban environment that is focused on enabling people and communities to provide for their social, economic and cultural wellbeing and for their health and safety, now and into the future. In my opinion, the Devonport town centre and surrounding residential community on the lower peninsula can be understood to already strongly meet that definition with a number of well-established foundational characteristics that contribute to it functioning as one of the more accessible and well-integrated urban neighbourhoods in Auckland. These existing attributes include:

- *The strategic location at the southern end of the Devonport peninsula that supports a direct, fast and frequent ferry service (the second most patronised service after the Waiheke route) to the Auckland city centre, effectively placing Devonport within the immediate central city fringe neighbourhoods that benefit from close proximity and ready access to the city centre that supports the highest concentration of employment and economic activity in New Zealand as well as significant tertiary education opportunities and a wealth of social and community facilities within easy reach;*
- *The mix of uses, laid out within a compact and well-defined cluster of streets, surrounded by public open space and the harbour edge waterfront, and seamlessly connected to a readily walkable and*

bikeable residential catchment of the neighbourhood streets to the north, east and west of the town centre.

- *The town centre offering that includes a wide range of retail and services catering to the everyday needs of the community such as the supermarket, groceries, healthcare and services sectors, community facilities such as the library and parks and reserves, as well as extensive and long-established retail and hospitality businesses that attract visitors as well as meeting the needs of the local community, reflecting that Devonport is an attractive harbourside destination for international visitors and people from across the wider city.*
- *The ways in which this town centre offering is accessible and strongly serves the needs of the local community, being in short distance from and readily walkable and bikeable for people living within a 5 to 15 minute walk of the town centre and with frequent bus services connecting the communities further north on the peninsula with the town centre without the need to drive. This level of proximity and accessibility is relatively rare across many parts of the city, with the town centre strongly supporting a walk-up culture from the catchment of the local community within easy walking distance, as well as cycling, with the urban form supporting a strong culture of cycling heading to work and school on the peninsula, which all support the health and wellbeing of residents with active mode trips being much higher than the Auckland average.*
- *The long-established characteristics of Devonport town centre as a place, including its widely recognised special character and distinctive place identity, that contribute to the social and cultural wellbeing of people who choose to call Devonport home and / or have a close association through spending time in Devonport.*

The proposal has been cognisant of all of these characteristics in considering future change, and has incorporated multiple measures that will contribute to retaining, strengthening and enhancing many of these attributes, to contribute to the Devonport town centre continuing to evolve and be a well-functioning urban environment into the future, including through:

- *Opening up the site for public access, inviting people into the centre of the block and strengthening the through-site linkages between Victoria Road and Wynyard Street in ways that support the ease of walkability to a range of destinations in and around the town centre;*
- *Proposing a closely interconnected mix of uses including, retail, hospitality, hotel, commercial spaces as well as residential apartment living laid out in a compact development that integrates closely with the rest of the town centre;*

- *Providing for a concentration of residential apartment living in the heart of Devonport that will create new opportunities for hundreds of people to live centrally within the town centre within ready access of everything the town centre has to offer – adding choice and increasing the diversity of housing options, recognising that a town centre lifestyle is something that is only available to a few people at present within Devonport, with only a low level of existing residential apartment living right in the town centre itself, and the availability of land within the town centre suitable for housing development a scarce resource. Affording the opportunity for more people in the community to live in this way also supports car-free and car-light lifestyles with the ability to do most trips by walking, cycling or public transport to access employment, education and everyday needs.*
- *The ways in which this concentration and mix of activities will support increased vitality within the town centre and support increased visitation to Devonport as a destination as well as increased patronage of public transport services including the frequent ferry service to the city centre, contributing to economic and social wellbeing,*
- *Providing for new publicly accessible courtyards and laneways within the centre of the block that provide new opportunities to experience and appreciate the built heritage within the site, and open up a new view northwards to Takuranga Mount Victoria, amplifying qualities that contribute to the special character and identity of Devonport and enhance cultural wellbeing.*
- *Renovating the existing heritage buildings, and designing new buildings with high quality, people-centred architecture that recognises and respects the qualities that make Devonport special as a place and creates new buildings and spaces with destinational qualities that are inviting, support discovery and memorable experiences that will attract more visitors to Devonport, contributing to economic, social and cultural wellbeing.*

Based on the above assessment, it is considered that the Devonport project will contribute to a well-functioning urban environment within the meaning of Policy 1 of the NPS UD.

Economic Benefits (s 22(2)(a)(iv))

The FTAA's stated purpose 'is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.' The FTAA has been specifically created for the purpose of fast tracking the delivery of large-scale projects.

The proposed development has been analysed from an economic perspective in order to determine the aspects or outcomes of the project that have economic implications. This includes the following:

- Construction effects
- Employment effects both during construction and post construction
- Tourism effects.

With regard to tourism, it is envisaged that visitors to Auckland, including from cruise ships will visit Devonport including by ferry and will contribute to the regional economy. The increased use of ferry transport to access Devonport will also result in spin-off transport benefits as more people will use the ferry as opposed to private vehicle usage. Devonport is acknowledged as the second busiest ferry route (already over 100,000 trips per month, with November and December 2026 around 140,000 trips per month) in the Auckland Region (behind Waiheke Island) and proposed development will serve to further increase the usage of this already popular service.

It is considered that the Devonport Mixed Use Development, will result in an assessed total economic benefit to the Auckland region of \$398m during construction, additional annual tourism benefits of between \$8.3m to \$16.6m and once direct, indirect and induced impacts are included approximately 3,688 full time equivalent employees will be sustained across the economy. Additionally, hotel guest expenditure on accommodation and retail is estimated at between \$7.5m and \$8.6m annually. The development activity results in an increase in Auckland's Regional GDP by \$355m and New Zealand overall by \$402m.

Overall, it is considered the economic benefits are **significant** and that the project will deliver **significant regional benefits**.

Primary Industries (s 22(2)(a)(v))

The Project is not related to primary industries.

Natural Resources (s 22(2)(a)(vi))

The Project is not related to the development of natural resources.

Climate Change Mitigation (s 22(2)(a)(vii))

The project will support climate change mitigation including the reduction or removal of greenhouse gas emissions. This outcome will be achieved by providing for higher intensity residential living opportunities within the Devonport Town Centre, the significant increase in local commercial, retail and food and beverage services within the new buildings and adaptively re-using historic heritage buildings. This will mean that private vehicle trips will not be required to access these services as they will be in close proximity to the new places of residence. The increased offering will also mean that some existing local residents will also reduce their private vehicle trips as they will be able to walk or cycle to these services.

The Project area is also located on a public transport bus routes which means that occupants and visitors can use buses to go to and from the Devonport Town Centre. This will also reduce reliance on private vehicle trips.

In addition, occupants of the project that work in Auckland's CBD will be in close proximity to the Devonport Ferry service and will therefore be able to travel to and from work without having to use their private vehicle.

Overall, the Project will result in less Vehicle Kilometers Travelled (VKT's) than a similar development located elsewhere and not proximate to regular and frequent public transport services. This will also result in the reduction or removal of greenhouse gas emissions, which might otherwise result.

Climate Change Adaptation, Reduce Natural Hazard Risk (s 22(2)(a)(viii))

As part of this Referral Application, assessment of flood risk, coastal inundation risk and land instability risk has been undertaken. In order to reduce natural hazard risk the following mitigation measures are included as part of the application.

The design of the buildings includes minimum proposed finished floor levels for the ground floors of the buildings and the construction of basement ramps to avoid flooding. The design will ensure flood risk is mitigated to year 2130 and accommodates both sea level rise and storm surge natural hazard risks.

From a geotechnical perspective, the development will utilise standard construction methodologies to ensure the basement and above ground structures are designed to avoid land instability hazards.

Overall, it is considered that the proposed measures support climate change adaptation and will reduce risks associated arising from natural hazards.

Significant Environment Issues (s 22(2)(a)(ix))

The only potential environmental issue associated with the proposed development relates to potential contamination. Any potential adverse contamination issues will be mitigated by standard contaminated land disturbance methodologies and remediation action plan measures being implemented. Furthermore, the project will result in the positive benefits of removing Asbestos Contaminated material and other contaminants from the site and disposing of them to an approved landfill.

Therefore, it is considered there are no significant environmental issues associated with the Project.

Grocery Industry (s 22(2)(a)(ixa))

The Project does not involve a grocery industry activity.

Local or Regional Planning Documents (s 22(2)(a)(x))

The Auckland Unitary Plan, Auckland Regional Policy Statement, Auckland Future Development Strategy and Auckland Plan are relevant local and regional planning documents and spatial strategies for the Auckland Region. The regional development strategy is based around a centres and corridors growth strategy with allowance for some greenfield expansion. The objective is to promote and enable

intensification within centres in order to provide an efficient growth strategy that capitalizes on public transport and existing commercial and community facilities. Devonport is recognised as a Town Centre within the Auckland planning documents and is therefore identified as an area suitable for growth and intensification.

In addition, the Devonport Town Centre is subject to historic heritage, special character and height sensitive area overlays as well as a height variation control. These controls limit the height that buildings can be developed to. All these matters have been considered in detail by architects, an urban designer, a heritage and character expert and the landscape architect expert. The outcome of this assessment is the proposed development, which has carefully located and scaled the height and built form of the proposed new buildings associated with this development.

The overall result is one which is considered to maintain the visual integrity of the nearby maunga as well as the historic heritage and special character of the Devonport Town Centre. The transient nature of views to the maunga from within Devonport will ensure their visual integrity is preserved. Furthermore the separation of the new contemporary buildings from the adaptively reused historic heritage buildings will ensure the values that these buildings are recognised for will be retained.

On this basis, overall it is considered that the Project is consistent with local or regional planning documents, including spatial strategies.

[Sections 22\(3\) to 22\(8\)](#)

These sections are not relevant to the Project.

6 ASSESSMENT OF ANTICIPATED AND KNOWN EFFECTS ON THE ENVIRONMENT

In accordance with s13(4)(h) of the Fast-track Approvals Act 2024, the following anticipated and known adverse effects of the project on the environment are assessed below. It is considered that effects in relation to the following matters are relevant:

- Mana Whenua Values
- Urban Design, Character and Amenity
- Heritage and Special Character;
- Archaeology
- Landscape and Visual Effects
- Transport;
- Infrastructure;
- Stormwater and Flooding;
- Geotechnical and Groundwater Diversion;
- Contamination; and

These matters are set out and discussed below.

6.1 Mana Whenua Values

DPML engaged with Ngati Whatua o Orakei during October 2025 and November 2025. Ngati Whatua o Orakei subsequently deferred to Ngati Paoa in 2026. Engagement with Ngati Paoa commenced in January 2026 and DPML is continuing engagement with Ngati Paoa throughout the project in order to understand and reflect relevant cultural values as part of the project's outcomes.

Three engagement meetings occurred during October and November 2025 and January 2026.

Ngati Paoa have provided a letter of support for the proposed development and have stated the following:

“The site of the proposed development is within the Ngāti Pāoa rohe and it is an area in which we exercise our mana whenua and mana moana. Our tikanga and cultural values present over and upon

the site are significant and therefore any application in relation to the area is of huge interest and importance to us.

We have appreciated the engagement to date about your application and the positive working relationship that has been and continues to be developed, with both parties committing to working together on an ongoing basis to ensure the recognition and reflection of cultural values occurs in the project.

We record here that DPML have committed to an on-going working relationship with Ngāti Pāoa that will result in the:

- empowering and enabling of Ngāti Pāoa to uphold our rangatiratanga and exercise our kaitiakitanga on an ongoing basis;*
- recognition of the spiritual connection between the whenua, moana and Ngāti Pāoa;*
- provision by Ngāti Pāoa of historical and cultural advice that reinforces whakapapa and traditional associations to the locality;*
- provision by Ngāti Pāoa of strategic environmental guidance, advice and support; and*
- reflection of our cultural values and our cultural narratives in any conditions relating to the consent of the project, as well as the design of the development, including publicly accessible lanes and courtyards, landscaping, artworks and/or signage.*

We appreciate the input that we have been able to have to date and recognise the influence this has resulted in, including in relation to the proposed design of the development and the commissioning of an archaeological assessment.

We are supportive of the project and consider it likely that most, and hopefully all, of our concerns and aspirations can be addressed via:

- our continued involvement in the project;*
- the integration of our cultural narratives into the design of the development;*
- the provision by ourselves of a document that identifies our cultural values and potential impacts on, or opportunities for supporting, those values; and*
- conditions (where necessary) being attached to the consent to address potential impacts and provide for opportunities.”*

DPML have commissioned an archaeological assessment from Archaeology Solutions Limited (upon recommendation from Ngati Paoa) in addition to several other technical reports. The technical reports address matters such as potential contaminated soil remediation measures, stormwater treatment methods and proposed landscape planting improvements. Additionally, the future effects of sea-level rise, coastal inundation, flooding and any other natural hazard risks have also been assessed. The outcomes of these technical assessments are addressed below in this report.

In addition, the following iwi were also contacted (including those mentioned above) and they were provided with an overview of the application, including the engagement to date. They were asked if they would like to be further consulted in regard to the application and/or if they would like further details.

1		Ngati Paoa			Tipa Compain	s 9(2)(a)
2		Ngati te Ata			Karl Flavell	s 9(2)(a)
3		Ngati Whanuanga			Honey Renata	s 9(2)(a)
4		Te Akitai Waiohau			Nigel Denny	s 9(2)(a)
5		Ngati Whatua o Orakei			Jessica Hiscox	s 9(2)(a)
6		Te Patukirikiri			Kaitiaki Team	admin@patukirikiri.co.nz
7		Ngati Whatua o Kaipara			Te Tari Taiao	s 9(2)(a)
8		Ngati Maru			Kaitiaki	s 9(2)(a)
9		Ngati Tamatera			RMA Kaitiaki	s 9(2)(a)
10		Te Kawerau a Maki			RMA Kaitiaki	s 9(2)(a)
11		Ngai Tai ki Tamaki			Kaitiaki Unit	s 9(2)(a)
12		Te Runanga o Ngati Whatua			RMA Kaitiaki	s 9(2)(a)

A copy of the information sent to them is set out below.

“Kia Ora,

I am contacting you to advise you of an upcoming Referral Application under the Fast Track Approvals Act for the Devonport Mixed Use Development by Devonport Property Management Limited (DPML). DPML engaged with Ngati Whatua o Orakei during October 2025 and November 2025. Ngati Whatua o Orakei deferred to Ngati Paoa in 2026. Engagement with Ngati Paoa commenced in January 2026

and DPML will continue this engagement with Ngāti Pāoa throughout the project in order to understand and reflect relevant cultural values as part of the project's outcomes.

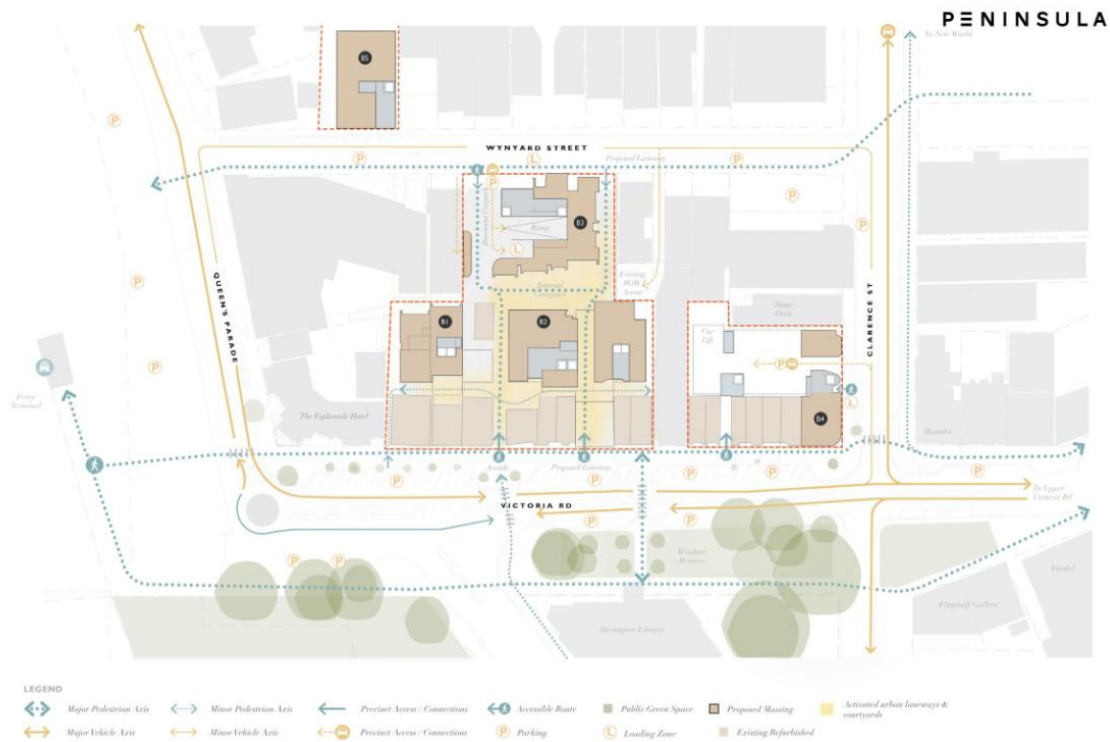
*The proposal is for a comprehensive mixed-use urban town centre development located in Devonport, Auckland, within the block bounded by Victoria Road, Clarence Street, and Wynyard Street. The application site (**site**) comprises 14 existing titles comprising approximately 6,147m² of brownfield land and includes five Auckland Unitary Plan Category B listed heritage buildings and one Category A listed heritage building.*

The proposal comprises five new buildings arranged across three site areas, with building heights ranging from four to eight storeys, and includes up to two basement levels. The development includes the adaptive reuse and adaptive reuse of the Victoria Road heritage buildings, which are integrated into the commercial ground plane. The proposal includes a commercially activated ground plane comprising a network of laneways and a central courtyard, providing pedestrian connections between Victoria Road and Wynyard Street and supporting active ground-floor uses. Associated works include carparking and loading facilities; earthworks and excavation; and all required associated infrastructure including water supply, stormwater (including any required flood mitigation measures), and wastewater services.

The site is located immediately north of the Devonport Ferry Terminal and associated public transport services.

The proposed development is set out on the plan below.

If you would like further information or would like to be consulted as part of the application along with Ngati Paoa, please let me know and I will come back to you to determine the most appropriate way to progress this.”



None of the above iwi expressed an interest in being engaged further in relation to the project.

Overall, it is considered that recognition of mana whenua values can be included within the development through the engagement process with Ngati Paoa as outlined above.

6.2 Urban Design, Character and Amenity

The details of the proposed development including the built form, activities and landscaping are set out above in Section 3 of this report.

The adaptive re-use of the Victoria Road fronting buildings will result in high quality street frontages that are occupied by activities that activate the Victoria Road public interface and add vibrancy to the Devonport Town Centre. This includes retail, food and beverage and commercial services and offices as well as potential residential uses at upper levels. The proposed adaptive reuse of these buildings will increase coherence, character, and activation that references the historic buildings that once stood proud on this frontage.

In addition, the five new buildings will add a different scale and contemporary architectural design to the Devonport Town Centre. The newer buildings will also be occupied by retail, food and beverage, commercial services, offices, residential and visitor accommodation activities.

The existing and new buildings will be connected via a series of laneways and courtyards. These will enable expansive views to the rear of the heritage buildings (mostly exposed brick) thus uncovering a view that has not been seen for many decades. These landscaped areas will be occupied by food and beverage and other activities which will result in vibrant and activated spaces for occupants and visitors. The laneways and courtyard will be finished in high quality hard and soft landscaping elements. The adaptive re-use, laneways, through-links, courtyards, and extensive ground floor activation positively affect the vitality of the area in the town centre.

Parking is also proposed via basement carparking and some at grade carparking along with two accessways from the street and at grade loading space.

The Urban Design Assessment also concluded that there are no significant issues associated with the application and that any adverse effects are able to be mitigated through design. Furthermore any adverse shading effects are considered to be minor and do not impact periods when sunlight access is most sought by the wider public and occupants of the locality, including Windsor Reserve users.

Overall, it is considered that the design philosophy and envisaged urban design outcomes will create a sustainable and ‘liveable’ community which will be a pleasant environment in which to live, work and play. The proposed site layout, built form and landscaping will ensure positive urban design outcomes. The proposed mixture of residential, hotel and commercial activities as well as ground level activation through food and beverage activities and outdoor dining opportunities will ensure positive character and amenity effects will result from the development. The proposed heritage building adaptive reuse and carefully located new buildings will ensure development is complementary to the character of Devonport’s seaside and commercial town centre locality.

In conclusion, as stated in the Urban Design Report, the proposed development will result in a well-functioning urban environment (this matter is further expanded upon in the statutory assessment below) and positive urban design, character and amenity effects.

6.3 Heritage and Special Character

In order to evaluate the effects on heritage and character, Archifact have prepared an analysis of the heritage and special character items and features within and around the application site. The analysis considers the primary and other features that each scheduled heritage building is protected for and the Devonport special character elements within and around the application site.

The assessment undertaken included an analysis of quality of the built form of the application site and categorised the various elements of the buildings into ‘removable’, ‘negotiable’ and ‘conserve’. This analysis identifies the original features of each of the heritage items as well as the later additions. These are identified in the figure below.



Figure 14 : Overall Cutline Analysis for all the subject PCL-owned properties (blue dashed outline) within the block.

The colours in the above figure indicate the three cutline categories: ‘Conserve’ (green), ‘Negotiable’ (yellow), and ‘Removable’ (red), as shown on the ‘Cutline Key’. The proposed development retains and adaptively re-uses the buildings categorised as ‘conserve’ as they reflect the values that each scheduled heritage item was protected for.

In terms of Historic Heritage, the Archifact assessment concludes:

- The proposed approach to the adaptive re-use of the scheduled items will ensure that the key values for which the heritage items are recognised for are retained and adaptively re-used.
- The proposal will not result in adverse effects (including cumulative adverse effects) on the heritage values of the project that cannot be either avoided, remedied or mitigated;

- The proposed works will maintain, and enable the adaptive re-use of the scheduled heritage items within the project area thereby acknowledging and recognising the heritage values of the place;
- The proposed adaptive re-use works will also enable the heritage features to be enjoyed by the wider public and visitors. The development will enable the rear elevations of the scheduled buildings to be exposed and redeveloped to reflect their original form and features.
- The proposed works will enable the heritage features of the scheduled buildings to be celebrated and the relationship of the place to other scheduled historic heritage places to be recognised;
- The proposed works will not detract from the overall significance of the scheduled places such that they no longer meet the significance thresholds for which they were scheduled;
- The proposed works will be undertaken in accordance with good practice conservation principles and methods appropriate to the heritage values of the place; and
- The proposed works will contribute to, or encourage, the long-term viability and/or ongoing functional use of the place and the adaptive re-use of these scheduled items.

In terms of Special Character, Archifact have assessed the effects of demolition, additions and alterations and new buildings within the Devonport Business Special Character Area. In their view, “the special character of Devonport is not limited to individual buildings, rather, it emerges from the collective values, spatial makeup, and the experience of moving through the area. Notable landmarks such as Windsor Reserve, the beach, the Wharf, Takarunga Mount Victoria, and surrounding natural features are essential to understanding the area's identity. Even though these elements are not formally included in the Special Character Area Business extent, they are visually and spatially inseparable from the area's unique topography and special character and have been included in the project's approach to the area. Overall, the special character of Devonport arises not from any single typology or structure, but from the relationship between the harbour, the maunga, historic built form, landscape, historical development and activity, and the distinctive and particular amenity these qualities generate in the area.”

Therefore, in terms of special character, it is considered:

- The extent of any demolition will result in the removal of later unsympathetic additions to the original fabric of buildings within the project site and will enable the quality characteristics of these buildings to be revealed and adaptively reused.
- The existing cohesive group of character buildings will be retained and adaptively reused, thereby supporting the special character of the area.

- The additions and alterations and new buildings are considered to be complementary to the character defining or character supporting buildings and have been designed to ensure they sit comfortably within this special character context.
- The architectural design of the proposed buildings will retain and develop a continuity of street front façade alignment and will be compatible with the architectural form, modulation and proportions of the Devonport Special Character Area.

In summary, it is considered there are no significant heritage or special character issues resulting from the proposed development and that any adverse heritage or special character effects will be mitigated by the proposed design and adaptive re-use of the heritage/character items. Furthermore, the retention and adaptive re-use of six scheduled heritage places (involving approximately nine heritage buildings), will result in significant regional character benefits and the protection of historic heritage from inappropriate subdivision, use and development, which is a matter of national importance.

6.4 Archaeology

The key archaeological features of the project site and the locality are set out above in section 3 of this report. The potential archaeological effects of the project have been assessed in the archaeology assessment prepared by Archaeology Solutions Limited.

The assessment identifies that there are several recorded archaeological sites around the development area. Therefore, it is proposed to seek an authorisation from Heritage New Zealand to undertake earthworks for the development. An accidental discovery protocol is also proposed to set out protocols and procedures that determine how any archaeological items identified during the works are managed, recognised and recorded. It is also proposed that any archaeological items that are found are recorded on the Heritage New Zealand register for future reference.

Therefore, it is considered that there are no significant archaeological issues resulting from the proposed development and that any adverse archaeological effects can be mitigated by seeking an authorisation from Heritage New Zealand for the proposed works and by imposing an accidental discovery protocol condition of consent. Furthermore, the identification and recognition of any archaeological features encountered as part of the development will be a positive outcome of the project.

6.5 Landscape and Visual

A Landscape Effects Assessment (**LEA**) prepared by Boffa Miskell. The LEA is supported by a graphic supplement that outlines the locations that the landscape effects of the development have been assessed from. The graphic supplement also includes a Zone of Theoretical Visibility (ZTV) analysis, which demonstrates any additional areas that will be affected from the proposed development. The ZTV analysis is taken from three different viewpoints on Takarunga.

The LEA has considered the following matters as part of its assessment:

- *“Potential effects in relation to the location, scale, bulk, and massing of the development within the context of the maunga of the Devonport Peninsula particularly Takarunga, but also Maungauika, as well as the relationship to the surrounding coastal waters, the Waitematā Harbour, and the volcanic landscape of the Isthmus;*
- *Potential effects in relation to the location, scale, bulk, and massing of the development within the context of the Site and urban block containing the Site including in respect of the interface of the development with its scheduled heritage buildings and the heritage characteristics of the Site;*
- *Potential effects in relation to the scale, bulk, and massing of the development within the context of adjacent and the wider Devonport open space, and the surrounding character residential zones;*
- *Potential privacy effects in respect of residential neighbours; and*
- *Potential effects in relation to the enhancement of the site from the proposed development.*
- *Visibility of the Proposal is not, in and of itself, an effect.”*

The LEA also assesses the landscape effects of the development from eight viewpoints around the project site including from Takarunga tihi, Maungauika tihi and from the coastal marine area and considers the Height Sensitive Area overlay. In summary the LEA concludes:

“the static views illustrated by the eight representative visual simulations show the way in which the Proposal has been carefully scaled and designed to fit appropriately within the established environment considering both its urban and wider landscape, including maunga relationships. Visual effects are assessed to be very-low / low / low-moderate (in very limited locations) adverse.”

With regard to the Height Sensitive Area overlay, given the visual integrity of the surrounding maunga is provided via transient views from in and around Devonport, the proposed development will still

enable views to the maunga and therefore maintain their visual integrity, while resulting in modification to some of transient views.

Engagement has been undertaken with the Tupuna Maunga Authority (TMA) who have an interest over regionally significant viewshafts and height sensitive areas. TMA have an in principle policy position of opposing height infringements and have set out several areas of the project where further analysis is required. The applicant has agreed to provide this information as part of any future substantive approval application. TMA has confirmed that it understands this approach.

Overall, on the basis of the analysis provided to date it is considered that there are no significant landscape/visual issues resulting from the proposed development and that any adverse effects are very-low / low / low-moderate (in very limited locations) and are mitigated by the design and location of the proposed buildings. Furthermore, the location of the buildings and the proposed internal courtyard will create a view towards Takarunga which will be a positive landscape/visual outcome of the project.

6.6 Transportation

The transport related effects of the development have been assessed by Commute Transportation Specialists. They have assessed the proposed activities and intensity of use as well as the proposed access, pedestrian, cycling parking, loading and public transportation access elements of the project.

The assessment has also undertaken a trip generation analysis of the proposed development. The assessment notes that the approximate additional trip generation of approximately 200 trips in the evening peak hour can be comfortably accommodated within the surrounding road network.

The Commute assessment concludes:

Based on our experience and information received to date, it is concluded that there are no transport related reasons why the development as described above could not proceed under a fast-track application process.

Based on this high-level review, our assessment identifies that the proposed development is well located in relation to existing transport infrastructure, with strong accessibility to public transport services. In particular, the proximity to the ferry terminal is likely to make ferry travel an attractive and

practical option for commuters, visitors, and tourists.

In summary, it is considered that there are no significant traffic or transport issues associated with the project and that any adverse effects are mitigated by the design of the development and the location of the project on a public transport bus route and in close proximity to the Devonport ferry. The location of the ferry terminal will result in usage of the ferry for CBD workers and will avoid these occupants from using their private vehicle to get to work. This is a significant positive sustainability outcome of the project.

6.7 Infrastructure

With regard to infrastructure provision, Tonkin and Taylor have undertaken an assessment of the current infrastructure network and the demands of the project on this infrastructure. The following conclusions are reached.

Water supply

- There is an extensive network of moderately large diameter water supply pipes around the site however these range in age with some being old cast iron or asbestos cement pipes.
- There are many small diameter existing connection points, and the proposed development would seek to consolidate these into three to four larger diameter supplies including fire sprinkler supply and domestic/commercial supplies.
- Water demands as peak hourly demand have increased from 2.38 L/s in predevelopment to 4.54 L/s in post development.
- Hydrant testing has confirmed that FW2 water supply is adequate. Residual pressure decay tests will be used to develop a sprinkler supply by the hydraulic engineer.
- Engagement with Watercare has been undertaken and they have confirmed the proposal can be accommodated within the capacity of the existing network subject to a pipe capacity upgrade in Wynyard Street.

Wastewater

- There are several wastewater connections available to the site that range in capacity from 225mm to 150mm.
- Wastewater demands as peak wet weather flow have increased from 2.49 L/s in predevelopment to 4.29 L/s in post development.
- Desktop assessment of available information has shown the local connections have sufficient capacity to service the demands of the proposed development. The details of the

reticulation arrangement and connection points will be determined as part of any future design work.

- Watercare has been engaged with Watercare to undertake a capacity assessment. Watercare have confirmed there is sufficient capacity to accommodate the proposed development.

Stormwater

- There is an extensive network of moderately large diameter stormwater pipes around the site ranging in size from 225mm, 300mm to 600mm.
- As the site is presently near 100% impervious, it is expected that the existing stormwater will have adequate capacity to convey the peak flows resulting from the development.
- Engagement has been undertaken with Healthy Waters and is considered that with the stormwater network proposed as part of the development, there will be no adverse stormwater effects resulting from the development.
- The development site is less than 5,000m² in area and is 100% impervious at present. As no additional impervious area is being added, the proposal is a permitted activity.

Dry services

- An upgrade to the local electricity supply to 2.5 MVA is required to service the development. Consultation with Vector has been undertaken by Mesh consulting to outline the requirements, potential for development, and scope the required upgrade.
- The road reserve of Victoria Road has been marked as future planned for electricity network projects, the details of which need to be confirmed.
- Telecommunication services plan suggest that the fibre network in the Devonport area shall have sufficient capacity for the proposed site.
- The BeforeUdig enquiry indicates that there is gas supply infrastructure adjacent to each site boundary.
- Overall, all dry services can be accommodated.

In summary there are no significant infrastructure issues associated with the project and any adverse effects can be mitigated by the design of the proposed development.

6.8 Flooding

With regard to flooding, Tonkin and Taylor have undertaken a flood assessment of the proposed development. The following points are noted.

- The development site boundaries have been assessed against the flood plain, flood hazard and flood prone areas of the Auckland Council GIS viewer. This assessment shows that only Building 3 is potentially subject to this risk. The assessment has considered Plan Change 120.
- The floodplain can be characterised as a low energy, low hazard, shallow floodplain which has the potential to extend across up to 500m² of the site.
- The basement and ground floor activities are of most risk to flood hazard. The risk assessment undertaken recommends minimum floor levels for the proposed activities. The project can meet these freeboard levels. Furthermore, safe egress routes are provided.

In summary, the report concludes as follows:

- *“A low energy, low hazard, shallow floodplain (<0.35m) has the potential to extends across up to 500m² of the western end of the site in the future 1% AEP events with allowance for 3.8° C climate change. The site is not predicted to flood in events up to 1% AEP in the existing climate.*
- *The consequences of the flood hazard in relation to the proposed activity are low because:*
 - *Minimum floor levels and basement entrances will be built above the inundation levels with allowance for suitable freeboard.*
 - *There have not been any adverse impacts identified as a result of the proposed activities on the development or to other properties, infrastructure and the environment*
 - *Occupiers of the building will have the opportunity for safe refuge in the building or safe egress to Victoria Road and away from the low hazard floodplain that exists along Wynyard Street. We also consider that safe access and egress can be maintained along Wynyard Street given the low flood hazard and low flood depths.*

Based on the flood hazard and flood risk assessment there have been no significant flood issues identified, and flooding consequences can be mitigated by the design by ensuring that the proposed buildings and basement car park access are raised above the 1% AEP flood level with allowance for climate change and further freeboard.

All residential development is at least on level 1 or higher, well above all possible flood levels.

- *The main ground floor levels to be above 3.4m RL of 3.7 mRL*
- *Vehicular access to the basement car park above 3.25m RL*

- *The ground floor is constructed from durable materials”*

Overall, it is considered that there are no significant issues resulting from potential flood effects and that any adverse effects are mitigated by the proposed design which meets the above parameters. The benefits of the proposed approach are that the design will ensure flood risk is mitigated to year 2130 and will accommodate both sea level rise and storm surge.

6.9 Geotechnical, Earthworks and Groundwater

A Geotechnical Report undertaken by T+T anticipate various effects that can be managed during the proposed works. The excavation of earth for the basement will cross into the water table (approximately 1.5–2 m below ground level) and will require dewatering. This will have effects on the water table which can be managed through dewatering construction methodologies, monitoring settlement on adjoining properties and mitigating any damage.

Effects to neighbouring structures caused by earth movement can be managed with temporary support measures. Construction monitoring of ground movements and groundwater effects will be implemented.

T+T concludes that *“the geotechnical matters identified are typical of coastal urban development sites in Auckland”,* and *“based on the information reviewed to date, no geotechnical constraints have been identified that would preclude the proposed development in principle.”*

The effects arising from this proposal to the groundwater will come when excavating earth for the basement areas. Temporary dewatering measures will take place until a permanent dewatering occurs.

The details of the proposed earthworks are outlined within the Infrastructure Report prepared by T&T.

- An indicative earthworks plan has been prepared with an expected excavation area of 2,370m², and excavation volume of 17,000m³.
- Erosion and sediment control methodologies will be employed to ensure silt laden run-off does not enter the stormwater system and is managed and controlled on site.

Based on the above approach it is considered there are no significant geotechnical, groundwater or earthworks issues that will result from the project. In addition, any adverse effects will be mitigated

by standard construction methodologies and earthworks and sediment control measures being implemented.

6.10 Contamination

A Contaminated Land Report (**CLR**) prepared by T+T concludes that there are Asbestos Contaminated Materials (ACM) across several buildings within the subject site. The extent of ACM varies in size. The buildings ACMs have been identified in are:

- 41 Victoria Road
- 1-3 Wynyard Street
- 23 Victoria Road
- 5-15 Victoria Road
- 17-19 Victoria Road

The report also addresses the historical land uses associated with the Site and the previous activities undertaken there. There are also other activities that may have resulted in land contamination, including coal or coke yards, motor vehicle workshops, vehicle refuelling, servicing and repair. These are potentially HAIL activities that would require consent under the national environmental standard and Auckland Unitary Plan for any disturbance of soil in the vicinity of these sites.

Given the Site is occupied by buildings or hardstand, it is proposed that a Preliminary Site Investigation (PSI) and a Contaminated Soil Management Plan (CSMP) be prepared for a substantive application in the future. This would involve limited sampling in the future. Potential management measures for future construction activities include:

- Removal of asbestos from buildings will likely need to occur under the supervision of an appropriately licensed removalist in accordance with the Asbestos Regulations;
- Excavated soil that is disposed of off-site will need to be disposed to a facility licensed to receive the level of contamination;
- Groundwater from excavation dewatering may need to be disposed of to trade waste, depending on the contaminant condition; and
- Implementation of environmental controls for earthworks that can be set out in the future CSMP.

Overall, it is considered that there are no significant contamination issues that will result from the project. In addition, any adverse effects will be mitigated by standard contaminated land disturbance methodologies and remediation action plan measures being implemented. Furthermore, the project will result in the positive benefits of removing ACM and other contaminants from the site and disposing of them to an approved landfill.

6.11 Economic

Refer to Sections 3.3 and 5 of this report.

Overall, the project will result in significant regional economic benefits.

6.12 Coastal Inundation

A Coastal Inundation Report (**CIR**) prepared by T+T concluded that the

- Present day:
 - *“Water level of 2.04 mRL. Developed areas of the Devonport town centre are not exposed to coastal inundation from storm surge today, but some wave overtopping may occur at the immediate coastal edge. Some low-lying reserve areas and road space are below the 1% AEP storm tide level at present day, but the coastal edge is higher so flooding would only occur if seawater flows up through the storm water network.”*
- 2050 (30 years):
 - *“Sea water inundation to 2.26 mRL is connected to Windsor Reserve but not across Victoria Road on Queens Parade (Figure 3.2).”*
- 2080 (50 years):
 - *“Water level of 2.60 mRL allows flow path from Windsor Reserve to cross Victoria Road and the ferry carpark, potentially flooding property on the corner of Queens Parade and Victoria Road (Figure 3.2).”*
- 2100 (70 years):
 - *“Sea level of 2.88 mRL exceeds the coastal edge level on south facing waterfront causing additional flooding around lower Victoria Road and Queens Parade (Figure 3.2).”*
- 2030 (100 years):
 - *“Coastal inundation of 3.34 mRL exposes a larger area between Clarence Street, Victoria Road and Anne Street (Figure 3.2).”*

The T&T assessment concludes that the finished floor levels for habitable (residential) areas should be RL 3.9 and for non-habitable (commercial) areas a RL of 3.7. The proposal achieves these levels.

As a result, it is considered that there are no significant coastal inundation issues that will result from the project. In addition, any adverse effects will be mitigated by the proposed finished floor levels of the development and the construction of basement ramps to avoid flooding. Furthermore, the project will result in the positive benefits of fully taking into account future climate change scenarios and ensuring the development will not succumb to this natural hazard risk.

6.13 Effects Conclusion

It is concluded that there are no significant issues that will result from the project and that any adverse effects can be mitigated. Furthermore there are a large number of positive benefits that will result from the proposed development, as outlines above.

6.14 Summary of Mitigation Measures

The proposed mitigation measures are outlined in the above assessment of effects and the attached technical reports. The below table provides a summary and description of these mitigation measures to prevent and reduce actual and potential effects of the activity.

Report Section	Actual or Potential Effect	Mitigation Measures
6.1	Mana Whenua Values	DPML have engaged with Ngati Whatua o Orakei and Ngati Paoa. Ngati Paoa have provided a letter of support of the proposed development. These engagement meetings have been helpful to understand the cultural importance of the area and to ensure that the identified cultural narratives are included within the design of the project.
6.2	Urban Design, Character and Amenity	The Urban Design Assessment concluded that the there are no significant issues associated with the application and that any adverse effects are able to be mitigated through design. Furthermore any adverse shading effects are considered to be minor and do not impact periods when sunlight access is most sought by the wider public and occupants of the locality, including Windsor Reserve users.

		The design of the development including building scale and location as well as the creation of significant public connections, accessways and courtyards provide mitigation measures for the proposed development.
6.3	Heritage and Special Character	Only non-sympathetic features that form later additions to the identified historic heritage buildings are proposed to be demolished. Rear sites will be uncovered, exposing special character facades that have been obscured for decades. Contributing features will not be removed. The adaptive re-use of the heritage features will provide mitigation measures for the project.
6.4	Archaeology	Any adverse archaeological effects can be mitigated by seeking an authorisation from Heritage New Zealand for the proposed works and by imposing an accidental discovery protocol condition of consent. Furthermore, the identification and recognition of any archaeological features encountered as part of the development will be a positive outcome of the project. Any archaeological findings will be recorded by the project archaeologist.
6.5	Landscape and Visual	Proposed development will still enable views to the maunga and therefore maintain their visual integrity. It is considered that there are no significant landscape/visual issues resulting from the proposed development and that any adverse effects are mitigated by the design and location of the proposed buildings.
6.6	Transportation	The Transport plan concluded that there are no transport related issues with the proposal. The proposal site is very close to public transport and other active modes of transport. Mitigation measures will include increased usage of public transport given the proximity of these services and a corresponding reduction in private vehicle usage.
6.7	Infrastructure	There is no significant infrastructure issues associated with the project and any adverse effects can be mitigated by the design of the proposed development. 3 Water infrastructure and dry services all have the capacity to service the site.
6.8	Flooding	All activities sensitive to flooding (residential) are located above the ground floor and well above flood levels. The main ground floor levels to be above 3.4m RL or 3.7m RL depending on which areas are more susceptible to flooding. Vehicular access to the basement car park I

		above 3.25m RL. The ground floor is constructed from durable materials. These are all measures that will mitigate flood effects.
6.9	Geotechnical, Earthworks and Groundwater	Temporary dewatering measures will occur prior to a permanent solution while earthworks are underway. The effects of earth movements on neighbouring properties are mitigated by installing temporary support measures. With regard to earthworks, erosion and sediment control methodologies will be employed to ensure silt laden run-off does not enter the stormwater system. Standard construction methodologies will be employed to mitigate any further effects.
6.10	Contamination	Licensed asbestos removal specialists will supervise the removal of asbestos in buildings. The excavated soil that is to be disposed of off-site will be disposed to a facility licensed to receive the level of contamination. Any groundwater that is dewatered may be contaminated and will need to be disposed of. The implementation of environmental controls for earthworks will be set out in the future CSMP.
6.11	Economic	This proposal provides significant economic benefit to the region.
6.12	Coastal Inundation	The design of the finished floor levels and basement ramps will mitigate any potential coastal inundation effects.

7 NATIONAL POLICY STATEMENTS AND NATIONAL ENVIRONMENTAL STANDARDS

This section is provided in accordance with subclause 2(1)(a)(i) – (iii) of Schedule 5. This requires that applications include an assessment of the activity against the relevant provisions and requirements of the following statutory documents:

- (a) Any relevant national policy statements;
- (b) Any relevant national environmental standards; and
- (c) If relevant, the New Zealand Coastal Policy Statement.

The below section provides an assessment of the relevant National Policy Statements and National Environmental Standards in relation to the Sunfield proposal.

7.1 National Policy Statement on Urban Development 2020 (NPS-UD)

The National Policy Statement on Urban Development 2020 (NPS-UD) came into force on the 20th of August 2020 and provides direction to decision-makers on planning for urban environments. The NPS-UD sets out objectives and policies that apply when making planning decisions that affect an urban environment.

The following is an assessment of the relevant objectives and policies of the NPS-UD in respect to the Devonport Mixed Use Development.

The relevant provisions relating to this project are Objective 1, Policy 1 as well as Objective 3, Objective 4, Policy 3(d), Policy 6(c).

In relation to these matters the following is noted in the Urban Design Assessment.

“Policy 1 of the NPS-UD provides a definition of a well-functioning urban environment that is focused on enabling people and communities to provide for their social, economic and cultural wellbeing and for their health and safety, now and into the future. In my opinion, the Devonport town centre and surrounding residential community on the lower peninsula can be understood to already strongly meet that definition with a number of well-established foundational characteristics that contribute to it functioning as one of the more accessible and well-integrated urban neighbourhoods in Auckland. These existing attributes include:

- *The strategic location at the southern end of the Devonport peninsula that supports a direct, fast and frequent ferry service (the second most patronised service after the Waiheke route) to the Auckland city centre, effectively placing Devonport within the immediate central city fringe neighbourhoods that benefit from close proximity and ready access to the city centre that supports the highest concentration of employment and economic activity in New Zealand as well as significant tertiary education opportunities and a wealth of social and community facilities within easy reach;*
- *The mix of uses, laid out within a compact and well-defined cluster of streets, surrounded by public open space and the harbour edge waterfront, and seamlessly connected to a readily walkable and bikeable residential catchment of the neighbourhood streets to the north, east and west of the town centre.*
- *The town centre offering that includes a wide range of retail and services catering to the everyday needs of the community such as the supermarket, groceries, healthcare and services sectors, community facilities such as the library and parks and reserves, as well as extensive and long-established retail and hospitality businesses that attract visitors as well as meeting the needs of the local community, reflecting that Devonport is an attractive harbourside destination for international visitors and people from across the wider city.*
- *The ways in which this town centre offering is accessible and strongly serves the needs of the local community, being in short distance from and readily walkable and bikeable for people living within a 5 to 15 minute walk of the town centre and with frequent bus services connecting the communities further north on the peninsula with the town centre without the need to drive. This level of proximity and accessibility is relatively rare across many parts of the city, with the town centre strongly supporting a walk-up culture from the catchment of the local community within easy walking distance, as well as cycling, with the urban form supporting a strong culture of cycling heading to work and school on the peninsula, which all support the health and wellbeing of residents with active mode trips being much higher than the Auckland average.*
- *The long-established characteristics of Devonport town centre as a place, including its widely recognised special character and distinctive place identity, that contribute to the social and cultural wellbeing of people who choose to call Devonport home and / or have a close association through spending time in Devonport.*

The proposal has been cognisant of all of these characteristics in considering future change, and has incorporated multiple measures that will contribute to retaining, strengthening and enhancing

many of these attributes, to contribute to the Devonport town centre continuing to evolve and be a well-functioning urban environment into the future, including through:

- Opening up the site for public access, inviting people into the centre of the block and strengthening the through-site linkages between Victoria Road and Wynyard Street in ways that support the ease of walkability to a range of destinations in and around the town centre;*
- Proposing a closely interconnected mix of uses including, retail, hospitality, hotel, commercial spaces as well as residential apartment living laid out in a compact development that integrates closely with the rest of the town centre;*
- Providing for a concentration of residential apartment living in the heart of Devonport that will create new opportunities for hundreds of people to live centrally within the town centre within ready access of everything the town centre has to offer – adding choice and increasing the diversity of housing options, recognising that a town centre lifestyle is something that is only available to a few people at present within Devonport, with only a low level of existing residential apartment living right in the town centre itself, and the availability of land within the town centre suitable for housing development a scarce resource. Affording the opportunity for more people in the community to live in this way also supports car-free and car-light lifestyles with the ability to do most trips by walking, cycling or public transport to access employment, education and everyday needs.*
- The ways in which this concentration and mix of activities will support increased vitality within the town centre and support increased visitation to Devonport as a destination as well as increased patronage of public transport services including the frequent ferry service to the city centre, contributing to economic and social wellbeing,*
- Providing for new publicly accessible courtyards and laneways within the centre of the block that provide new opportunities to experience and appreciate the built heritage within the site, and open up a new view northwards to Takuranga Mount Victoria, amplifying qualities that contribute to the special character and identity of Devonport and enhance cultural wellbeing.*
- Renovating the existing heritage buildings, and designing new buildings with high quality, people-centred architecture that recognises and respects the qualities that make Devonport special as a place and creates new buildings and spaces with destinational qualities that are inviting, support discovery and memorable experiences that will attract more visitors to Devonport, contributing to economic, social and cultural wellbeing.*

The project outcome is consistent with Objective 3 in that it will enable more people to live in, and more businesses and community services to be located in an urban town centre environment with many employment opportunities (both within and around the town centre itself and in terms of ready

access to the city centre), in an area that is well-serviced by existing public transport (both frequent bus routes and the frequent and fast ferry route to the city centre), in a discrete and contained town centre environment where there is high demand and scarce supply of land to provide for growth in both housing and business activity.

Objective 4 recognises that New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities and future generations. The project will actively provide for the regeneration and revitalisation of Devonport, providing new ways of living and doing business in the town centre that are distinctly different from the existing offering, while being in tune with the character and values of Devonport, which will support the future evolution of Devonport to adapt to meeting the changing needs of current and future generations and ensure it remains relevant and highly valued into the future.

In terms of Policy 3(d), the proposal provides building heights and densities that will enable a greater concentration of residential development and commercial activity within a prime block of the existing town centre that is commensurate with the level of suppressed demand for this highly desirable and valued, accessible and amenity-rich town centre environment.

In relation to Policy 6(c) the proposal is assessed as resulting in a number of urban development benefits that are consistent with the well-functioning urban environments of Objective 1, as outlined above and summarised in the conclusions of this report. “

Based on the above assessment, it is considered that the Devonport project will give effect to the NPS-UD. In particular, the proposal will:

- create a well-functioning urban environment;
- contribute to development capacity in the region;
- support reductions in greenhouse gas emissions;
- be resilient to the current and future effects of climate change; and
- take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

7.2 National Policy Statement on Freshwater Management 2020 (NPS-FM)

Being in a dense urban area that is currently fully impervious and has no streams or wetland features, the proposal does not have any impact on the NPS-FM.

7.3 National Environmental Standards for Freshwater 2020 (NESF)

Being in a dense urban area that is currently fully impervious and has no streams or wetland features, the proposal does not have any impact on the NESF.

7.4 National Policy Statement on Indigenous Biodiversity 2023 (NPS – IB)

Being in a dense urban area that is currently fully impervious and no native vegetation areas, the proposal does not have any impact on the NPS-IB.

7.5 National Policy Statement for Highly Productive Land (NPS-HPL)

Being in a dense urban area that is currently fully impervious, the proposal does not have any impact on the NPS-HPL.

7.6 New Zealand Coastal Policy Statement

The New Zealand Coastal Policy Statement (NZCPS) is not considered relevant to this application. The purpose of the NZCPS is to state policies in order to achieve the purpose of the RMA, in relation to the coastal environment. The proposal, while near the coast is not considered to be within the coastal environment and does not include any part of the Coastal Marine Area. However, the potential for adverse effects from stormwater discharge have been considered through this application and it is concluded that the proposal will not adversely affect the coastal marine area of the Waitematā Harbour. Accordingly, the proposed is not inconsistent with the NZCPS.

7.7 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 (NESCS)

This matter has been addressed above and while there are contaminants on site, it is considered that any future PSI, DSI and CSMP will ensure that any adverse effects are adequately managed and that the proposal will be consistent with the NESCS.

7.8 National Policy Statement – Natural Hazards

This NPS addresses issues such as land instability, flooding and coastal inundation. These matters have been addressed in detail in the technical reports supporting this referral application. The

technical reports confirm that all natural hazard risk has been addressed by the proposal, and a comprehensive suite of mitigation measures have been proposed which will ensure the project is consistent with this NPS.

8 CONSULTATION

A summary of the consultation undertaken in accordance with s13(4)(k)(i)) for the FTAA is set out below.

8.1 Mana Whenua/Iwi

We have met with representatives of the DPML team on several occasions to discuss the Devonport Mixed Use Development. The proposed development includes the adaptive reuse and adaptive reuse of the Victoria Road heritage buildings as well as the development of five new buildings, pedestrian connections and a central courtyard.

Following initial discussions with Ngāti Whātua O Orakei, DPML were referred to and introduced to Ngāti Pāoa to consult with and undertake further engagement in relation to this project. Subsequently, three further engagement meetings with DPML and Ngāti Pāoa representatives occurred during October and November 2025 and January 2026. It is envisaged that this engagement will continue through the application and eventual design and construction process.

Ngāti Pāoa have established a positive working relationship with DPML with both parties displaying a genuine commitment to working together on an ongoing basis to ensure the recognition of cultural values within the project.

There is a common and shared vision on how Mana Whenua aspirations can be reflected in the development.

DPML have committed to an on-going working relationship with Ngāti Pāoa in terms of this Devonport development project that will result in the:

- Empowering and enabling of Ngāti Pāoa to uphold their rangatiratanga and undertake their Kaitiakitanga role on an ongoing basis;
- Recognition of the spiritual connection between the whenua and wai and the Ngāti Pāoa community;
- Provision of historical and cultural advice that reinforces whakapapa and traditional associations to the locality;
- Provision of strategic environmental guidance, advice and support; and
- Recognition of cultural values in the design of publicly accessible lanes and courtyards, landscaping, artworks and/or signage.

Ngati Paoa have provided written confirmation that they are supportive of the project and consider it likely that most and hopefully all of their concerns and aspirations can be addressed via:

- *“our continued involvement in the project;*
- *the integration of our cultural narratives into the design of the development;*
- *the provision by ourselves of a document that identifies our cultural values and potential impacts on, or opportunities for supporting, those values; and*
- *conditions (where necessary) being attached to the consent to address potential impacts and provide for opportunities.”*

In addition, the following iwi were also consulted as part of the consultation process for the Project. None of the following iwi have expressed an interest in being engaged further or involved with the project.

1		Ngati Paoa			Tipa Compain	s 9(2)(a)
2		Ngati te Ata			Karl Flavell	s 9(2)(a)
3		Ngati Whanuanga			Honey Renata	s 9(2)(a)
4		Te Akitai Waiohua			Nigel Denny	s 9(2)(a)
5		Ngati Whatua o Orakei			Jessica Hiscox	s 9(2)(a)
6		Te Patukirikiri			Kaitiaki Team	admin@patukirikiri.co.nz
7		Ngati Whatua o Kaipara			Te Tari Taiao	s 9(2)(a)
8		Ngati Maru			Kaitiaki	s 9(2)(a)
9		Ngati Tamatera			RMA Kaitiaki	s 9(2)(a)
10		Te Kawerau a Maki			RMA Kaitiaki	s 9(2)(a)
11		Ngai Tai ki Tamaki			Kaitiaki Unit	s 9(2)(a)
12		Te Runanga o Ngati Whatua			RMA Kaitiaki	s 9(2)(a)

8.2 Other Consultation

The Applicant has undertaken pre-application consultation with the Auckland Council (including Healthy Waters and Auckland Transport), Heritage New Zealand Pouhere Taonga, Watercare and a number of other parties as set out in the consultation summary and supporting meeting minutes and applicant responses submitted with this application.

A summary of the other parties consulted include the Devonport Tomorrow Advocacy Group, the Tupuna Maunga Authority and the Devonport Takapuna Local Board.

8.3 Affected Persons (S13(4)(j))

The affected persons within the context of this section of the Act are:

- Auckland Council
- The Iwi identified in the table below

1		Ngati Paoa			Tipa Compain	s 9(2)(a)
2		Ngati te Ata			Karl Flavell	s 9(2)(a)
3		Ngati Whanuanga			Honey Renata	s 9(2)(a)
4		Te Akitai Waiohua			Nigel Denny	s 9(2)(a)
5		Ngati Whatua o Orakei			Jessica Hiscox	s 9(2)(a)
6		Te Patukirikiri			Kaitiaki Team	admin@patukirikiri.co.nz
7		Ngati Whatua o Kaipara			Te Tari Taiao	s 9(2)(a)
8		Ngati Maru			Kaitiaki	s 9(2)(a)
9		Ngati Tamatera			RMA Kaitiaki	s 9(2)(a)
10		Te Kawerau a Maki			RMA Kaitiaki	s 9(2)(a)
11		Ngai Tai ki Tamaki			Kaitiaki Unit	s 9(2)(a)
12		Te Runanga o Ngati Whatua			RMA Kaitiaki	s 9(2)(a)

8.4 Consultation Informing Project (S13(4)(k)(ii))

A summary of how the consultation undertaken has informed the project is set out below.

- Iwi engagement has resulted in identification of how Mana Whenua values can be recognised within the Project including reflection of our cultural values and our cultural narratives in any conditions relating to the consent of the project, as well as the design of the development, including publicly accessible lanes and courtyards, landscaping, artworks and/or signage.
- Engagement with the Devonport Tomorrow Advocacy Group has been taken into account and reflected in the built form outcomes proposed for the Project.

- Engagement with Heritage New Zealand has informed the approach to recognising any archaeological remains that are discovered during construction as well as the recognition of the stone oven structure.
- Engagement with Auckland Council has resulted in the approach to finished floor levels to mitigate against flooding and carpark ramp design as well as a general approach to stormwater management being incorporated into the Project.

9 CONCLUSION

Overall, it is therefore considered that the Devonport Mixed Use Development satisfies the requirements that apply to referral applications under the FTAA and can be accepted under the relevant criteria of that Act, for the following reasons:

- a) The Project is a development project that will have significant national and regional benefits including historic heritage, natural hazard mitigation and economic benefits;
- b) Referring the Project to the fast track approvals process would be more timely and cost effective than the standard resource consent process under the RMA;
- c) The project will deliver significant economic benefits to the Auckland region of \$398m during construction, additional annual tourism benefits of between \$8.3m to \$16.6m and once direct, indirect and induced impacts are included approximately 3,688 full time equivalent employees will be sustained across the economy. Additionally, hotel guest expenditure on accommodation and retail is estimated at between \$7.5m and \$8.6m annually. The development activity results in an increase in Auckland's Regional GDP by \$355m and New Zealand overall by \$402m;
- d) The project will support climate change mitigation and climate change adaptation including reducing risks from natural hazards;
- e) The Project will result in a well-functioning urban environment within the meaning of Policy 1 of the NPS UD.

Vijay Lala

Director

Tattico Limited